Project Excellence (Land at Wiggs Farm)

Transport and Access Note 1

DTA

Transport Planning Consultants

1.0 Introduction and Context

1.1 This note has been prepared to respond to comments raised by Hinckley and Bosworth Borough Council as Local Planning Authority and Leicestershire County Council ("LCC") as Local Highway Authority following the submission of the application 25/00523/FUL for 'The erection of a B8 distribution hub with ancillary offices, quality control office and canopy, maintenance units, and gatehouse, and associated infrastructure and landscaping'. The received comments are attached at **Appendix A**.

1.2 Additional correspondence with LCC regarding the access proposals and committed Development has taken place following the initial comments. The additional comments are attached at **Appendix B**.

1.3 Furthermore, following submission, Aldi Stores Ltd submitted a consultation response requesting clarification and further information on specific matters relating to the potential impacts that in their opinion could affect their nearby Distribution Centre located southwest of the proposed site on the B585 Wood Road. These comments are attached at **Appendix C**.

1.4 The illustrative masterplan is attached at **Appendix D**.

2.0 Site Access Proposals

2.1 The development is proposed to be served from Station Road via a new priority junction. This would take the form of a simple priority junction of an appropriate size to accommodate HGV movements.

2.2 This section sets out the comments received from the LHA on the site access proposals along with DTA's response and proposed actions.

2.3 The following comments were received from LCC on the access proposals, these are shown below in *blue*, followed by DTA's response.

"The site is proposed to be accessed from Station Road. Access via Station Road has implications for the existing 7.5t weight restriction, which would need to be suitably relocated and need to commence in a suitable location, which will offer an alternative route out for HGVs to turn or travel, this should be located at a junction or roundabout and should be shown on a tracked drawing to ensure suitability of the location."

2.4 The existing locations for the 7.5t weight restriction signs are located at the B585 / Station Road roundabout. This is considered a suitable location as the roundabout currently provides an appropriate turning facility for any vehicles not entering the restricted area.

2.5 Should the restriction be moved to nearer to the site it could lead to vehicles attempting to turn within the site access junction. In the event the restriction was moved to the south, then vehicles would need to enter the residential area of Bagworth to turn at the Jackson Road roundabout, which is not considered appropriate.

2.6 DTA therefore proposes the existing signs are updated to show "7.5t limit except for access" to allow site specific vehicles to enter the restricted area to reach the facility for loading or unloading.

"The LHA have reviewed drawing 25435-02 B (Proposed Site Access GA with Vehicle Tracking) and request dimensions to be shown for the right turn lane in accordance with Table 5.22 of the DMRB CD123..

The LHA request the existing highway boundary and the proposed land take required for the proposed works to be provided on a drawing.

As to be in accordance with LTN1/20 Clause 7.2.5 carriageway lane widths at refuges and other traffic calming features should be either less than 3.2m or greater than 3.9m to avoid unsafe overtaking of cyclists by motor vehicles. Dimensions should be added to a revised drawing confirming that this requirement has been met.

The Applicant should provide a revised drawing to demonstrate appropriate visibility can be achieved with a set back distance of 4.5m.

The Applicant has provided swept path analysis for a Maximum Legal Length Articulated Vehicle (16.5m), the Applicant should note vehicle speeds of 15kph should be used for swept path analysis, a note should be added to the drawings to confirm this and the length of the Maximum Legal Length Articulated Vehicle has increased from 16.5m to 18.55m (in May 2023), this should therefore be shown on a revised submission

The tracking drawing is required to demonstrate a 0.5m clearance from the tactile paving. Visibility of 125m is required to the south. The cycleways require a 1m buffer strip."

2.7 The above comments have been addressed and are shown on the updated site access drawing at **Appendix E**. This includes the requested dimensions, highway boundary information, visibility splay adjustments, increased buffer strip and the updated 18.55m HGV swept paths.

"The LHA note, to the south of the access, there are two highway trees, these should be included in a revised plan to ensure that visibility will not be hindered by them. It should be noted that the removal of highway trees can be very costly as their 'Capital Asset Value for Amenity Trees' ('CAVAT') values are taken into consideration. This will be considered further upon submission of a revised access drawing. The Applicant is advised that a topographical survey should be submitted."

2.8 Updated topographical data has been added to the revised site plan (**Appendix E**), there is no highlighted impact on trees to the south of the access regarding visibility splays.

"The Applicant is advised that a pedestrian crossing assessment in line with TSM Chapter 6 should be submitted to provide justification for the suitability of the tactile dropped crossings."

2.9 For context as part of the current employment application at Mercia Park expansion land, it has been demonstrated and agreed that a central refuge crossing with tactile paving is the appropriate form of crossing. In that location the A444 is wider and caters for twice the volume of traffic compared to Station Road. Therefore, it is considered that the proposed crossings as part of this application are appropriate.

3.0 Traffic Flows and Junction Assessments

3.1 The methodology used for Trip Generation, Distribution and Assignment regarding the forecast development traffic has been accepted the LHA.

3.2 As set out in the TA, the impact assessment peaks are proposed at 07:00-08:00 for AM and 18:00-19:00 for PM, as these will have the largest impact on existing background traffic. It is acknowledged that the Pallex forecast generation is slightly higher for the 06:00-07:00 peak by c32 vehicles, however the existing background traffic at the 07:00-08:00 peak is significantly higher and therefore will ensure a more robust assessment of impact. This position has been accepted by LCC.

"The LHA accept this approach in this instance given the first principles staff arrival times and surveyed flows. The LHA have also conducted a TRICs assessments on the traditional network peak hours for this type of development and these are considerably lower. The LHA therefore agree that this approach is a more robust assessment."

3.3 This section sets out the comments received from the LHA on the proposed traffic flows and junction capacity assessments along with DTA's response and proposed actions.

3.4 The following comments received from LCC on these proposals are shown below in *blue*, followed by DTA's response.

3.5 The TA set out the methodology for the traffic flow scenarios. To obtain future year background traffic flows, TEMPro growth factors were applied to the 2024 base year counts to provide a 2030 future year. The proposed traffic flow scenarios are therefore as follows:

- 2024 Base
- 2030 Future Year
- 2030 Future Year + Committed Development
- 2030 Future Year + Committed Development + Development

"Whilst the principle of the above is acceptable, no flow diagrams appear to have been submitted and are required by the LHA."

3.6 The comment is accepted and flow diagrams for the scenarios have been produced, these are attached at **Appendix F**.

"…the LHA have reviewed the modelling and note the following to be addressed:

Junction 1 (B585/Wood Road) - The geometry for this junction has been incorrectly measured. The hatched areas on Wood Road and the B585 South have been included in the entry width and flare length. The geometry should be remeasured to exclude hatched road markings.

Junction 10 (B585/Interlink Way) - There is uneven usage of the approach lanes on arm A, as the majority of traffic is using the nearside lane (ahead and left). Capacity adjustments should be applied to allow for the uneven lane use or alternatively lane simulation mode could be used."

3.7 The updated junction geometry drawings for junction 1 and junction 10 are attached at **Appendix G**. Junction 1 has been remodelled using the updated geometry and Junction 10 has been remodelled using lane simulation to account for the uneven lane use for ahead traffic at Arm A. The updated modelling results are attached at **Appendix H**, these also include the committed development requirements discussed below.

"It is noted the Aldi Distribution Centre (20/00224/FUL) has been included as a committed development. However the Applicant should confirm with both Hinckley & Bosworth Borough Council and North West Leicestershire District Council the Local Planning Authorities in the area as to whether any other committed developments should be included. The LHA is aware of at least H&BBC application reference 21/00531/HYB (Hybrid application comprising of Outline permission for the erection buildings for storage and distribution uses (Class B8), general industry (Class B2) and associated infrastructure including the formation of a new access (All matters reserved expect for access) and full planning permission for the demolition of existing farmstead and relocation, including the erection of 2 replacement farm managers dwellings and associated agriculture buildings and structures (Revised Scheme). Wood Farm, Stanton Lane, Ellistown, Coalville) which will require inclusion as a committed development.

The Applicant is therefore advised that further consideration is required to be given to committed developments, including South East Coalville Sustainable Urban Extension, and updated junction capacity assessments will subsequently be required."

3.8 Further correspondence with HBBC and LCC has taken place (**Appendix B**) regarding additional committed development to be included in the assessments. These are summarised below as confirmed by LCC:

- 21/00531/HYB Battleflat 3
- 13/00956/OUTM South East Coalville SUE
- 21/02281/FULM Land West Of Regs Way Bardon Leicestershire
- 16/01187/VCIM Land At Lower Bardon Grange Road

3.9 These committed developments have been included in the traffic flow scenarios and updated junction capacity assessments.

3.10 The trip generation for the committed development Battleflat 3 (21/00531/HYB) has been assigned to the pallex peak hours of 07:00-08:00 and 18:00-19:00 using the agreed trip rates and assignment as part of that applications TA.

3.11 The peak periods for the remaining committed developments account for the typical highway peak hour of 08:00-09:00 and 17:00-18:00. For robustness these flows have been added to the agreed Pallex peak periods of 07:00-08:00 and 18:00-19:00, whereas in reality the committed development flows in the pre-peak would be materially lower.

3.12 The overall impact on junction capacities is therefore likely to be lower than tested given the forecast committed development traffic has been assigned from busier peak periods into the Pallex peaks.

3.13 Furthermore, some of the committed developments have commenced, therefore, some of the initial phases traffic will be captured in the recent traffic counts. In addition, it is likely some of the committed development will be included in TEMPRO forecasts, meaning the assessments presented below are therefore, overly robust.

3.14 The updated junction capacity assessments are demonstrated below in **Section 4**.

4.0 Updated Junction Assessments

4.1 This section demonstrates the updated summaries of the future year operational assessments for the junctions assessed as part of the original TA. The full reports for each junction are attached as **Appendix H**. The list of considered off-site junctions is shown below:

- **Junction 1:** Station Road/ Wood Road (B585)/ Ellistown Terrace Road (B585) roundabout
- **Junction 2:** Ellistown Terrace Road/ Victoria Road (B585) signalised junction
- **Junction 3:** Wood Road (B585)/ Bagworth Road (B585)/ Bagworth Road/ Grange Road (B582) staggered crossroads
- **Junction 4:** Grange Road (B582)/ Ibstock Road (A447) priority junction
- **Junction 5:** Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)
- **Junction 6:** Shaw Lane (A511)/ Little Shaw Lane (A511)/ Copt Oak Road (B591)/ Stanton Lane roundabout (Flying Horse roundabout)
- **Junction 7:** M1 Junction 22
- **Junction 8:** Bardon Road (A511/ Regs Way/ Grange Road/ Bardon Road (A511) roundabout (Birch Tree roundabout)
- <u>All roundabouts along the B585 up to the A511:</u>
  Junction 9: West Lane (B585)/ Beveridge Lane/ Walker Road/ B585
  Junction 10: West Lane (B585)/ Interlink Way/ B585/ Access Road
  Junction 11: Victoria Rd / Access Rd(N)/ West Ln(B585)/ Unnamed/ Access Road (S)

4.2 Junction 1 has been remodelled using the updated geometry as shown in **Appendix G**. The summary of the updated future year results are presented in **Figure 1** below.

Figure 1 – Junction 1 modelling results

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	2024 - Base					
A - Station Road	0.2	3.33	0.13	0.1	2.95	0.09
B - Wood Road	0.4	5.66	0.28	0.2	4.65	0.16
C - B585 (ETR)	0.7	6.51	0.40	0.4	5.11	0.29
	2030 - Future Year					
A - Station Road	0.2	3.40	0.14	0.1	2.98	0.10
B - Wood Road	0.5	5.86	0.30	0.2	4.74	0.17
C - B585 (ETR)	0.8	6.82	0.42	0.5	5.25	0.30
	2030 - Future Year + Committed Dev					
A - Station Road	0.2	3.77	0.15	0.1	3.18	0.10
B - Wood Road	0.8	7.49	0.39	0.5	6.55	0.29
C - B585 (ETR)	1.8	10.62	0.60	0.8	7.07	0.42
	2030 - Future Year + Committed Dev + Development					
A - Station Road	0.2	4.04	0.17	0.4	4.06	0.29
B - Wood Road	1.1	8.82	0.49	0.8	8.16	0.39
C - B585 (ETR)	6.8	30.25	0.85	1.6	10.09	0.59

4.3 As can be seen above, Junction 1 is forecast to operate in the future year + committed development with minimal queuing and delay on all arms. The addition of the proposed development will create a minor increase in queuing on the B585 Ellistown Terrace Road in the AM peak period from c2 vehicles to c7 vehicles.

Table 1 – Junction 2 modelling results

Arm	AM Peak (0700-0800)		PM Peak (1800-1900)	
	DoS	Queue	DoS	Queue
2030 Future Year + Committed Development				
B585 - Victoria Road	43.3%	5.8	28.7%	3.3
Ellistown Terrace Rd (E)	54.9%	9.3	41.2%	6.3
Ellistown Terrace Rd (W)	54.8%	5.7	41.7%	4.0
2030 Future Year + Committed Development + Development				
B585 - Victoria Road	60.5%	10.6	37.3%	4.6
Ellistown Terrace Rd (E)	58.0%	10.0	56.8%	10.0
Ellistown Terrace Rd (W)	59.3%	6.7	53.8%	5.1

4.4 As can be seen above in **Table 1**, Junction 2 is forecast to operate in the future year + committed development with minimal queuing and delay on all arms. The addition of the proposed development will have a minimal impact on capacity with the junction still operating with minimal queuing and delay on all arms.

4.5 The results for Junctions 3 and 4 are unchanged as they fall outside the scope of the additional considered committed development flows. The junction 5 summary is shown below in **Table 2**.

Table 2 – Junction 5 modelling results

Arm	AM Peak (0700-0800)		PM Peak (1800-1900)	
	DoS	Queue	DoS	Queue
2030 Future Year				
A – A511 Shaw Lane	75.0%	13.6	48.7%	6.6
B – Beveridge Lane	67.8%	3.5	49.2%	1.8
C – A511 Bardon Road	99.5%	24.7	45.3%	0.4
Circulatory Carriageway	28.1%	1.4	21.4%	1.3
2030 Future Year + Committed Development				
A – A511 Shaw Lane	90.1%	24.6	54.9%	6.9
B – Beveridge Lane	80.8%	7.7	71.4%	5.0
C – A511 Bardon Road	169.7%	275.1	80.8%	3.8
Circulatory Carriageway	30.0%	2.0	37.4%	2.6
2030 Future Year + Committed Development + Development				
A – A511 Shaw Lane	100.6%	53.1	62.1%	8.7
B – Beveridge Lane	81.6%	8.2	79.7%	8.0
C – A511 Bardon Road	172.9%	284.2	86.9%	7.3
Circulatory Carriageway	34.9%	2.0	41.3%	2.6

4.6 Junction 5 is forecast to operate in the future year at close to capacity with queuing on Bardon Road (Arm C) and Shaw Lane (Arm A) in the AM Peak period. In the future year + committed development flows, the junction is forecast above capacity with further queuing on Bardon Road.

4.7 The addition of the proposed development flows will have a minimal absolute impact of circa 3.2% with an additional circa 9 vehicles in queues over that shown in the forecast committed development impact on the junction, which is not significant.

4.8 Given the junction is forecast at capacity in the future year and above capacity before the addition of the development flows, with the absolute impact of the development flows on the junction being relatively low, no mitigation is proposed.

4.9 Junctions 6 and 8 have been identified as part of LCC's A511 Growth Corridor Scheme. The impact on these junctions is to be mitigated by contributions to the development scheme as agreed with the LHA. Subsequently, impact assessments for these junctions will not be required under this condition, therefore impact assessments for these junctions have not been undertaken.

4.10 The updated summary for Junction 7 is shown below in **Table 3**.

Table 3 - Junction 7 M1 Signalised Roundabout - Junction Modelling Results

Arm	AM Peak (0700-0800)		PM Peak (1800-1900)	
	DoS	Queue	DoS	Queue
2030 Future Year				
A – M1 S/B Off Slip	78.9%	7.8	59.2%	3.9
B – A50	85.2%	11.0	41.1%	2.9
C – M1 N/B Off Slip	65.7%	6.3	37.1%	3.8
D – Cliffe Lane	52.1%	2.1	13.4%	0.3
E – A511	85.8%	14.4	50.7%	5.9
Circulatory Carriageway	87.3%	9.2	58.9%	1.8
2030 Future Year + Committed Development				
A – M1 S/B Off Slip	87.6%	9.7	78.1%	6.5
B – A50	85.6%	11.2	55.3%	4.3
C – M1 N/B Off Slip	65.7%	7.1	60.3%	5.3
D – Cliffe Lane	56.9%	2.9	17.4%	0.4
E – A511	101.2%	46.1	69.2%	9.1
Circulatory Carriageway	99.1%	14.7	78.3%	6.8
2030 Future Year + Committed Development + Development				
A – M1 S/B Off Slip	96.2%	14.9	83.4%	7.6
B – A50	92.5%	14.7	62.3%	5.1
C – M1 N/B Off Slip	74.9%	8.4	64.3%	5.9
D – Cliffe Lane	64.6%	3.3	18.7%	0.5
E – A511	101.5%	48.2	65.7%	8.1
Circulatory Carriageway	99.7%	15.4	82.9%	8.8

4.11 Junction 7 is forecast to operate in the future year within capacity with queuing on the A511, A50 and the circulatory. In the future year + committed development scenario, the junction is forecast to operate at or above capacity in the AM peak on the A511 arm and circulatory carriageway with queuing up to c46 vehicles on the A511 and c15 vehicles on the A50 with increased queuing on all other arms.

4.12 The addition of the development flows will have a negligible impact on junction performance with the absolute impact on the A511 arm at 0.3% with an additional c2 vehicles in queues. Additionally, the impact on the circulatory carriageway is negligible at 0.6% with an additional c1 vehicle in queues.

4.13 Given the junction is forecast at over capacity before the addition of the development flows and the absolute impact on the junction is relatively low, no mitigations are proposed.

4.14 The updated Junction 9 assessment is shown below in **Figure 2**.

Figure 2 – Junction 9 modelling results

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024 - Base									
A - Walker Road	D1	0.1	4.70	0.08	A	D2	0.1	3.61	0.05	A
B - B585 - Beveridge Lane (E)		0.7	2.13	0.39	A		0.3	1.65	0.21	A
C - B585 - West Lane (S)		0.5	3.31	0.26	A		0.2	2.21	0.16	A
D - Beveridge Lane (W)		1.1	4.38	0.47	A		0.4	2.78	0.28	A
	2030 - Future Year									
A - Walker Road	D3	0.1	4.93	0.08	A	D4	0.1	3.71	0.05	A
B - B585 - Beveridge Lane (E)		0.8	2.24	0.42	A		0.3	1.68	0.23	A
C - B585 - West Lane (S)		0.5	3.48	0.28	A		0.2	2.26	0.17	A
D - Beveridge Lane (W)		1.2	4.76	0.51	A		0.5	2.88	0.30	A
	2030 - Future Year + Committed Dev									
A - Walker Road	D5	0.1	5.65	0.10	A	D6	0.1	4.17	0.06	A
B - B585 - Beveridge Lane (E)		1.2	2.83	0.51	A		0.5	2.00	0.30	A
C - B585 - West Lane (S)		0.9	4.28	0.38	A		0.5	2.85	0.29	A
D - Beveridge Lane (W)		1.6	5.81	0.58	A		0.6	3.28	0.35	A
	2030 - Future Year + Committed Dev + Development									
A - Walker Road	D7	0.1	5.74	0.10	A	D8	0.1	4.52	0.06	A
B - B585 - Beveridge Lane (E)		1.6	3.31	0.58	A		0.6	2.10	0.35	A
C - B585 - West Lane (S)		0.9	4.40	0.39	A		0.7	3.08	0.36	A
D - Beveridge Lane (W)		1.7	5.96	0.59	A		0.6	3.56	0.37	A

4.15 As can be seen above, Junction 9 is forecast to operate in the future year + committed development with minimal queuing and delay on all arms. The addition of the proposed development will have a minimal impact on capacity with the junction still operating with minimal queuing and delay on all arms.

4.16 Junction 10 has been remodelled using lane simulation as per LHA comments to account for the uneven lane use for ahead traffic at Arm A. The updated modelling results are shown below in **Figure 3**.

Figure 3 – Junction 10 modelling results

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	[Lane Simulation] - 2024 - Base									
A - B585 (N)	D1	1.4	7.07	0.28	A	D2	0.5	5.16	0.17	A
B - Access Road		0.0	5.49	0.01	A		0.1	4.21	0.04	A
C - B585 (S)		0.7	4.47	0.32	A		0.3	3.09	0.14	A
D - Interlink Way (E)		0.3	6.39	0.11	A		0.2	4.36	0.12	A
	[Lane Simulation] - 2030 - Future Year									
A - B585 (N)	D3	1.3	7.61	0.30	A	D4	0.6	5.24	0.18	A
B - Access Road		0.1	5.50	0.01	A		0.1	4.02	0.05	A
C - B585 (S)		0.8	4.86	0.34	A		0.2	3.01	0.15	A
D - Interlink Way (E)		0.2	6.47	0.12	A		0.2	4.56	0.14	A
	[Lane Simulation] - 2030 - Future Year + Committed Dev									
A - B585 (N)	D5	4.9	17.94	0.52	C	D6	1.7	7.89	0.31	A
B - Access Road		0.1	6.39	0.02	A		0.1	4.77	0.06	A
C - B585 (S)		1.4	6.18	0.46	A		0.8	4.42	0.31	A
D - Interlink Way (E)		0.3	7.39	0.13	A		0.2	5.10	0.15	A
	[Lane Simulation] - 2030 - Future Year + Committed Dev + Development									
A - B585 (N)	D7	17.9	58.19	0.68	F	D8	2.4	10.92	0.42	B
B - Access Road		0.0	7.74	0.02	A		0.1	5.70	0.06	A
C - B585 (S)		1.3	6.21	0.47	A		0.7	4.88	0.41	A
D - Interlink Way (E)		0.3	7.87	0.13	A		0.3	5.95	0.16	A

4.17 As can be seen above, Junction 10 is forecast to operate in the future year + committed development with minor queuing and delay on Arm A. The addition of the proposed development is forecast to increase queuing and delay on Arm A due to the uneven left lane use. The junction is still forecast to operate with within capacity.

4.18 The forecast future year and committed development flows provide an overly robust assessment of future traffic at the junction, and it is expected the impact on the junction would be less than demonstrated. Notwithstanding this, a mitigation scheme is proposed should future assessments of the junction determine it is required.

4.19 The scheme proposes the removal of the white lining and hatching on the southern arm (Arm C), along with the current Arm A right turn only to be updated to allow for ahead and right movements. This would allow for a 2-lane merge exit on Arm C as a secondary movement and hence reduce the impact of the uneven lane usage. These proposals are attached at **Appendix I**.

4.20 The impact of the proposed mitigation on the junction modelling is shown below in **Figure 4**.

Figure 4 – Junction 10 mitigation scheme modelling results

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	[Lane Simulation] - 2024 - Base									
A - B585 (N)	D1	1.2	6.53	0.27	A	D2	0.6	4.91	0.17	A
B - Access Road		0.0	5.34	0.01	A		0.1	4.20	0.05	A
C - B585 (S)		0.9	4.48	0.32	A		0.2	3.10	0.14	A
D - Interlink Way (E)		0.3	6.71	0.11	A		0.2	4.27	0.12	A
	[Lane Simulation] - 2030 - Future Year									
A - B585 (N)	D3	1.3	6.91	0.30	A	D4	0.7	4.97	0.18	A
B - Access Road		0.1	5.42	0.01	A		0.1	4.02	0.05	A
C - B585 (S)		0.7	4.57	0.33	A		0.2	3.22	0.15	A
D - Interlink Way (E)		0.2	6.74	0.11	A		0.2	4.57	0.13	A
	[Lane Simulation] - 2030 - Future Year + Committed Dev									
A - B585 (N)	D5	3.4	12.36	0.44	B	D6	1.6	7.54	0.31	A
B - Access Road		0.1	6.60	0.02	A		0.1	4.96	0.06	A
C - B585 (S)		1.2	5.93	0.46	A		0.7	4.58	0.30	A
D - Interlink Way (E)		0.3	7.77	0.12	A		0.2	5.33	0.15	A
	[Lane Simulation] - 2030 - Future Year + Committed Dev + Development									
A - B585 (N)	D7	8.5	25.60	0.55	D	D8	2.0	8.70	0.39	A
B - Access Road		0.0	7.75	0.02	A		0.1	5.11	0.06	A
C - B585 (S)		1.4	6.26	0.46	A		1.0	5.11	0.40	A
D - Interlink Way (E)		0.3	7.91	0.13	A		0.3	5.89	0.17	A

4.21 As can be seen above, the proposed mitigation scheme for Junction 10 is forecast to operate in the future year + committed development + development with significantly reduced queuing and delay on Arm A.

4.22 As previously discussed, the forecast future year and committed development flows provide an overly robust assessment of future traffic at the junction, it is expected the impact on the junction would be less than demonstrated.

4.23 Should future assessments of the 2030 traffic flows show the junction is operating above capacity and determine the scheme is required. It is proposed that contribution of £15,000 is provided within the section 106 agreement to deliver the proposed scheme for line marking changes. This scheme is attached at **Appendix H**.

4.24 The updated Junction 11 modelling results are shown below in **Figure 5**.

Figure 5 – Junction 11 modelling results

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024 - Base									
A - B585 (NE)	D1	0.5	4.17	0.30	A	D2	0.2	3.32	0.18	A
B - Unnamed Road		0.0	4.56	0.02	A		0.0	4.36	0.02	A
C - Access Road (S)		0.0	0.00	0.00	A		0.0	0.00	0.00	A
D - B585 (SW)		0.4	3.63	0.27	A		0.2	2.88	0.12	A
E - Access Road (N)		0.0	4.36	0.01	A		0.0	2.51	0.01	A
	2030 - Future Year									
A - B585 (NE)	D3	0.6	4.30	0.32	A	D4	0.3	3.37	0.19	A
B - Unnamed Road		0.0	4.66	0.02	A		0.0	4.42	0.02	A
C - Access Road (S)		0.0	0.00	0.00	A		0.0	0.00	0.00	A
D - B585 (SW)		0.5	3.72	0.29	A		0.2	2.91	0.13	A
E - Access Road (N)		0.0	4.42	0.01	A		0.0	2.53	0.01	A
	2030 - Future Year + Committed Dev									
A - B585 (NE)	D5	1.1	5.78	0.46	A	D6	0.5	4.28	0.30	A
B - Unnamed Road		0.0	5.34	0.03	A		0.0	4.88	0.02	A
C - Access Road (S)		0.0	0.00	0.00	A		0.0	0.00	0.00	A
D - B585 (SW)		0.7	4.49	0.37	A		0.4	3.64	0.23	A
E - Access Road (N)		0.0	4.68	0.01	A		0.0	2.70	0.01	A
	2030 - Future Year + Committed Dev + Development									
A - B585 (NE)	D7	1.9	7.75	0.60	A	D8	0.8	4.79	0.39	A
B - Unnamed Road		0.0	6.38	0.03	A		0.0	5.36	0.03	A
C - Access Road (S)		0.0	0.00	0.00	A		0.0	0.00	0.00	A
D - B585 (SW)		0.8	4.56	0.38	A		0.6	3.98	0.33	A
E - Access Road (N)		0.0	4.72	0.02	A		0.0	2.89	0.01	A

4.25 As can be seen above, Junction 11 is forecast to operate in the future year + committed development with minimal queuing and delay on all arms. The addition of the proposed development will have a minimal impact on capacity with the junction still operating with minimal queuing and delay on all arms.

4.26 The site access Junction assessment has also been updated to reflect latest traffic flow data represented in the flow diagrams. The summary of the results is shown in **Figure 6** below.

Figure 6 – Site Access modelling results

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2030 - Future Year + Com Dev + Dev									
Stream B-AC	D1	0.1	10.67	0.03	B	D2	0.8	9.79	0.44	A
Stream C-AB		1.1	12.16	0.50	B		0.5	8.24	0.34	A

4.27 As can be seen above, the site access is forecast to operate in the future year with minimal queuing and delay on all arms.

5.0 Additional Comments

5.1 Additional comments received from Connect Consultants on behalf of Aldi Stores Ltd are shown below in red, followed by DTA's response.

1) While this statement is not challenged, the DTA TA should also consider the network peak hour periods which the Aldi Connect TA showed were between 08:00 – 09:00 and 17:00 – 18:00.

5.2 These network times fall outside of the Pallex peak periods, of which a first principles assessment of staff arrival and departure concluded staff trips would not be conducted during the 08:00 – 09:00 and 17:00 – 18:00 peaks, and hence assessment of these periods is not required.

5.3 The approach and impact assessment periods were agreed with the LHA at 07:00-08:00 for AM and 18:00-19:00 for PM, as these will have the largest impact on existing background traffic. The LHA comments are shown below:

"The LHA accept this approach in this instance given the first principles staff arrival times and surveyed flows. The LHA have also conducted a TRICs assessments on the traditional network peak hours for this type of development and these are considerably lower. The LHA therefore agree that this approach is a more robust assessment."

2) Junction capacity tests should be provided for Junction 6 to clarify whether the improved layout will function acceptably with the Wiggs Farm development.

5.4 Junction 6 and Junction 8 have been identified as part of LCC's A511 Growth Corridor Scheme. The impact on these junctions is to be mitigated by contributions to the development scheme as agreed with the LHA and therefore assessment of this junction is not required.

3) The DTA TA does not specify which traffic figures have been used to assess the Aldi development as a committed development, and this should be clarified.

5.5 Aldi development flows considered as committed development have been demonstrated in the traffic flow diagrams at **Appendix F**.

4) DTA have assumed that the 08:00-09:00 Aldi flows are the peak Aldi flows, whereas these are the Aldi flows during the network peak period. DTA need to establish the actual Aldi flows for the periods which they have assessed.

5.6 Aldi development flows have been considered using the publicly available data submitted as part of the application.

5) The junction modelling tests need to be re-run for the network peak periods.

5.7 As set out above, these network times fall outside of the Pallex peak periods. The impact assessment peaks were agreed with the LHA at 07:00-08:00 for AM and 18:00-19:00 for PM, as these will have the largest impact on existing background traffic.

5.8 Therefore, no further assessment work is warranted.

APPENDIX A

LCC Consultation Response

Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.

Leicestershire County Council

Response provided under the delegated authority of the Director of Environment & Transport.

APPLICATION DETAILS

Planning Application Number: 25/00523/FUL

Highway Reference Number: 2025/0523/04/H/R1

Application Address: Wiggs Farm Wood Road Nailstone Coalville Leicestershire LE67 1GE

Application Type: Full

Description of Application: Re-consultation. The erection of a B8 distribution hub with ancillary offices, quality control office and canopy, maintenance units, and gatehouse, and associated infrastructure and landscaping

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GENERAL DETAILS

Planning Case Officer: Matt Jedruch

Applicant: Barberry Bardon Limited

County Councillor: Markfield, Desford & Thornton ED - Charles Whitford CC

Parish: Bagworth & Thornton

Road Classification: Class C

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

The Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been consulted on a planning application at Wiggs Farm Wood Road Nailstone Coalville Leicestershire LE67 1GE, for the '*erection of a B8 distribution hub with ancillary offices, quality control office and canopy, maintenance units, and gatehouse, and associated infrastructure and landscaping'*.

The proposed end-user, Pall-Ex currently operate from Victoria Road, approximately 600m from the site, they are proposing to relocate the site to allow an increase in operation from 9000 pallets per day to 27000 pallets per day.

The LHA have reviewed the following documents that have been submitted by the Applicant in support of the proposals:

- Application Form.

- DTA Transport Planning Consultants – Proposed Site Access. Drawing Number 25435-02 B.
- Harrislamb Property Consultancy – Supporting Planning Statement. Dated 22nd May 2025.
- bhb architects – Proposed Block Plan. Drawing Number 4092-02 E.
- bhb architects - Proposed Site Plan – Orientated. Drawing Number 4092-06 B.
- bhb architects – Design and Access Statement. Dated May 2025.
- DTA Transport Planning Consultants – Transport Assessment Rev A. Dated 14th May 2025.
- DTA Transport Planning Consultants – Workplace Travel Plan for Pall-Ex. Rev A.

Site Access

With regard to the principle of the proposed access, the LHA would draw the Applicant's attention to Highway Development Management (HDM) Policy 2 in the Leicestershire Highway Design Guide (LHDG), 'access to the existing highway network', which replaces Policy IN5 from the previous version of the LHDG. The updated LHDG came into effect in December 2024.

It is worthy of note that pre-application advice (contained within the Transport Assessment (TA)) was given by the LHA (dated 24 April 2024), under the previous Policy IN5, which stated that access should be sought via the lowest classification of road where possible. This current application will be assessed in line with the LHA's current design guide and therefore Policy 2 which states:

'The council will apply a risk-based assessment of proposals for new accesses onto the existing highway network and alterations to and / or intensification of existing accesses so that they do not result in unacceptable road safety and operational concerns.'

The site is located to the south of B585 Wood Road, which is subject to a 50mph speed limit, and to the southwest of Station Road, which is a C-classified road subject to a 40mph speed limit and a 7.5t weight restriction.

The site is proposed to be accessed from Station Road. Access via Station Road has implications for the existing 7.5t weight restriction, which would need to be suitably relocated and need to commence in a suitable location, which will offer an alternative route out for HGVs to turn or travel, this should be located at a junction or roundabout and should be shown on a tracked drawing to ensure suitability of the location.

Policy 2 does not include the same stipulation as the previous Policy IN5 regarding access being taken from a lower classification road where possible. Nor does it apply to A and B class roads only, as with the previous policy. Therefore, the LHA would welcome an access via B585 Wood Road, which would not have any implication for the existing environmental weight restriction, and would not result in HGV use of Station Road.

Notwithstanding the above, the Applicant proposes the provision of a ghost right turn lane at the proposed site access onto Station Road. The Applicant should ensure the junction type is appropriate based on Figure 2.3.1 of CD123 of the Design Manual for Roads and Bridges (DMRB).

The LHA have reviewed drawing 25435-02 B (Proposed Site Access GA with Vehicle Tracking) and request dimensions to be shown for the right turn lane in accordance with Table 5.22 of the DMRB CD123. These should include the lane widths, turning length, deceleration length and the direct taper length. At ghost island junctions where no diverge or merge tapers are provided, the

corner radii should be 15 metres followed by a corner taper of 1:6, over a distance of 30 metres (DMRB CD123 5.6.3).

The LHA request the existing highway boundary and the proposed land take required for the proposed works to be provided on a drawing.

Access road arrangements should align with Table 4 of the LHDG. The LHA can confirm the drawings provided align with this guidance.

As to be in accordance with LTN1/20 Clause 7.2.5 carriageway lane widths at refuges and other traffic calming features should be either less than 3.2m or greater than 3.9m to avoid unsafe overtaking of cyclists by motor vehicles. Dimensions should be added to a revised drawing confirming that this requirement has been met.

To establish existing 85th percentile speeds the Applicant conducted an Automatic Traffic Count (ATC) survey within the vicinity of the proposed access. The survey was conducted between 18 to 24 May 2024 for which the LHA confirm the appropriate permit was obtained.

The ATC survey recorded 85th percentile speeds of 44.9mph and 45.1mph in the north and southbound direction respectively. As to be in accordance with Table 6 of the LHDG, visibility splays of 4.5m by 160.0m are required in both directions of the access. Drawing 25435-02B demonstrates splay lengths of 2.4 by 125m to either side of the access, based on Stopping Sight Distance (SSD) calculations using DMRB 'Desirable Minimum' parameters, using parameters of a two second driver reaction time and deceleration rate of 0.25g. The proposed splay lengths would therefore be appropriate.

The Applicant should however provide a revised drawing to demonstrate appropriate visibility can be achieved with a set back distance of 4.5m.

The LHA note, to the south of the access, there are two highway trees, these should be included in a revised plan to ensure that visibility will not be hindered by them. It should be noted that the removal of highway trees can be very costly as their 'Capital Asset Value for Amenity Trees' ('CAVAT') values are taken into consideration. This will be considered further upon submission of a revised access drawing.

The Applicant is advised that a topographical survey should be submitted.

A Stage 1 Road Safety Audit (RSA), with a designer's response to issues raised has been provided, which is welcomed by the LHA. The responses provided by the designer are accepted by the LHA apart from Problem 1-1: Traffic Signs Manual (TSM) Chapter 5 Para 3.1.1 states '*It is recommended that a system of double white lines through the new priority ghost island junction providing the visual queue to drivers that overtaking is prohibited at this location',* the use of double white lines here would not be considered appropriate due to there being suitable forward visibility at this location, the use of double white lines would not align with guidance in TSM Chapter 5 Paragraph 3.1.5.

The Applicant has provided swept path analysis for a Maximum Legal Length Articulated Vehicle (16.5m), the Applicant should note vehicle speeds of 15kph should be used for swept path analysis, a note should be added to the drawings to confirm this and the length of the Maximum

Legal Length Articulated Vehicle has increased from 16.5m to 18.55m (in May 2023), this should therefore be shown on a revised submission.

Off-Site Highway Works

Drawing 25435-02 B (Proposed Site Access GA with Vehicle Tracking) also includes the provision of a shared use foot/cycleway at the site access on Station Road, in addition to tactile crossing points to the north and south of the proposed access.

The Applicant should provide dimensions showing that the shared use foot/cycleway widths are in accordance with Table 18 and 19 of the LHDG. The shared use foot/cycleways require a buffer strip in accordance with Cycle Infrastructure Design LTN1-20 Table 6-1.

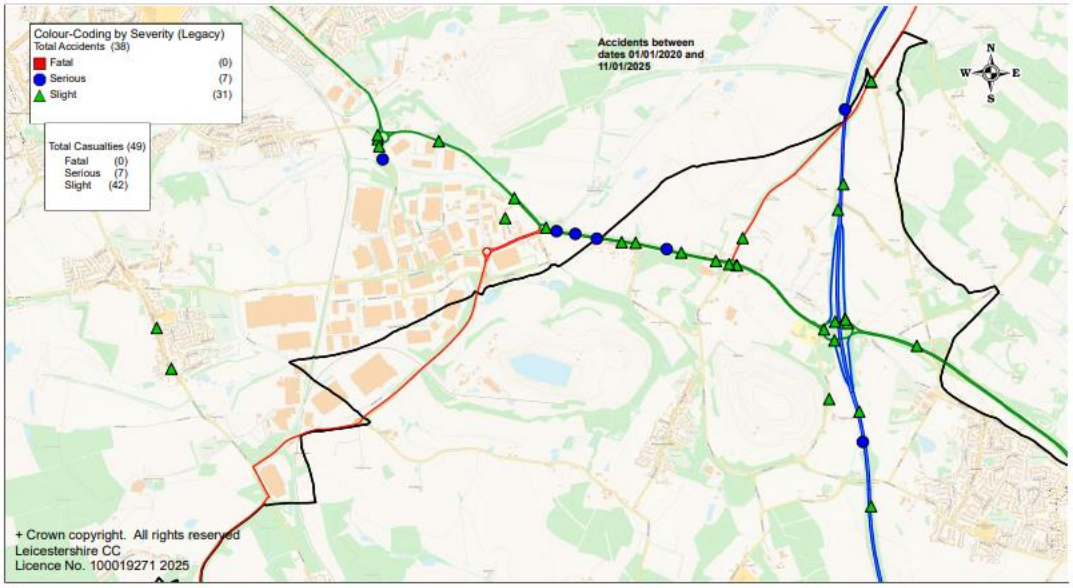
The Applicant is advised that a pedestrian crossing assessment in line with TSM Chapter 6 should be submitted to provide justification for the suitability of the tactile dropped crossings.

Consideration should also be given to the impact on highway trees and the Applicant is reminded of the LHA's comments above regarding the CAVAT value.

Highway Safety

An assessment of Personal Injury Collisions (PICs) has been undertaken by the Applicant based on data provided by Leicestershire County Council (LCC), for the 5-year period between 01/01/2020 and 11/01/2025. Whilst PICs have taken place in the study area since the period reviewed, the LHA considers that there continue to be no patterns which would warrant intervention in connection with the development proposals. The study areas are provided within Appendix D of the TA Shown below). 51 PICs were recorded in this time, summarised in the table below.

	Slight	Serious	Fatal	Total
2020	11	2	0	13
2021	5	1	0	6
2022	9	2	0	11
2023	7	3	0	10
2024	7	2	1	10
2025	1	0	0	1
Total	40	10	1	51

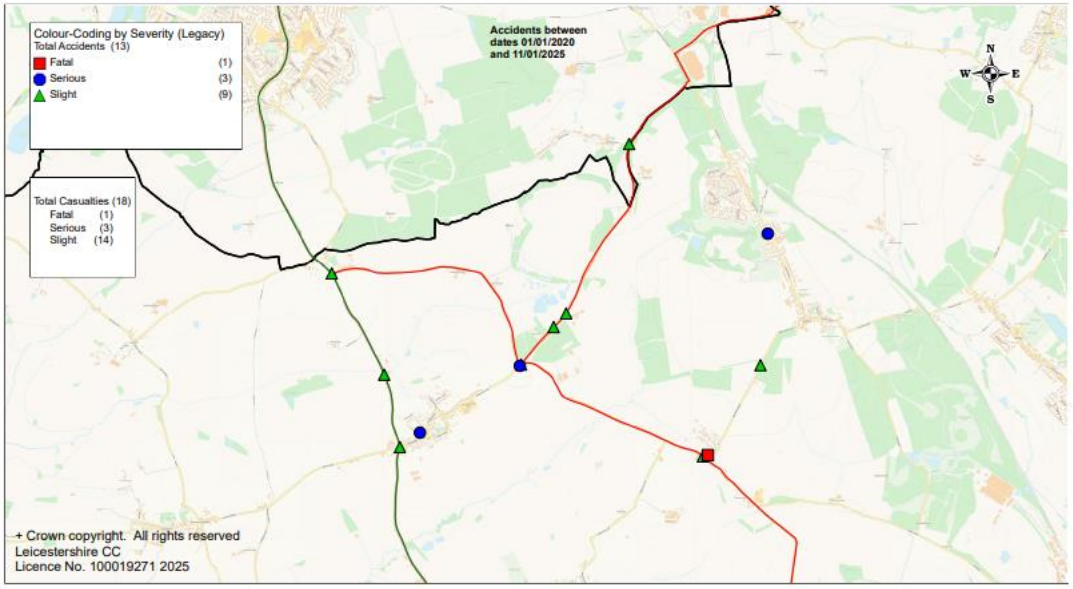


Leicestershire County Council

DTA Bardon Hill

Her Majesty's Office (c) Crown Copyright

SCALE	1 : 27290
DATE	14/03/2025
DRAWING No.	
DRAWN BY	



Leicestershire County Council

DTA Battram/Nailstone

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SCALE	1 : 30260
DATE	14/03/2025
DRAWING No.	
DRAWN BY	

It is worthy of note that the Applicant has submitted a large study area, compromising of approximately 3000m of the M1 and approximately 4000m of the A511.

The LHA have reviewed the PIC data and ascertain that there are no patterns/trends discernible within the data that would suggest that the proposed development would exacerbate any known highway safety concerns.

Notwithstanding the above, the LHA require the demonstration of a safe and suitable access for all users to be satisfied regarding the highway safety implications of the development proposals.

Interim Coalville Transport Strategy

In collaboration with the Local Planning Authority (LPA), the LHA has an evidenced understanding of the cumulative effects of development on the highway network within the Coalville area. A significant mitigation package of network improvements known as the Interim Coalville Transport Strategy (ICTS) is planned to safeguard against rates of deterioration and optimise traffic flow, whilst maintaining safety, on the A511.

The comprehensive package of transport works includes walking, cycling, and bus service improvements, as well as highway link and junction improvements.

The LHA therefore advises a contribution to the continuation and implementation of improvements to the A511 is required, which will be secured through the Section 106 agreement. This will be sought commensurate with other developments in the area, for example 18/01890/OUTM Land East Of Regs Way; the final figure to be confirmed with the LPA.

The ICTS can be found at:
https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2021/9/27/Interim-Coalville-Transport-Strategy.pdf.

Trip Generation, Distribution and Assignment

The Applicant proposes '*36,422m² floorspace that would operate within a B8 use class, including ancillary office accommodation of 1,675m²*', with Pall-Ex as the end user. Pall-Ex currently operates from Victoria Road, approximately 700m north of the proposed site. A larger facility is sought to meet the demands of their operation. The Application Form states there will be 480 full-time employees (FTE) as part of this proposal.

To investigate anticipated traffic generation, the Applicant has provided a first principles assessment based on the current Pall-Ex site however for robustness the Applicant has also undertaken a comparative TRICs assessment. The forecast for both methods is shown in Table 3 of the TA (shown below).

Table 3 – TRICS Traffic Generation vs Pallex Forecast Generation

All Vehicles	TRICS Generation			Pallex Future Generation			Difference		
	In	Out	Total	In	Out	Total	In	Out	Total
06:00-07:00	47	30	77	97	234	331	50	204	254
07:00-08:00	72	39	111	289	10	299	217	-29	188
18:00-19:00	16	35	51	218	257	475	202	222	424
19:00-20:00	16	22	38	63	122	185	47	100	147

The first principles rates result in two-way vehicular movements in the development AM peak (06:00 - 07:00) of 331 and 475 in the development PM peak (18:00 – 19:00).

It is stated in section 5.1.7 of the TA, *'The impact assessment peaks are proposed at 07:00-08:00 for AM and 18:00-19:00 for PM, as these will have the largest impact on existing background traffic.*

It is acknowledged that the Pallex forecast generation is slightly higher for the 06:00-07:00 peak by c32 vehicles, however the existing background traffic at the 07:00-08:00 peak is significantly higher and therefore will ensure a more robust assessment of impact.'

The LHA accept this approach in this instance given the first principles staff arrival times and surveyed flows. The LHA have also conducted a TRICs assessments on the traditional network peak hours for this type of development and these are considerably lower. The LHA therefore agree that this approach is a more robust assessment.

The Applicant has provided distribution data based on origins-destination tool in ArcGIS software, current Pall-Ex staff postcodes for light vehicles and existing depot locations for HGVs.

Assignment data for traffic is shown in section 5.2.3 of the TA (reproduced below).

Table 4 – Traffic Assignment (All Vehicles)

Route	AM			PM		
	In	Out	Total	In	Out	Total
Station Road (South of Site)	23	0	23	19	23	42
Station Road (North of Site):	266	10	276	199	234	433
-B585 - Wood Road:	75	2	77	59	69	128
-B582 Grange Road:	45	2	47	34	39	73
-A447 Ibstock Rd (North)	40	1	41	32	38	70
-A447 Ibstock Rd (South)	5	1	6	1	1	3
-B585 (E)	6	0	6	5	6	11
-Bagworth Road	24	0	24	20	24	44
-Ellistown Terrace Road	33	0	33	28	33	60
-B585 – Victoria Road:	158	8	166	113	132	245
-Beveridge Lane (West)	7	0	7	6	7	13
-A511 – Bardon Road	14	3	17	5	5	10
-A511 – Shaw Lane:	138	5	143	102	120	222
-B591 – Copt Oak Rd	11	0	11	9	11	20
-M1 (North)	41	2	43	30	35	65
-M1 (South)	58	3	62	41	48	89
-A50	28	0	28	23	27	50

Table 3 – Traffic Assignment (HGVs)

Route	AM			PM		
	In	Out	Total	In	Out	Total
Station Road (South of Site)	0	0	0	0	0	0
Station Road (North of Site):	44	10	54	12	12	24
-B585 - Wood Road:	8	2	10	2	2	4
-B582 Grange Road:	8	2	10	2	2	4
-A447 Ibstock Rd (North)	3	1	4	1	1	2
-A447 Ibstock Rd (South)	5	1	6	1	1	2
-B585 (E)	0	0	0	0	0	0
-Bagworth Road	0	0	0	0	0	0
-Ellistown Terrace Road	0	0	0	0	0	0
-B585 – Victoria Road:	36	8	44	10	9	20
-Beveridge Lane (West)	0	0	0	0	0	0
-A511 – Bardon Road	12	3	15	3	3	7
-A511 – Shaw Lane:	24	5	29	6	7	13
-B591 – Copt Oak Rd	0	0	0	0	0	0
-M1 (North)	8	2	10	2	2	4
-M1 (South)	14	3	17	4	4	8
-A50	2	0	2	0	0	0

This is accepted by the LHA.

It is worthy of note that typically for this quantum of development, the Applicant would be required to use the Pan-Regional Transport Model (PRTM) to assess the traffic impact of the development. However, based on the first principles approach to traffic impact given the close proximity of the existing site and the contribution that is required towards the Interim Coalville Transport Strategy (ITCS), as discussed later in this document, the LHA accept that such modelling is not required on this occasion.

Traffic Flow Scenarios

The Applicant has undertaken traffic counts at all study junctions (detailed in the Junction Capacity Assessments section below) between 18th – 24th May 2024 and turning counts on 23rd May 2024.

To obtain future year background traffic flows, TEMPro growth factors have been applied to the 2024 base year counts to provide a 2030 future year for the North West Leicestershire 013 Middle Super Output Area (MSOA). Although the site falls just outside of this MSOA, the LHA agree this is more suitable representation, given the high number of employment sites in the Bardon area. Growth factors obtained are shown in section 6.1.1 of the TA, which is reproduced below.

Table 6 – Tempro Growth Factors for NW Leicestershire 013 2024-2030

Year	Local AM Growth Figure	Local PM Growth Figure
2024-2030	1.0662	1.0682

The proposed traffic flow scenarios are therefore as follows:

- 2024 Base
- 2030 Future Year
- 2030 Future Year + Committed Development
- 2030 Future Year + Committed Development + Development

Whilst the principle of the above is acceptable, no flow diagrams appear to have been submitted and are required by the LHA.

It is noted the Aldi Distribution Centre (20/00224/FUL) has been included as a committed development. However the Applicant should confirm with both Hinckley & Bosworth Borough Council and North West Leicestershire District Council the Local Planning Authorities in the area as to whether any other committed developments should be included. The LHA is aware of at least H&BBC application reference 21/00531/HYB (Hybrid application comprising of Outline permission for the erection buildings for storage and distribution uses (Class B8), general industry (Class B2) and associated infrastructure including the formation of a new access (All matters reserved expect for access) and full planning permission for the demolition of existing farmstead and relocation, including the erection of 2 replacement farm managers dwellings and associated agriculture buildings and structures (Revised Scheme). Wood Farm, Stanton Lane, Ellistown, Coalville) which will require inclusion as a committed development.

The Applicant is therefore advised that further consideration is required to be given to committed developments, including South East Coalville Sustainable Urban Extension, and updated junction capacity assessments will subsequently be required.

It should be noted that all trips generated by the proposed development have been considered as new trips on the network and no allowance has been made for existing trips generated by Pall-ex, which will have been captured in the traffic count surveys undertaken. This is on the basis that the existing Pall-ex site could be occupied by a new end user and generate similar levels of traffic.

Junction Capacity Assessments

Assessments have been undertaken at the following junctions based on the AM and PM peak hours of 07:00 – 08:00 and 18:00 – 19:00 as discussed above under the heading 'Trip Generation, Distribution and Assignment.

- Site access / Station Road
- Junction 1: Station Road/ Wood Road (B585)/ Ellistown Terrace Road (B585) roundabout
- Junction 2: Ellistown Terrace Road/ Victoria Road (B585) signalised junction
- Junction 3: Wood Road (B585)/ Bagworth Road (B585)/ Bagworth Road/ Grange Road (B582) staggered crossroads
- Junction 4: Grange Road (B582)/ Ibstock Road (A447) priority junction
- Junction 5: Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)
- Junction 6: Shaw Lane (A511)/ Little Shaw Lane (A511)/ Copt Oak Road (B591)/ Stanton Lane roundabout (Flying Horse roundabout)
- Junction 7: M1 Junction 22
- Junction 8: Bardon Road (A511/ Regs Way/ Grange Road/ Bardon Road (A511) roundabout (Birch Tree roundabout)
- Junction 9: West Lane (B585)/ Beveridge Lane/ Walker Road/ B585
- Junction 10: West Lane (B585)/ Interlink Way/ B585/ Access Road
- Junction 11: Victoria Rd / Access Rd(N)/ West Ln(B585)/ Unnamed/ Access Road (S)

The approximate flows expected to be generated by the proposed development at each junction are shown in Table 7 of the TA (shown below).

Table 7 - Total Development flows - Junction Distribution

Junction	AM			PM		
	In	Out	Total	In	Out	Total
Junction 1	266	10	276	199	234	433
Junction 2	191	8	199	141	165	306
Junction 3	75	2	77	59	69	128
Junction 4	45	2	47	34	39	73
Junction 5	152	8	160	108	125	233
Junction 6	137	6	143	102	120	222
Junction 7	127	6	132	93	109	202
Junction 8	21	3	24	11	12	23
Junction 9	158	8	167	113	132	245
Junction 10	158	8	167	113	132	245
Junction 11	158	8	167	113	132	245

The Applicant has assessed all junctions apart from Junction 8, as less than 30 trips are expected at this junction. This is acceptable.

As outlined above, the Applicant is required to reconsider committed developments and provide flow diagrams. Therefore, the LHA will provide specific comments on each junction following

submission of the revised assessment. Notwithstanding this, the LHA have reviewed the modelling and note the following to be addressed:

- Junction 1 (B585/Wood Road) - The geometry for this junction has been incorrectly measured. The hatched areas on Wood Road and the B585 South have been included in the entry width and flare length. The geometry should be remeasured to exclude hatched road markings.
- Junction 10 (B585/Interlink Way) - There is uneven usage of the approach lanes on arm A, as the majority of traffic is using the nearside lane (ahead and left). Capacity adjustments should be applied to allow for the uneven lane use or alternatively lane simulation mode could be used.

The LHA will comment further on junction capacity once the above has been addressed including any mitigation required. The Applicant is requested to submit model files for verification to hdc@leics.gov.uk.

Internal Layout

The Applicant proposes '*201 car parking spaces (including 13 disabled), 12 cycle spaces, 6 motorcycle spaces and 168 HGV spaces (not including warehouse loading bays, canopy dock doors, resolution bays, QC spaces or Queue Lines)'*

The LHA would ordinarily expect parking in line with Table 29 (a) of the LHDG. However, the number of parking proposed are based on the requirements for Pall-Ex as the known end user.

The LHA welcome the drawing *'Car Park Layout - Future Provisions'* demonstrates parking in line with standards in the LHDG can be achieved at the site, with one parking space per 120m provided. The LHA is satisfied that this could be conditioned in the event that the site is operated by a different end-user.

Parking spaces should measure a minimum of 2.40m by 5.50m with an additional 0.50m strip for each side bound by a wall/ hedge/ fence etc. The parking demonstrated within Appendix A of the TA (Proposed Site Plan – Orientated) aligns with these standards.

Transport Sustainability

Travel Plan

The LHA have reviewed the DTA Transport Planning Consultants Workplace Travel Plan and welcome the introduction of sustainable travel measures at the site, with a focus on car sharing. The closest bus stops to the entrance of the site are approximately 350m away and are served hourly by the Arriva 28 service to Coalville and Leicester. A timetable case and raised kerbs should be considered to encourage the use of this provision. The LHA require the provision of 6 month passes, one per employee at a cost of £605 per pass for an Arriva service. Travel Packs would also be required at a cost of £52.85 per pack, alternatively the Applicant can supply their own, which would be required to be approved by Leicestershire County Council and subject to a £500 administration fee. These will be secured via a S106 agreement.

Further details on how infrastructure within and outside of the site will be made to encourage walking, cycling and wheeling are required. This should include further evidence of the cycleway and footpath provision.

Monitoring should begin from first occupation of the site until at least 5 years following full occupation. Specific methods to monitor the Travel Plan should be tailored to targets but as a minimum, they should include annual travel surveys, periodic transport counts, uptake in interventions (e.g. cycle to work scheme) and traffic counts. The preferred system to capture survey information is MODESHIFT STARS.

The Applicant should be aware that a TP monitoring fee of £6,000 will be required as part of a Section 106 agreement.

A revised Travel Plan can be secured via condition at a later date if a positive outcome is reached on the outstanding matters to be addressed.

Closing

The LHA requires the Applicant to submit additional information to the LPA in respect of the following points for further consideration by the LHA:

- Amendments to the site access design as detailed above, including visibility splays and ghost right turn details.
- Details of relocation of the proposed weight restriction TRO and HGV tracking at a suitable alternative route.
- Existing highway boundary and the proposed land take required for the proposed works.
- Swept path analysis for a Maximum Legal Length Articulated Vehicle (18.55)
- Topographical survey.
- Committed developments to be confirmed with Hinckley & Bosworth Borough Council and North West Leicestershire District Council
- Flow diagrams.
- Junction modelling for junctions 1 and 10 to be re-run.

Informatives for S278 detailed design

- The proposals would require the removal of part of the grass verge, there may be statutory undertaker apparatus located within the verge/footway fronting the site; the Applicant will need to undertake surveys and potentially works to relocate these services. Any additional cost that arises because of this would be entirely at the Applicant's expense.
- All S278 works in Leicestershire require core samples of the existing road pavement during the Technical Approval process. This is to ensure that the full area of existing carriageway is suitable for the intensification of use, and that there are no underlying road pavement issues which are not evident on the surface, for example a perished binder layer. The cores also assist with ensuring that the pavement design matches the existing. Any UKAS accredited lab is suitable, their website has a useful search function that can filter geographically for local providers. This can be undertaken at the detailed design stage of the scheme.
- Confirmation that statutory undertakers are not affected by the works should be provided. This should be either a websearch plan showing that there are no assets in the area of works, or if there are assets in the area a formal NRSWA C3 response from the Statutory Undertaker stating that they are unaffected. If Statutory Undertakers are affected a response

letter should be provided with an estimate of works and plan of the works. This can be undertaken at the detailed design stage of the scheme.

- Existing vegetation will need to be cut back to allow for the construction of the access and ensure visibility splays are maintained. Mitigation methods such as replacement planting should be shown on a landscaping drawing. Any vegetation removal should be undertaken to avoid the bird nesting season. A tree survey, Arboricultural Impact Assessment (AIA) and Arboricultural Method Statement (AMS) will need to be undertaken and submitted to LCC. All these measures can be addressed at the detailed design stage.
- The existing ditch will be affected by the proposals and would need culverting under the access for which Ordinary Watercourse consent would be required. This can be considered at the detailed design stage of the scheme.
- The existing drainage system should be proven by a CCTV survey to ensure it is running free of blockages and suitable for the proposed changes. The survey should cover the existing highway drainage system to where it outfalls / joins the Severn Trent Water system. A drainage system will be required to ensure that surface water from the development does not flow in to the highway. This can be undertaken at the detailed design stage of the scheme.
- Full width carriageway resurfacing is required across the entire length of the proposed junction. This will eliminate joints and potential weak points in the carriageway and also reduce the chances of differential settlement. This can be undertaken at the detailed design stage of the scheme.

Date Received	Case Officer	Reviewer	Date issued
2 July 2025	**Amy Stone**	**RD**	**4 August 2025**

APPENDIX B

LCC Additional Correspondence

Bradley Mather

From: Amy Stone <Amy.Stone@leics.gov.uk>
Sent: 12 August 2025 14:41
To: Dave Neale
Cc: Matt Jedruch; Bradley Mather; Kahlid Al-Jawany
Subject: RE: 25/00523/FUL
Attachments: Response_2025-2784-04-HCON.pdf

Hi Dave,

Hope you're well.

I've attached our comments. Usually, the access design would be thoroughly reviewed by a colleague in engineering design, however, that would require a pre-app setting up with a 42-day response and I understand that wouldn't be conducive to your deadlines. Please let me know if you'd like that setting up though. I've conducted a high-level review and note the following:

- The tracking drawing is required to demonstrate a 0.5m clearance from the tactile paving.
- Visibility of 125m is required to the south.
- The cycleways require a 1m buffer strip.

Kind Regards,

Amy Stone (she/her)
Assistant Transport Planner
Highway Development Management
Highways & Transport Commissioning Service
Leicestershire County Council

****Please note that the contents of this email including any attachments are offered as my officer opinion and will not prejudice any future decision the Highway Authority may make in relation to this matter****

From: Dave Neale
Sent: 06 August 2025 14:21
To: Amy Stone
Cc: Matt Jedruch ; Bradley Mather ; Kahlid Al-Jawany
Subject: RE: 25/00523/FUL

Hi Amy,

Further to your comments below, we have sought to include the vast majority of comments presented. The one we haven't is the southern taper because the access is not to be used to and from the south for HGVs, so we want to avoid over designing the junction to cater for those movements.

I would be grateful if you could review and let us have your comments.

Whilst I'm on, I was wondering if you have your comments on the wider submission yet? TA etc?

Kind regards

Dave Neale

Transport Planning Consultants

Forester House, Doctors Lane, Henley in Arden, Warwickshire B95 5AW
Tel: 01564 793598
http://www.dtatransportation.co.uk

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From: Amy Stone
Sent: 31 July 2025 07:36
To: Dave Neale
Cc: Matt Jedruch ; Bradley Mather
Subject: RE: 25/00523/FUL

Hi Dave,

Hope you're well.

Should have it with you today.

Kind Regards,

Amy Stone (she/her)
Assistant Transport Planner
Highway Development Management
Highways & Transport Commissioning Service
Leicestershire County Council

****Please note that the contents of this email including any attachments are offered as my officer opinion and will not prejudice any future decision the Highway Authority may make in relation to this matter****

From: Dave Neale
Sent: 30 July 2025 11:59
To: Amy Stone
Cc: Matt Jedruch ; Bradley Mather
Subject: RE: 25/00523/FUL

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Amy,

I was just wondering if you were in a position to release your initial consultation response? We updated the site access design and it's with the team to check in terms of any addition hedgerow loss due to the increased exit taper etc. Once we have any comments back, we will issue for your further review.

Kind regards

Dave Neale

DTA
Transport Planning Consultants

Forester House, Doctors Lane, Henley in Arden, Warwickshire B95 5AW
Tel: 01564 793598
http://www.dtatransportation.co.uk

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From: Amy Stone
Sent: 11 July 2025 14:37
To: Dave Neale
Cc: Matt Jedruch
Subject: 25/00523/FUL

Hi Dave,

It was nice to meet you on Wednesday.

Please could we be sent the model files for review?

I'm currently writing up my initial formal response. However, as discussed yesterday, below are some of the current matters to be addressed:

- RSA – problem 1-1 *It is recommended that a system of double white lines through the new priority ghost island junction providing the visual queue to drivers that overtaking is prohibited at this location.* Please be advised that the use of double white lines here would not be considered appropriate.
- Please provide drawing to show the existing highway boundary and the proposed land take required for the proposed works.
- At ghost island junctions where no diverge or merge tapers are provided, the corner radii should be 15 metres followed by a corner taper of 1:6, over a distance of 30 metres (DMRB CD123 5.6.3). Please can these be dimensioned on the drawing
- Please provide dimensions showing that the footway and shared use cycleway widths are in accordance with the LHDG Tables 18 and 19. The shared use cycleways require a buffer strip in accordance with LTN1-20 Table 6-1.
- Dimensions should be shown for the right turn lane in accordance with Table 5.22 of the DMRB CD123. These should include the lane widths, turning length, deceleration length and the direct taper length.

- In accordance with LTN1/20 Clause 7.2.5 carriageway lane widths at refuges and other traffic calming features should be either less than 3.2m or greater than 3.9m to avoid unsafe overtaking of cyclists by motor vehicles. Dimensions should be added confirming that this requirement has been met.
- Visibility Splays of 4.5m x 125m are shown on the drawing, however for vehicle speeds of 44.9mph and 45.1mph splays of 120m and 160m would be required in accordance with LHDG Table 6.
- LCC recommends a vehicle speed of 15kph is used for swept path analysis. A note should be added to the drawing confirming this.
- The length of the Max Legal Length Articulated Vehicle increased from 16.5m to 18.55m (in May 2023) therefore this should be reflected in the swept path analysis.
- The existing weight restriction would need to be amended to allow for HGVs using Station Rd to access the proposed development. However, a suitable terminal point for this would need to be identified, and supported by tracking to show an alternative route/opportunity for HGV's to turn.

Note for S278 detailed design:

- All S278 works in Leicestershire require core samples of the existing road pavement during the Technical Approval process. This is to ensure that the full area of existing carriageway is suitable for the intensification of use, and that there are no underlying road pavement issues which are not evident on the surface, for example a perished binder layer. The cores also assist with ensuring that the pavement design matches the existing, for example you may propose a 40mm surface course, but the existing is 50mm. We would not want a 10mm layer of existing material left in situ. Any UKAS accredited lab is suitable, their website has a useful search function that can filter geographically for local providers.
- Confirmation that statutory undertakers are not affected by the works should be provided. This should be either a websearch plan showing that they have no assets in the area of works, or if they do have assets in the area a formal NRSWA C3 response from the Statutory Undertaker stating that they are unaffected. If Statutory Undertakers are affected please provide the response letter , estimate of works and plan of the works.
- Existing vegetation will need to be cut back to allow for the construction of the access and ensure visibility splays are maintained. Mitigation methods such as replacement planting should be shown on a landscaping drawing. Any vegetation removal should be undertaken to avoid the bird nesting season. A tree survey, Arboricultural Impact Assessment (AIA) and Arboricultural Method Statement (AMS) will need to be undertaken and submitted to LCC.
- The existing ditch will be affected by the proposals and would need culverting under the access for which Ordinary Watercourse consent would be required.
- The existing drainage system should be proven by a CCTV survey to ensure it is running free of blockages and suitable for the proposed changes. The survey should cover the existing highway drainage system to where it outfalls / joins the Severn Trent Water system. A drainage system will be required to ensure that surface water from the development does not flow in to the highway.
- Full width carriageway resurfacing is required across the entire length of the proposed junction. This will eliminate joints and potential weak points in the carriageway and also reduce the chances of differential settlement.

Please note that whilst I hope the above is helpful, as outlined above I am in the process of formulating the response, which can be finalised once the model files have been received. Should revised drawings be submitted, this will require a further internal consultation, therefore it would likely be most efficient to await a revised submission until such time as the initial observations are issued.

Kind Regards,

Amy Stone (she/her)
Assistant Transport Planner
Highway Development Management
Highways & Transport Commissioning Service
Leicestershire County Council

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Bradley Mather

From: Amy Stone <Amy.Stone@leics.gov.uk>
Sent: 15 August 2025 12:30
To: Jon Robinson; Kevin Buchanan; Jonathan Mott; Harry Horsley
Cc: Dave Neale; Bradley Mather; Sam Silcocks; Matt Jedruch
Subject: RE: 25/00523/FUL

Follow Up Flag: Follow up
Flag Status: Flagged

Good afternoon,

Thank you for your emails. Please be advised that Harry is in meetings all day today and therefore unlikely to be able to take any calls.

In answer to Bradley's email dated yesterday, we welcome that Aldi (22/0224/FUL) was included in the original assessment, however, as requested in the observations, we do require flow diagrams to be submitted to verify this. We also welcome the proposed inclusion of Battleflat 3 (21/00531/HYB). However, the following committed development is also required to be considered and included where appropriate:

- 13/00956/OUTM South East Coalville SUE
- 21/02281/FULM Land West Of Regs Way Bardon Leicestershire
- 16/01187/VCIM Land At Lower Bardon Grange Road

We note your desired timescales regarding September committee, and will of course endeavour to support this, however, please be advised that we will require a formal re-consultation from HBBC; the absolute minimum timescale for this for any application would be 10 working days. However, given the scale of this application and the nature of the outstanding information that is required, we will be required to consult with internal consultees and as such would require longer to formulate our observations. I appreciate that this will not be the response that you are hoping for, however I do feel it important to be open and realistic regarding timescales.

Kind regards,

Amy Stone (she/her)
Assistant Transport Planner
Highway Development Management
Highways & Transport Commissioning Service
Leicestershire County Council

****Please note that the contents of this email including any attachments are offered as my officer opinion and will not prejudice any future decision the Highway Authority may make in relation to this matter****

APPENDIX C

Aldi Stores Ltd Consultation Response

ALDI STORES LTD

BARDON HILL, B585

TECHNICAL NOTE 13 – PROJECT EXCELLENCE (LAND AT WIGGS FARM) REVIEW

21ST JULY 2025

1.0 Introduction

1.1 Connect Consultants Limited is a transport planning and highway design consultancy that has been instructed by Aldi Stores Limited with regards to their National Distribution Centre (NDC), located on the B585 Wood Road in Bardon.

2.0 Project Excellence (Land at Wiggs Farm)

2.1 Project Excellence (Land at Wiggs Farm) development is a planning application to move the existing Pall-Ex facility from the northern side of Station Road, accessed via the B585 Victoria Road to a new site on the southern side of Station Road, accessed directly off Station Road to the south of the priority T-Junction with The B585 Station Road, Station Road and the B585 Wood Road.

2.2 A Transport Assessment Rev A, prepared by David Tucker Associates (DTA) and dated 14th May 2025 was submitted as part of the planning application.

2.3 Section 4.1 of the DTA TA states that the proposals for Project Excellence includes the following: -

> *The development proposes the erection of a B8 Distribution Hub with Ancillary Offices and Associated Infrastructure with a floorspace of 36,422m² that would operate within a B8 use class, on land at Wiggs Farm, Bagworth.*
>
> *Pallex are proposing to deliver a facility that would provide increases in efficiencies and capacities compared to their existing site on Victoria Road.*
>
> *The current site caters for on average 9,000 pallets per day, whereas the new facility would cater for c27,000 pallets per day.*

3.0 Comments regarding the DTA TA

3.1 Connect Consultants have reviewed the DTA TA for Project Excellence (Land at Wiggs Farm) and the following five comments have raised concern: -

Peak Hour Analysis

3.2 The DTA TA states at paragraph 5.1.7 that the "*impact assessment peaks are proposed at 07:00-08:00 for AM and 18:00-19:00 for PM, as these will have the largest impact on existing background traffic. It is acknowledged that the Pallex forecast generation is slightly higher for the 06:00-07:00 peak by c32 vehicles, however the existing background traffic at the 07:00-08:00 peak is significantly higher and therefore will ensure a more robust assessment of impact*".

1) While this statement is not challenged, the DTA TA should also consider the network peak hour periods which the Aldi Connect TA showed were between 08:00 – 09:00 and 17:00 – 18:00.

Junction Capacity Testing

3.3 The DTA TA notes at paragraph 6.2.4 that *Junction 6 and Junction 8 have been identified as part of LCC's A511 Growth Corridor Scheme. LCC has confirmed these junctions are to be implemented in the near future, and that contributions are likely required towards the scheme. Subsequently, impact assessments for these junctions will not be required under this condition, therefore impact assessments for these junctions have not been undertaken*.

2) Junction capacity tests should be provided for Junction 6 to clarify whether the improved layout will function acceptably with the Wiggs Farm development.

3.4 The DTA TA states at paragraph 6.2.9 that when the junctions were assessed, they have included the following scenarios: -

- 2024 Base
- 2030 Future Year
- 2030 Future Year + Committed Dev
- 2030 Future Year + Committed Dev + Development

3.5 The DTA TA states at paragraph 6.2.10 that the committed development is the *nearby Aldi Distribution Centre forecast development flows.*

3) The DTA TA does not specify which traffic figures have been used to assess the Aldi development as a committed development, and this should be clarified.

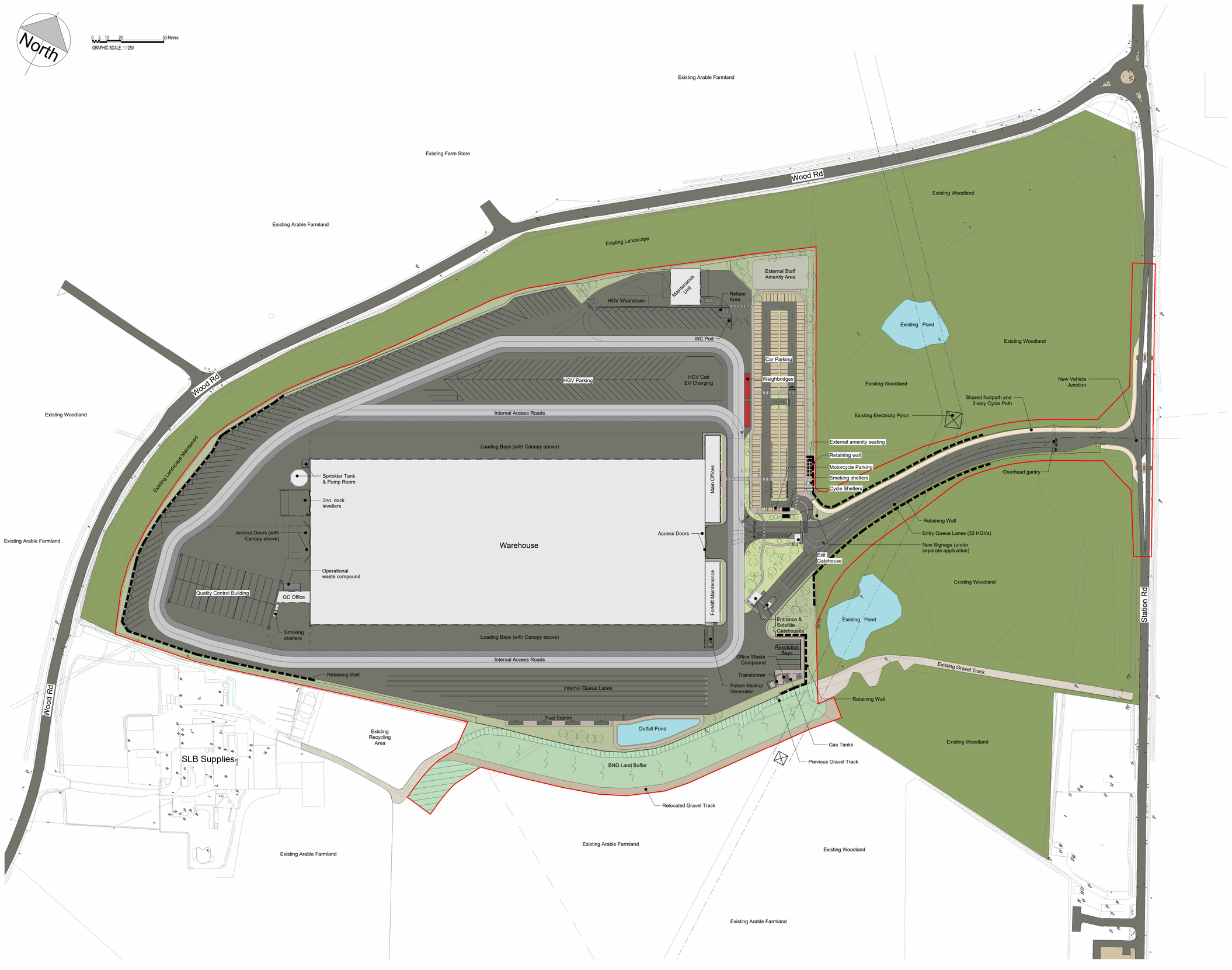
3.6 The DTA TA states at paragraph 6.2.10 that the *Aldi flows are demonstrated at 07:45-08:45 for AM and 17:00-18:00 for the PM peak. For robustness, these flows have been applied to the Pallex peaks, whereas in reality the Aldi flows would be lower within these periods.*

4) DTA have assumed that the 08:00-09:00 Aldi flows are the peak Aldi flows, whereas these are the Aldi flows during the network peak period. DTA need to establish the actual Aldi flows for the periods which they have assessed.

5) The junction modelling tests need to be re-run for the network peak periods.

APPENDIX D

Site Plan



Safety Health and Environmental Information A1

The following risks are identified as unusual or unfamiliar to a competent contractor

CONSTRUCTION

DEMOLITION RISKS (FUTURE)

It is assumed that all work will be carried out by a competent contractor working, where appropriate, to an approved method statement

Area Schedule - GIA

Name	Area (m2)	Area (ft2)
Forklift Maintenance - GIA	408 m²	4,396 ft²
In Gatehouse - GIA	35 m²	374 ft²
Office - Ground - GIA	608 m²	6,545 ft²
Office - First - GIA	625 m²	6,725 ft²
Office - Second - GIA	645 m²	6,945 ft²
Office - Third - GIA	645 m²	6,945 ft²
Out Gatehouse - GIA	16 m²	169 ft²
Quality Control Office - GIA	170 m²	1,828 ft²
Satellite Gatehouse - GIA	4 m²	47 ft²
Maintenance Unit - Ground - GIA	519 m²	5,585 ft²
Maintenance Unit - First - GIA	103 m²	1,107 ft²
Warehouse - GIA	31,726 m²	341,497 ft²
Total GIA - All Floors*	35,504 m²	382,161 ft²

** Excludes Quality Control Building. Includes Quality Control Office.*

Key:

Boundary

Area Schedule - Site

Name	Hectares	Acres
Planning Site Boundary	14.64	36.18

Underside of Haunch Heights (AFFL)

- Warehouse: 15.25m
- Forklift: 5m
- Main Offices: 15m
- VMU: 7.25m
- QC: 5.5m

Parking Quantities

Car Parking spaces - 201
including: 13 Disabled spaces / 10 Car Share / 20 EV Spaces (whole car park to be passively ducted)

HGV External Parking Spaces - 156
(not including Loading Bays, Dock Levellers, Resolution Bays, HGV Cab Charging, Quality Control Building, Fuel Station, Weighbridge or Queue Lanes)

Canopy Dock Doors - 68

Level Access Doors - 2

Motorcycle Spaces - 6

Cycle Spaces - 48

Refer to DTA Transport assessment for vehicle parking quantities rationale associated with this bespoke scheme.

bhb architects
LICHFIELD 01543 254357
CHELTENHAM 01242 521606
mail@bhbarchitects.co.uk
RIBA Chartered Practice

Project Excellence			DRAWING NO. 4092 - 06
Proposed Site Plan - Orientated			REV D / DATE FEB 25
Barberry Bardon Ltd			
PLANNING	DRN JDK	CHK ST	SCALE 1 : 1250 @ A1

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ISO 14001 REGISTERED FIRM
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APPENDIX E

Site Access Drawing

4.5m x 160m

Assumed Highway Boundary

AX4
163.539

Hedge Ht 2.5m

Hedge Ht 2.4m

T24

Overgrown/Woodland

15000

Deceleration Length
46300

30000

3500

3000

R15000

Turning Length
15500

T25

3000

1m buffer strip

1000

4000

1000

4000

R15000

3000

AX3
160.646

Hedge Ht 2.5m

4.5m x 125m

Swept-Path Analysis design speed set to 15kph

500mm

500mm

N
W E
S

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Tel: +44(0)1564 793598
Fax: +44(0)1564 793983
www.dtatransportation.co.uk

JOB TITLE	CLIENT
Pallex, Coalville	Pallex

DRAWING TITLE

Proposed Site Access GA

With Vehicle Tracking (HGV)

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1:500@A3	DN	AUG 25	25435-02	E

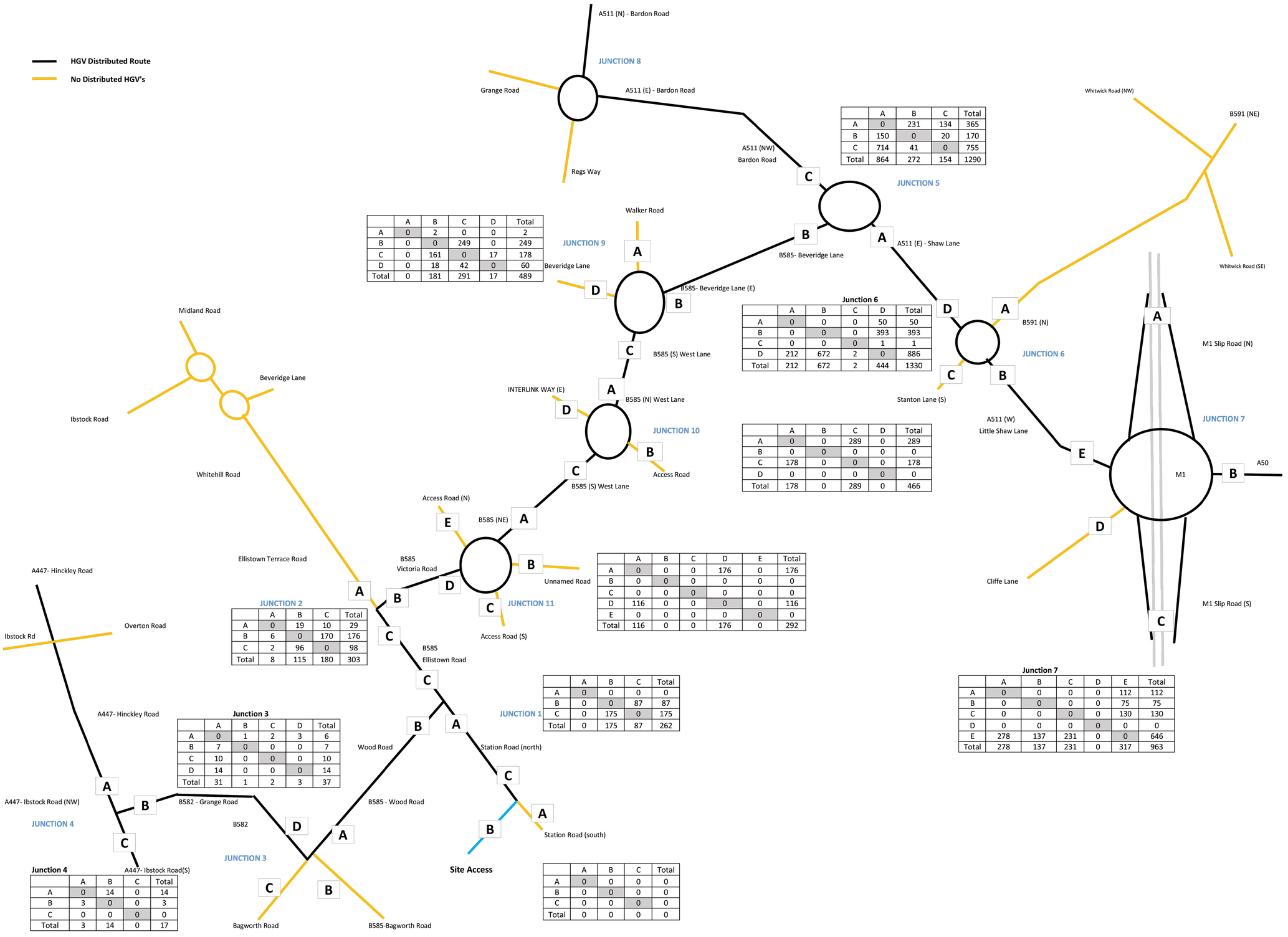
APPENDIX F

Traffic Flow Diagrams

AM - Committed Development (PCU)

HGV Distributed Route

No Distributed HGV's



	A	B	C	Total
A	0	231	134	365
B	150	0	20	170
C	714	41	0	755
Total	864	272	154	1290

	A	B	C	D	Total
A	0	2	0	0	2
B	0	0	249	0	249
C	0	161	0	17	178
D	0	18	42	0	60
Total	0	181	291	17	489

Junction 6

	A	B	C	D	Total
A	0	0	0	50	50
B	0	0	0	393	393
C	0	0	0	1	1
D	212	672	2	0	886
Total	212	672	2	444	1330

	A	B	C	D	Total
A	0	0	289	0	289
B	0	0	0	0	0
C	178	0	0	0	178
D	0	0	0	0	0
Total	178	0	289	0	466

	A	B	C	D	E	Total
A	0	0	0	176	0	176
B	0	0	0	0	0	0
C	0	0	0	0	0	0
D	116	0	0	0	0	116
E	0	0	0	0	0	0
Total	116	0	0	176	0	292

Junction 7

	A	B	C	D	E	Total
A	0	0	0	0	112	112
B	0	0	0	0	75	75
C	0	0	0	0	130	130
D	0	0	0	0	0	0
E	278	137	231	0	0	646
Total	278	137	231	0	317	963

	A	B	C	Total
A	0	19	10	29
B	6	0	170	176
C	2	96	0	98
Total	8	115	180	303

Junction 3

	A	B	C	D	Total
A	0	1	2	3	6
B	7	0	0	0	7
C	10	0	0	0	10
D	14	0	0	0	14
Total	31	1	2	3	37

	A	B	C	Total
A	0	0	0	0
B	0	0	87	87
C	0	175	0	175
Total	0	175	87	262

Junction 4 A447- Ibstock Road(S)

	A	B	C	Total
A	0	14	0	14
B	3	0	0	3
C	0	0	0	0
Total	3	14	0	17

	A	B	C	Total
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
Total	0	0	0	0

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REV	DESCRIPTION	DRAWN	INITIALS	DATE

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Fax: +44(0)1564 793983
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JOB TITLE	CLIENT
Pallex, Coalville	Pallex

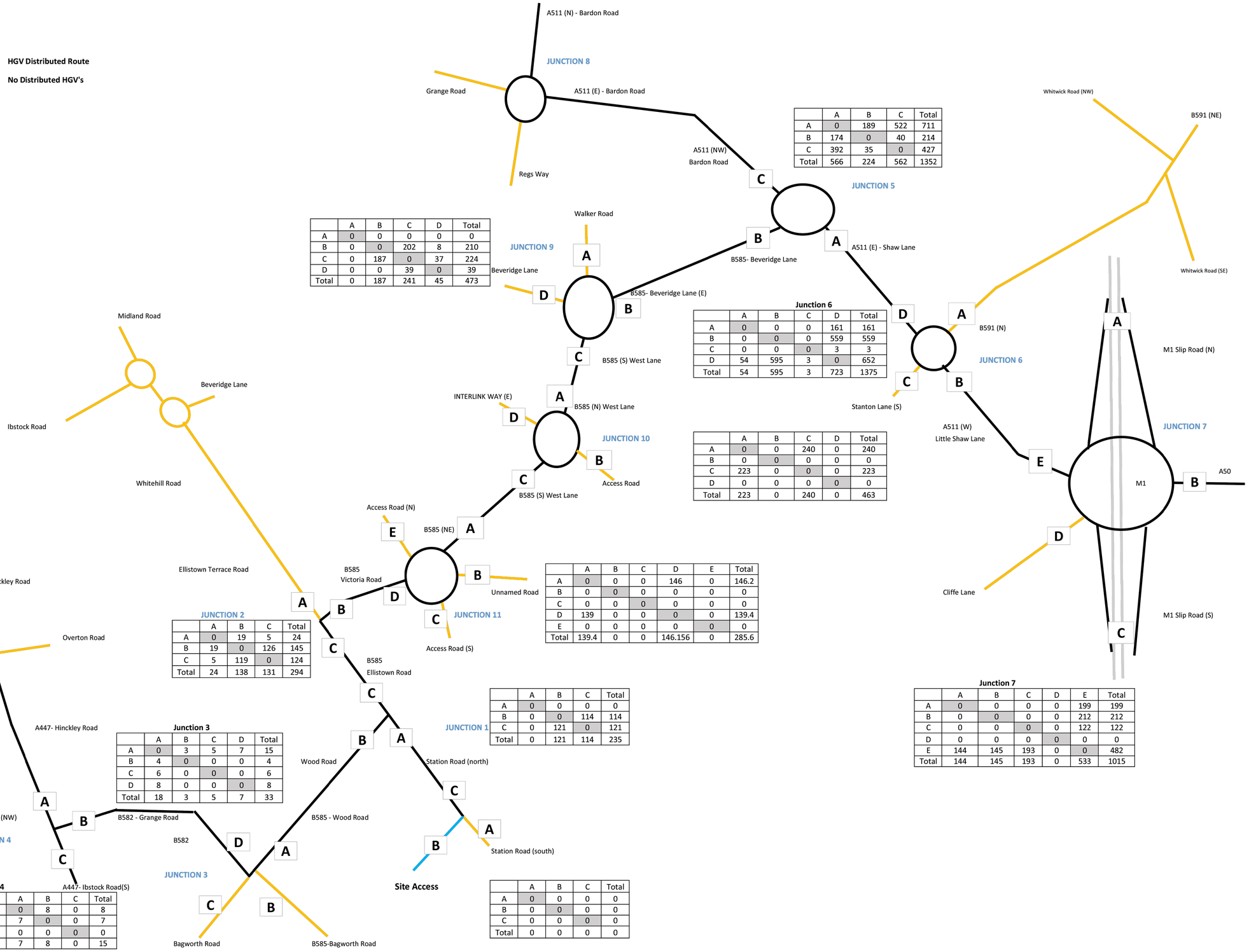
DRAWING TITLE: Total Committed Development (PCU) – AM

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
NTS	BM	AUG 25	25435–06–1	

PM - Committed Development (PCU)

HGV Distributed Route

No Distributed HGV's



	A	B	C	Total
A	0	189	522	711
B	174	0	40	214
C	392	35	0	427
Total	566	224	562	1352

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	202	8	210
C	0	187	0	37	224
D	0	0	39	0	39
Total	0	187	241	45	473

Junction 6

	A	B	C	D	Total
A	0	0	0	161	161
B	0	0	0	559	559
C	0	0	0	3	3
D	54	595	3	0	652
Total	54	595	3	723	1375

	A	B	C	D	Total
A	0	0	240	0	240
B	0	0	0	0	0
C	223	0	0	0	223
D	0	0	0	0	0
Total	223	0	240	0	463

	A	B	C	D	E	Total
A	0	0	0	146	0	146.2
B	0	0	0	0	0	0
C	0	0	0	0	0	0
D	139	0	0	0	0	139.4
E	0	0	0	0	0	0
Total	139.4	0	0	146.156	0	285.6

JUNCTION 2

	A	B	C	Total
A	0	19	5	24
B	19	0	126	145
C	5	119	0	124
Total	24	138	131	294

Junction 3

	A	B	C	D	Total
A	0	3	5	7	15
B	4	0	0	0	4
C	6	0	0	0	6
D	8	0	0	0	8
Total	18	3	5	7	33

JUNCTION 1

	A	B	C	Total
A	0	0	0	0
B	0	0	114	114
C	0	121	0	121
Total	0	121	114	235

Junction 4

	A	B	C	Total
A	0	8	0	8
B	7	0	0	7
C	0	0	0	0
Total	7	8	0	15

Site Access

	A	B	C	Total
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
Total	0	0	0	0

Junction 7

	A	B	C	D	E	Total
A	0	0	0	0	199	199
B	0	0	0	0	212	212
C	0	0	0	0	122	122
D	0	0	0	0	0	0
E	144	145	193	0	0	482
Total	144	145	193	0	533	1015

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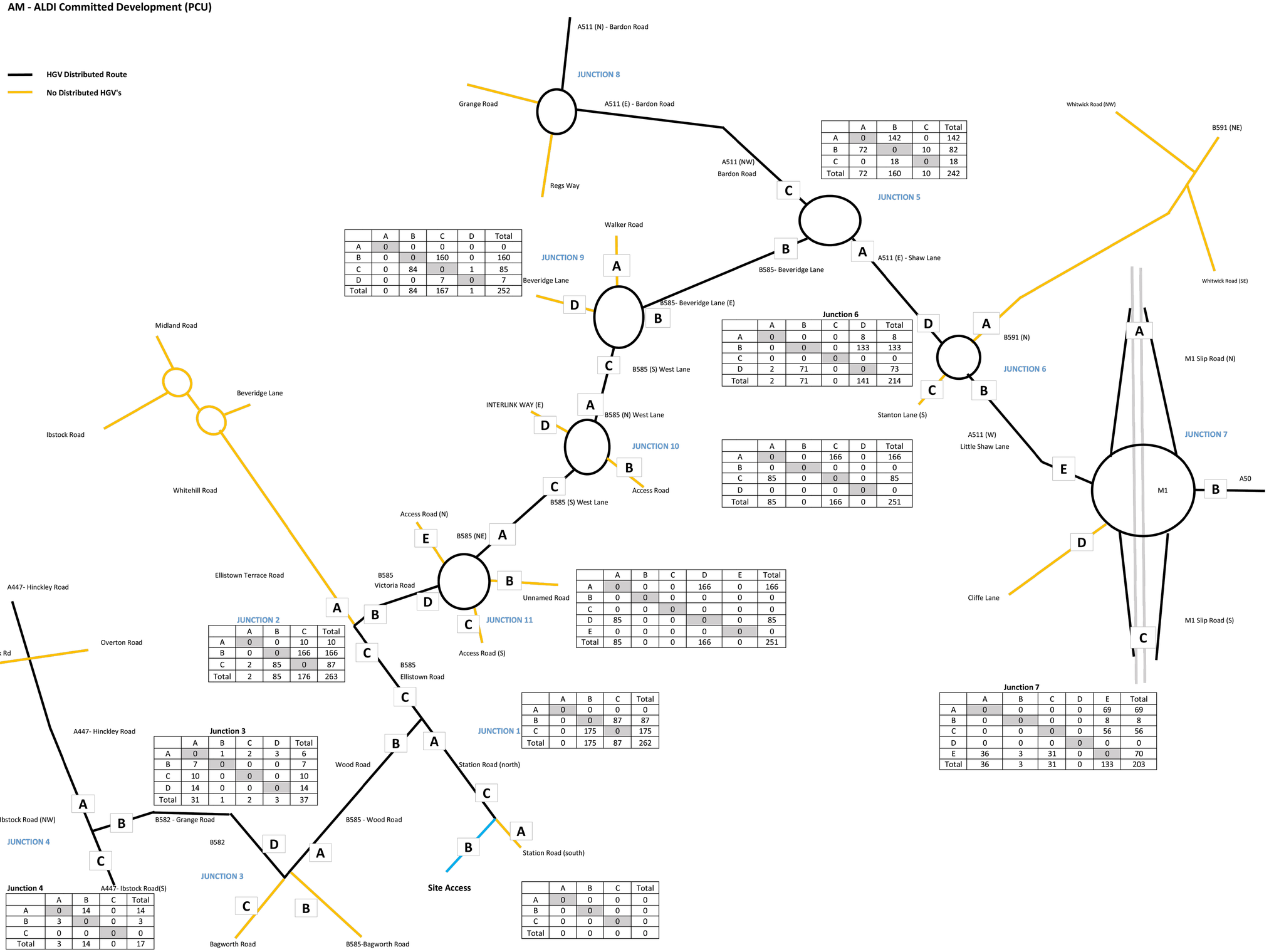
REV	DESCRIPTION	DRAWN	INITIALS	DATE

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JOB TITLE	Pallex, Coalville
CLIENT	Pallex
DRAWING TITLE	Total Committed Development (PCU) – PM
SCALE	NTS
DRAWN BY	BM
DATE	AUG 25
DRAWING No	25435–06–2
REVISION	

AM - ALDI Committed Development (PCU)



	A	B	C	Total
A	0	142	0	142
B	72	0	10	82
C	0	18	0	18
Total	72	160	10	242

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	160	0	160
C	0	84	0	1	85
D	0	0	7	0	7
Total	0	84	167	1	252

Junction 6

	A	B	C	D	Total
A	0	0	0	8	8
B	0	0	0	133	133
C	0	0	0	0	0
D	2	71	0	0	73
Total	2	71	0	141	214

	A	B	C	D	Total
A	0	0	166	0	166
B	0	0	0	0	0
C	85	0	0	0	85
D	0	0	0	0	0
Total	85	0	166	0	251

	A	B	C	D	E	Total
A	0	0	0	166	0	166
B	0	0	0	0	0	0
C	0	0	0	0	0	0
D	85	0	0	0	0	85
E	0	0	0	0	0	0
Total	85	0	0	166	0	251

	A	B	C	Total
A	0	0	10	10
B	0	0	166	166
C	2	85	0	87
Total	2	85	176	263

	A	B	C	Total
A	0	0	0	0
B	0	0	87	87
C	0	175	0	175
Total	0	175	87	262

Junction 3

	A	B	C	D	Total
A	0	1	2	3	6
B	7	0	0	0	7
C	10	0	0	0	10
D	14	0	0	0	14
Total	31	1	2	3	37

Junction 4

	A	B	C	Total
A	0	14	0	14
B	3	0	0	3
C	0	0	0	0
Total	3	14	0	17

	A	B	C	Total
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
Total	0	0	0	0

Junction 7

	A	B	C	D	E	Total
A	0	0	0	0	69	69
B	0	0	0	0	8	8
C	0	0	0	0	56	56
D	0	0	0	0	0	0
E	36	3	31	0	0	70
Total	36	3	31	0	133	203

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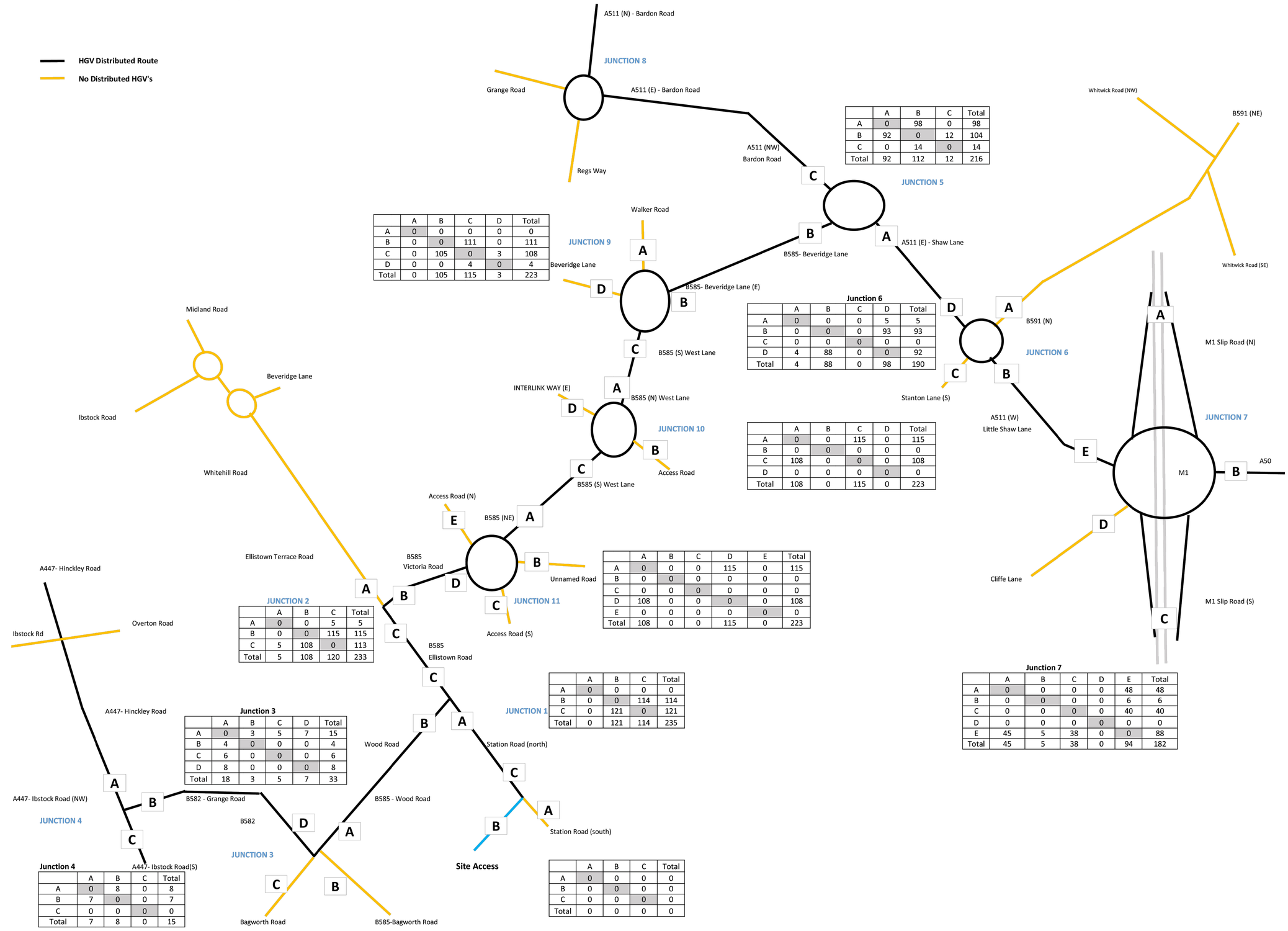
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JOB TITLE: Pallex, Coalville	CLIENT: Pallex			
DRAWING TITLE: ALDI Committed Development (PCU) – AM				
SCALE: NTS	DRAWN BY: BM	DATE: AUG 25	DRAWING No: 25435–06–3	REVISION

PM - ALDI Committed Development (PCU)

HGV Distributed Route

No Distributed HGV's



	A	B	C	Total
A	0	98	0	98
B	92	0	12	104
C	0	14	0	14
Total	92	112	12	216

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	111	0	111
C	0	105	0	3	108
D	0	0	4	0	4
Total	0	105	115	3	223

Junction 6

	A	B	C	D	Total
A	0	0	0	5	5
B	0	0	0	93	93
C	0	0	0	0	0
D	4	88	0	0	92
Total	4	88	0	98	190

	A	B	C	D	Total
A	0	0	115	0	115
B	0	0	0	0	0
C	108	0	0	0	108
D	0	0	0	0	0
Total	108	0	115	0	223

	A	B	C	D	E	Total
A	0	0	0	115	0	115
B	0	0	0	0	0	0
C	0	0	0	0	0	0
D	108	0	0	0	0	108
E	0	0	0	0	0	0
Total	108	0	0	115	0	223

Junction 7

	A	B	C	D	E	Total
A	0	0	0	0	48	48
B	0	0	0	0	6	6
C	0	0	0	0	40	40
D	0	0	0	0	0	0
E	45	5	38	0	0	88
Total	45	5	38	0	94	182

JUNCTION 2

	A	B	C	Total
A	0	0	5	5
B	0	0	115	115
C	5	108	0	113
Total	5	108	120	233

Junction 3

	A	B	C	D	Total
A	0	3	5	7	15
B	4	0	0	0	4
C	6	0	0	0	6
D	8	0	0	0	8
Total	18	3	5	7	33

JUNCTION 1

	A	B	C	Total
A	0	0	0	0
B	0	0	114	114
C	0	121	0	121
Total	0	121	114	235

Junction 4

	A	B	C	Total
A	0	8	0	8
B	7	0	0	7
C	0	0	0	0
Total	7	8	0	15

	A	B	C	Total
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
Total	0	0	0	0

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JOB TITLE	CLIENT
Pallex, Coalville	Pallex

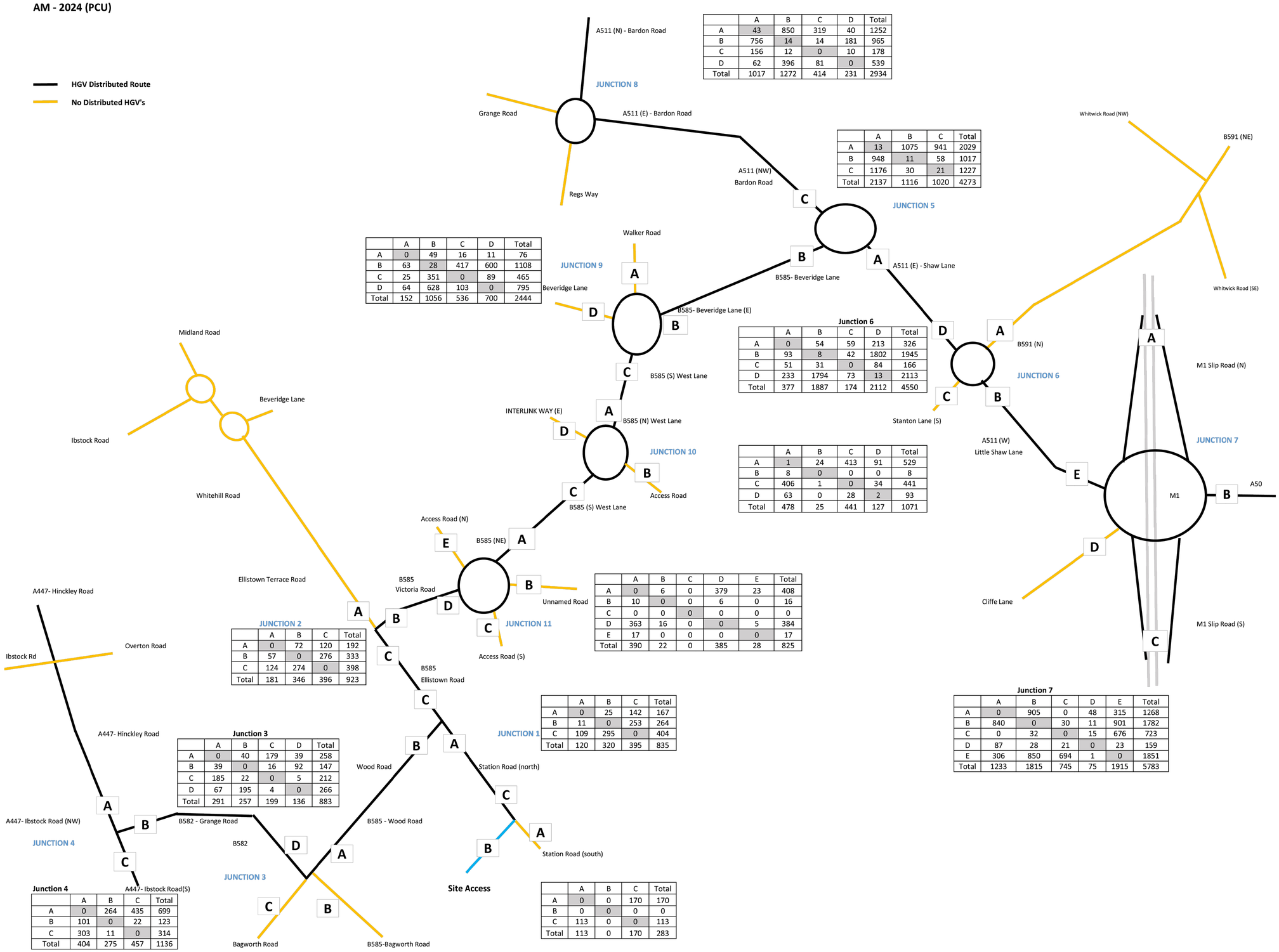
DRAWING TITLE: ALDI Committed Development (PCU) – PM

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
NTS	BM	AUG 25	25435–06–4	

AM - 2024 (PCU)

HGV Distributed Route

No Distributed HGV's



	A	B	C	D	Total
A	43	850	319	40	1252
B	756	14	14	181	965
C	156	12	0	10	178
D	62	396	81	0	539
Total	1017	1272	414	231	2934

	A	B	C	Total
A	13	1075	941	2029
B	948	11	58	1017
C	1176	30	21	1227
Total	2137	1116	1020	4273

	A	B	C	D	Total
A	0	49	16	11	76
B	63	28	417	600	1108
C	25	351	0	89	465
D	64	628	103	0	795
Total	152	1056	536	700	2444

Junction 6

	A	B	C	D	Total
A	0	54	59	213	326
B	93	8	42	1802	1945
C	51	31	0	84	166
D	233	1794	73	13	2113
Total	377	1887	174	2112	4550

	A	B	C	D	Total
A	1	24	413	91	529
B	8	0	0	0	8
C	406	1	0	34	441
D	63	0	28	2	93
Total	478	25	441	127	1071

	A	B	C	D	E	Total
A	0	6	0	379	23	408
B	10	0	0	6	0	16
C	0	0	0	0	0	0
D	363	16	0	0	5	384
E	17	0	0	0	0	17
Total	390	22	0	385	28	825

JUNCTION 2

	A	B	C	Total
A	0	72	120	192
B	57	0	276	333
C	124	274	0	398
Total	181	346	396	923

Junction 3

	A	B	C	D	Total
A	0	40	179	39	258
B	39	0	16	92	147
C	185	22	0	5	212
D	67	195	4	0	266
Total	291	257	199	136	883

	A	B	C	Total
A	0	25	142	167
B	11	0	253	264
C	109	295	0	404
Total	120	320	395	835

Junction 4

	A	B	C	Total
A	0	264	435	699
B	101	0	22	123
C	303	11	0	314
Total	404	275	457	1136

	A	B	C	Total
A	0	0	170	170
B	0	0	0	0
C	113	0	0	113
Total	113	0	170	283

Junction 7

	A	B	C	D	E	Total
A	0	905	0	48	315	1268
B	840	0	30	11	901	1782
C	0	32	0	15	676	723
D	87	28	21	0	23	159
E	306	850	694	1	0	1851
Total	1233	1815	745	75	1915	5783

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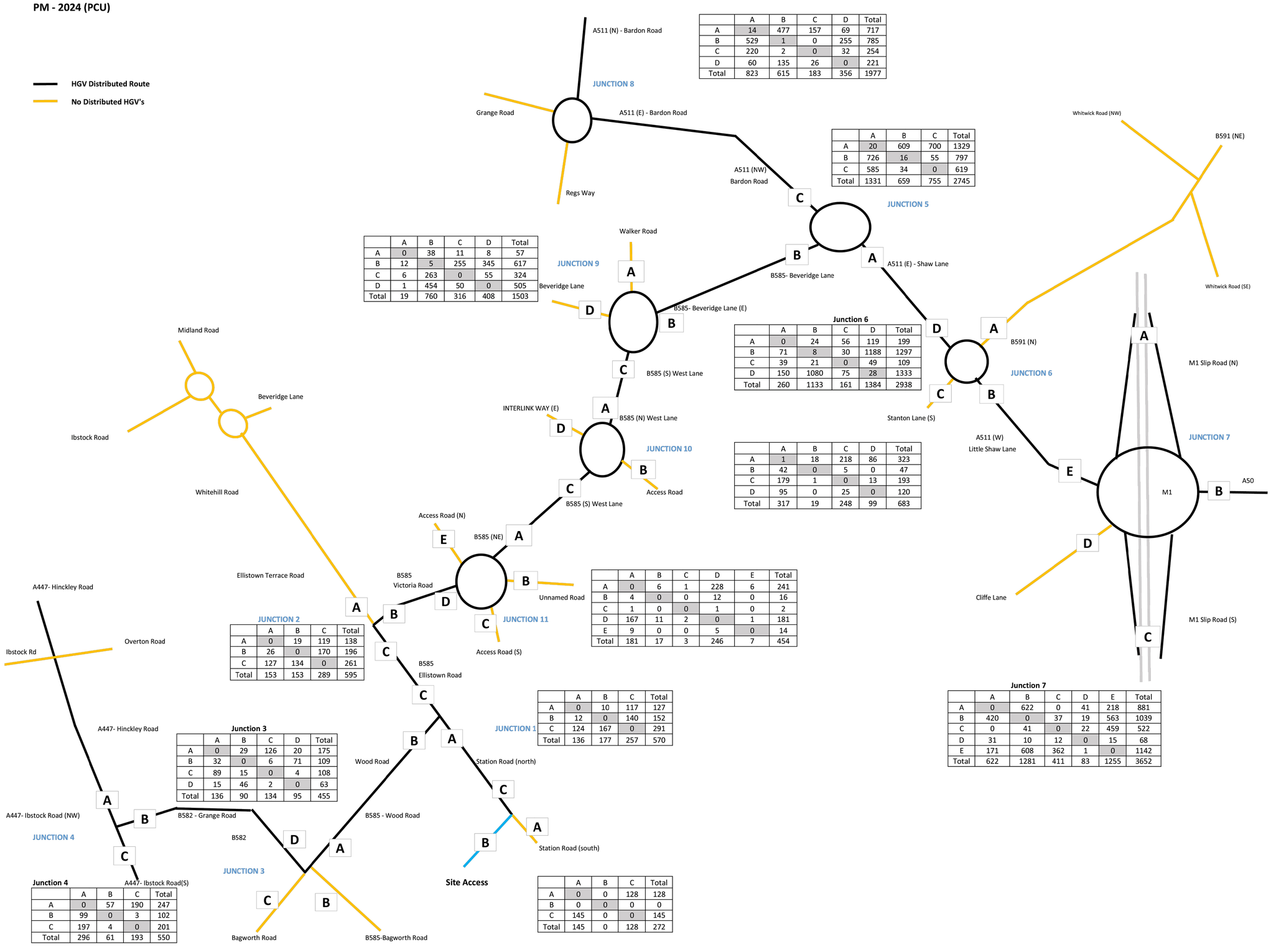
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JOB TITLE	Pallex, Coalville
CLIENT	Pallex
DRAWING TITLE	2024 Base (PCU) – AM
SCALE	NTS
DRAWN BY	BM
DATE	AUG 25
DRAWING No	25435-06-5
REVISION	

PM - 2024 (PCU)

HGV Distributed Route

No Distributed HGV's



	A	B	C	D	Total
A	14	477	157	69	717
B	529	1	0	255	785
C	220	2	0	32	254
D	60	135	26	0	221
Total	823	615	183	356	1977

	A	B	C	Total
A	20	609	700	1329
B	726	16	55	797
C	585	34	0	619
Total	1331	659	755	2745

	A	B	C	D	Total
A	0	38	11	8	57
B	12	5	255	345	617
C	6	263	0	55	324
D	1	454	50	0	505
Total	19	760	316	408	1503

Junction 6

	A	B	C	D	Total
A	0	24	56	119	199
B	71	8	30	1188	1297
C	39	21	0	49	109
D	150	1080	75	28	1333
Total	260	1133	161	1384	2938

	A	B	C	D	Total
A	1	18	218	86	323
B	42	0	5	0	47
C	179	1	0	13	193
D	95	0	25	0	120
Total	317	19	248	99	683

	A	B	C	D	E	Total
A	0	6	1	228	6	241
B	4	0	0	12	0	16
C	1	0	0	1	0	2
D	167	11	2	0	1	181
E	9	0	0	5	0	14
Total	181	17	3	246	7	454

Junction 7

	A	B	C	D	E	Total
A	0	622	0	41	218	881
B	420	0	37	19	563	1039
C	0	41	0	22	459	522
D	31	10	12	0	15	68
E	171	608	362	1	0	1142
Total	622	1281	411	83	1255	3652

	A	B	C	Total
A	0	10	117	127
B	12	0	140	152
C	124	167	0	291
Total	136	177	257	570

Junction 3

	A	B	C	D	Total
A	0	29	126	20	175
B	32	0	6	71	109
C	89	15	0	4	108
D	15	46	2	0	63
Total	136	90	134	95	455

	A	B	C	Total
A	0	0	128	128
B	0	0	0	0
C	145	0	0	145
Total	145	0	128	272

Junction 4

	A	B	C	Total
A	0	57	190	247
B	99	0	3	102
C	197	4	0	201
Total	296	61	193	550

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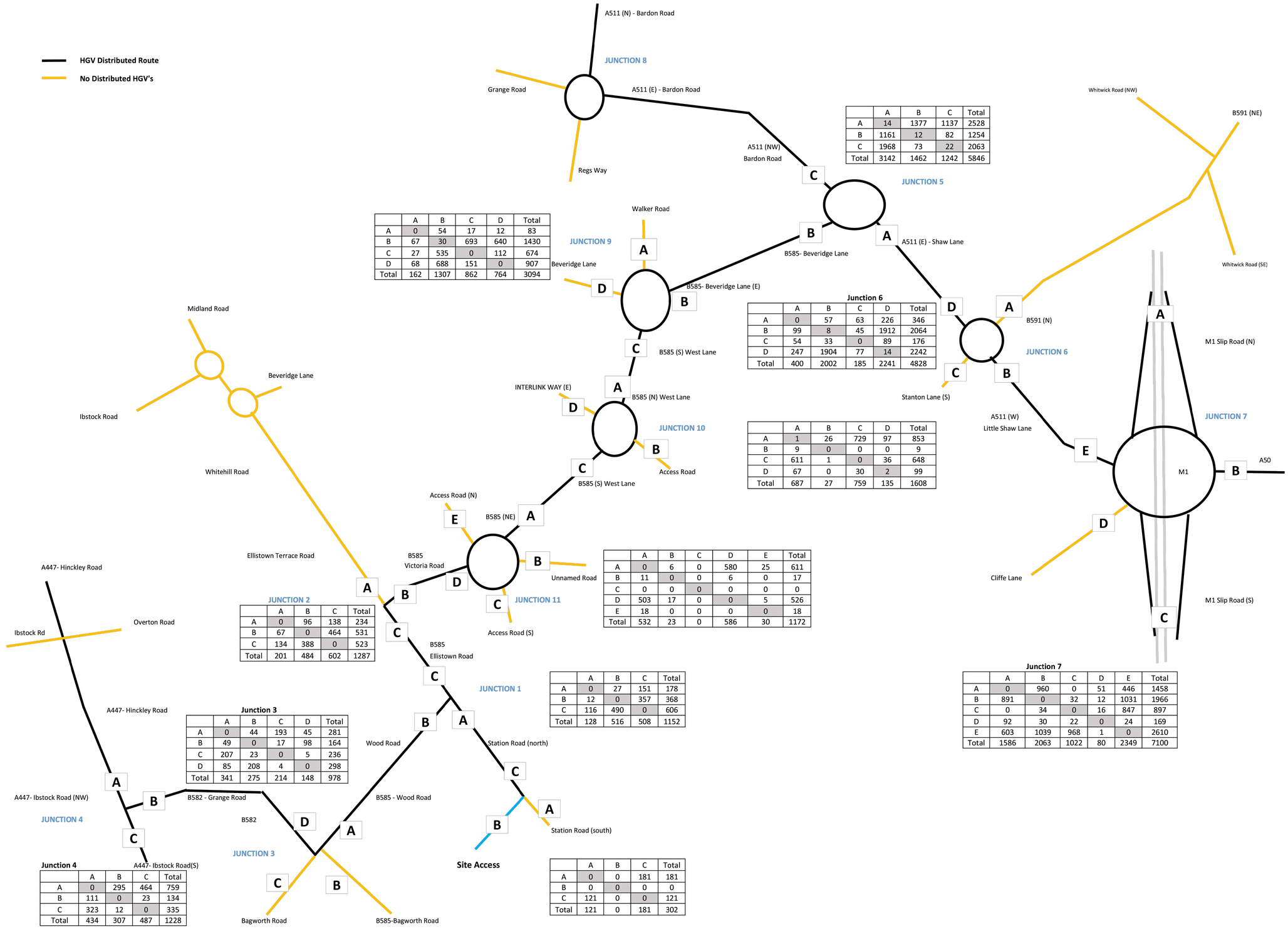
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JOB TITLE	Pallex, Coalville
CLIENT	Pallex
DRAWING TITLE	2024 Base (PCU) – PM
SCALE	NTS
DRAWN BY	BM
DATE	AUG 25
DRAWING No	25435-06-6
REVISION	

AM - Future Year 2030 + Committed Development (PCU)



	A	B	C	Total
A	14	1377	1137	2528
B	1161	12	82	1254
C	1968	73	22	2063
Total	3142	1462	1242	5846

	A	B	C	D	Total
A	0	54	17	12	83
B	67	30	693	640	1430
C	27	535	0	112	674
D	68	688	151	0	907
Total	162	1307	862	764	3094

Junction 6

	A	B	C	D	Total
A	0	57	63	226	346
B	99	8	45	1912	2064
C	54	33	0	89	176
D	247	1904	77	14	2242
Total	400	2002	185	2241	4828

	A	B	C	D	Total
A	1	26	729	97	853
B	9	0	0	0	9
C	611	1	0	36	648
D	67	0	30	2	99
Total	687	27	759	135	1608

	A	B	C	D	E	Total
A	0	6	0	580	25	611
B	11	0	0	6	0	17
C	0	0	0	0	0	0
D	503	17	0	0	5	526
E	18	0	0	0	0	18
Total	532	23	0	586	30	1172

JUNCTION 2

	A	B	C	Total
A	0	96	138	234
B	67	0	464	531
C	134	388	0	523
Total	201	484	602	1287

	A	B	C	Total
A	0	27	151	178
B	12	0	357	368
C	116	490	0	606
Total	128	516	508	1152

Junction 3

	A	B	C	D	Total
A	0	44	193	45	281
B	49	0	17	98	164
C	207	23	0	5	236
D	85	208	4	0	298
Total	341	275	214	148	978

Junction 4

	A	B	C	Total
A	0	295	464	759
B	111	0	23	134
C	323	12	0	335
Total	434	307	487	1228

	A	B	C	Total
A	0	0	181	181
B	0	0	0	0
C	121	0	0	121
Total	121	0	181	302

Junction 7

	A	B	C	D	E	Total
A	0	960	0	51	446	1458
B	891	0	32	12	1031	1966
C	0	34	0	16	847	897
D	92	30	22	0	24	169
E	603	1039	968	1	0	2610
Total	1586	2063	1022	80	2349	7100

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JOB TITLE	CLIENT
Pallex, Coalville	Pallex

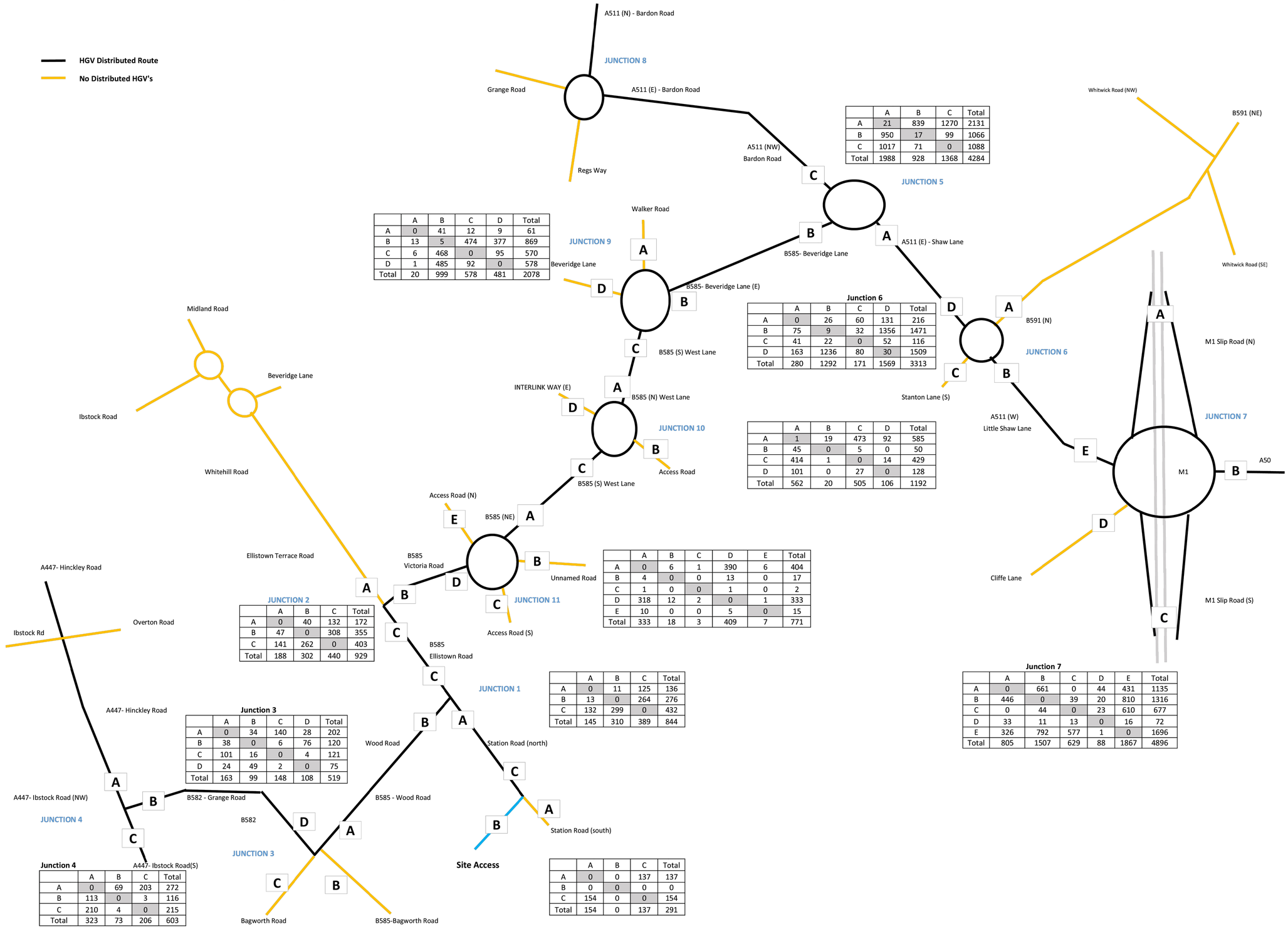
DRAWING TITLE: 2030 Future Year + Committed Development (PCU) – AM

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
NTS	BM	AUG 25	25435–06–7	

PM - Future Year 2030 + Committed Development (PCU)

HGV Distributed Route

No Distributed HGV's



	A	B	C	Total
A	21	839	1270	2131
B	950	17	99	1066
C	1017	71	0	1088
Total	1988	928	1368	4284

	A	B	C	D	Total
A	0	41	12	9	61
B	13	5	474	377	869
C	6	468	0	95	570
D	1	485	92	0	578
Total	20	999	578	481	2078

Junction 6

	A	B	C	D	Total
A	0	26	60	131	216
B	75	9	32	1356	1471
C	41	22	0	52	116
D	163	1236	80	30	1509
Total	280	1292	171	1569	3313

	A	B	C	D	Total
A	1	19	473	92	585
B	45	0	5	0	50
C	414	1	0	14	429
D	101	0	27	0	128
Total	562	20	505	106	1192

	A	B	C	D	E	Total
A	0	6	1	390	6	404
B	4	0	0	13	0	17
C	1	0	0	1	0	2
D	318	12	2	0	1	333
E	10	0	0	5	0	15
Total	333	18	3	409	7	771

JUNCTION 2

	A	B	C	Total
A	0	40	132	172
B	47	0	308	355
C	141	262	0	403
Total	188	302	440	929

	A	B	C	Total
A	0	11	125	136
B	13	0	264	276
C	132	299	0	432
Total	145	310	389	844

Junction 3

	A	B	C	D	Total
A	0	34	140	28	202
B	38	0	6	76	120
C	101	16	0	4	121
D	24	49	2	0	75
Total	163	99	148	108	519

Junction 4

	A	B	C	Total
A	0	69	203	272
B	113	0	3	116
C	210	4	0	215
Total	323	73	206	603

	A	B	C	Total
A	0	0	137	137
B	0	0	0	0
C	154	0	0	154
Total	154	0	137	291

Junction 7

	A	B	C	D	E	Total
A	0	661	0	44	431	1135
B	446	0	39	20	810	1316
C	0	44	0	23	610	677
D	33	11	13	0	16	72
E	326	792	577	1	0	1696
Total	805	1507	629	88	1867	4896

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REV	DESCRIPTION	DRAWN	INITIALS	DATE

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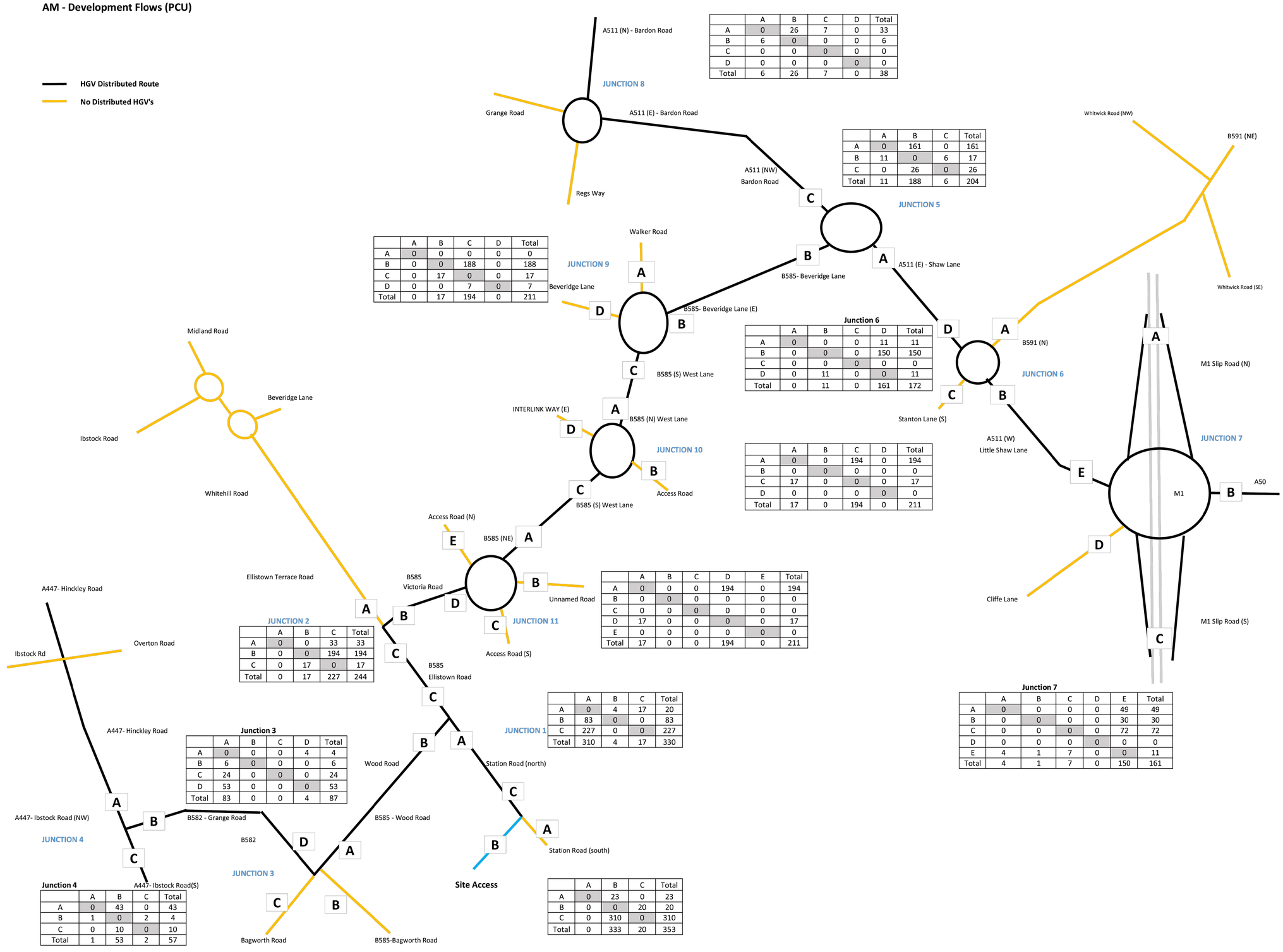
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JOB TITLE	Pallex, Coalville
CLIENT	Pallex
DRAWING TITLE	2030 Future Year + Committed Development (PCU) – PM
SCALE	NTS
DRAWN BY	BM
DATE	AUG 25
DRAWING No	25435–06–8
REVISION	

AM - Development Flows (PCU)

HGV Distributed Route

No Distributed HGV's



	A	B	C	D	Total
A	0	26	7	0	33
B	6	0	0	0	6
C	0	0	0	0	0
D	0	0	0	0	0
Total	6	26	7	0	38

	A	B	C	Total
A	0	161	0	161
B	11	0	6	17
C	0	26	0	26
Total	11	188	6	204

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	188	0	188
C	0	17	0	0	17
D	0	0	7	0	7
Total	0	17	194	0	211

Junction 6

	A	B	C	D	Total
A	0	0	0	11	11
B	0	0	0	150	150
C	0	0	0	0	0
D	0	11	0	0	11
Total	0	11	0	161	172

	A	B	C	D	Total
A	0	0	194	0	194
B	0	0	0	0	0
C	17	0	0	0	17
D	0	0	0	0	0
Total	17	0	194	0	211

	A	B	C	D	E	Total
A	0	0	0	194	0	194
B	0	0	0	0	0	0
C	0	0	0	0	0	0
D	17	0	0	0	0	17
E	0	0	0	0	0	0
Total	17	0	0	194	0	211

Junction 7

	A	B	C	D	E	Total
A	0	0	0	0	49	49
B	0	0	0	0	30	30
C	0	0	0	0	72	72
D	0	0	0	0	0	0
E	4	1	7	0	0	11
Total	4	1	7	0	150	161

	A	B	C	Total
A	0	2	33	33
B	0	0	194	194
C	0	17	0	17
Total	0	17	227	244

	A	B	C	Total
A	0	4	17	20
B	83	0	0	83
C	227	0	0	227
Total	310	4	17	330

Junction 3

	A	B	C	D	Total
A	0	0	0	4	4
B	6	0	0	0	6
C	24	0	0	0	24
D	53	0	0	0	53
Total	83	0	0	4	87

Junction 4

	A	B	C	Total
A	0	43	0	43
B	1	0	2	4
C	0	10	0	10
Total	1	53	2	57

	A	B	C	Total
A	0	23	0	23
B	0	0	20	20
C	0	310	0	310
Total	0	333	20	353

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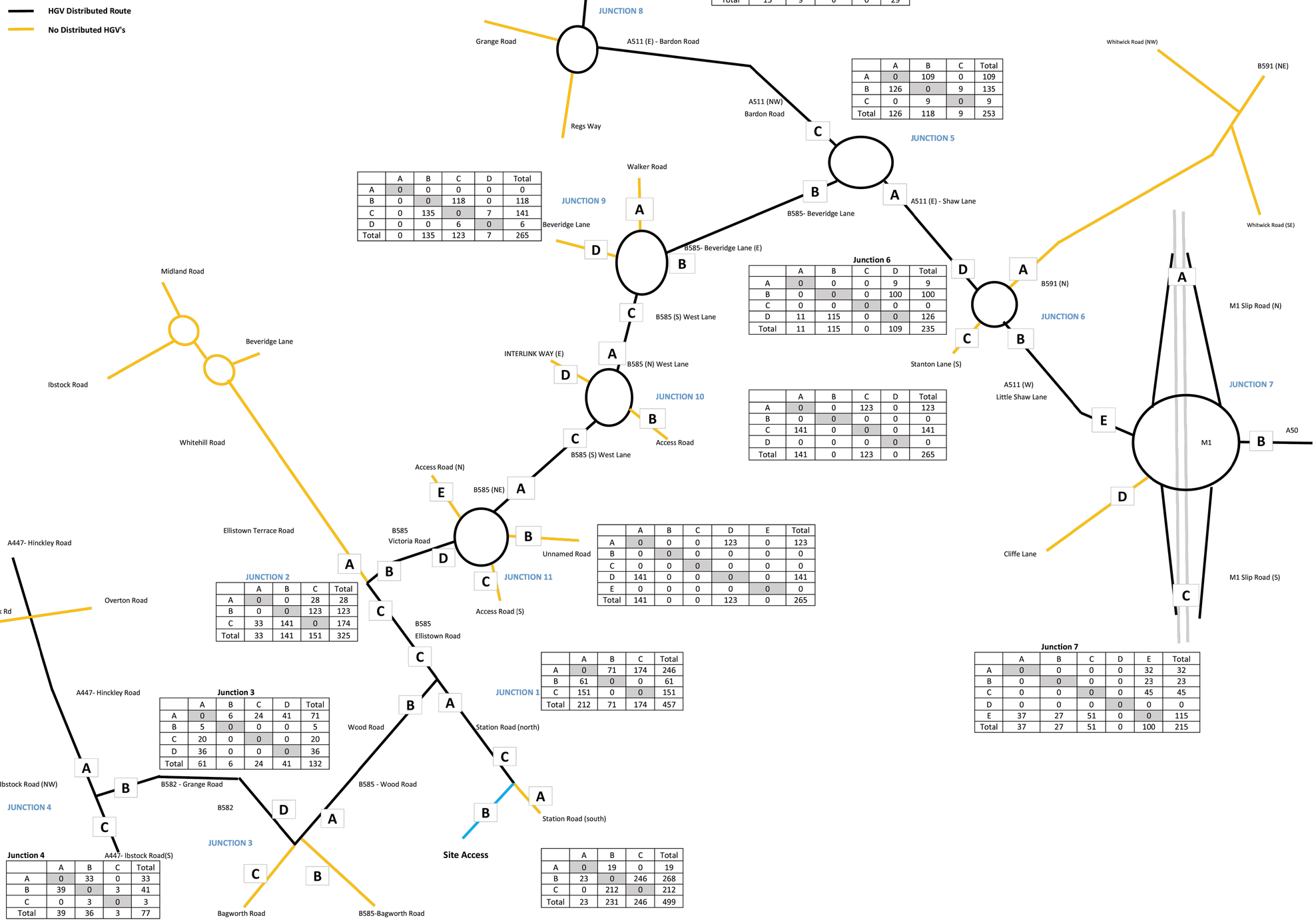
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JOB TITLE	CLIENT
Pallex, Coalville	Pallex

DRAWING TITLE: Total Development Flows (PCU) – AM

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
NTS	BM	AUG 25	25435-06-9	

PM - Development Flows (PCU)



	A	B	C	D	Total
A	0	9	6	0	14
B	9	0	0	0	9
C	7	0	0	0	7
D	0	0	0	0	0
Total	15	9	6	0	29

	A	B	C	Total
A	0	109	0	109
B	126	0	9	135
C	0	9	0	9
Total	126	118	9	253

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	118	0	118
C	0	135	0	7	141
D	0	0	6	0	6
Total	0	135	123	7	265

Junction 6

	A	B	C	D	Total
A	0	0	0	9	9
B	0	0	0	100	100
C	0	0	0	0	0
D	11	115	0	0	126
Total	11	115	0	109	235

	A	B	C	D	Total
A	0	0	123	0	123
B	0	0	0	0	0
C	141	0	0	0	141
D	0	0	0	0	0
Total	141	0	123	0	265

	A	B	C	D	E	Total
A	0	0	0	123	0	123
B	0	0	0	0	0	0
C	0	0	0	0	0	0
D	141	0	0	0	0	141
E	0	0	0	0	0	0
Total	141	0	0	123	0	265

JUNCTION 2

	A	B	C	Total
A	0	0	28	28
B	0	0	123	123
C	33	141	0	174
Total	33	141	151	325

Junction 3

	A	B	C	D	Total
A	0	6	24	41	71
B	5	0	0	0	5
C	20	0	0	0	20
D	36	0	0	0	36
Total	61	6	24	41	132

JUNCTION 1

	A	B	C	Total
A	0	71	174	246
B	61	0	0	61
C	151	0	0	151
Total	212	71	174	457

Junction 4

	A	B	C	Total
A	0	33	0	33
B	39	0	3	41
C	0	3	0	3
Total	39	36	3	77

Site Access

	A	B	C	Total
A	0	19	0	19
B	23	0	246	268
C	0	212	0	212
Total	23	231	246	499

Junction 7

	A	B	C	D	E	Total
A	0	0	0	0	32	32
B	0	0	0	0	23	23
C	0	0	0	0	45	45
D	0	0	0	0	0	0
E	37	27	51	0	0	115
Total	37	27	51	0	100	215

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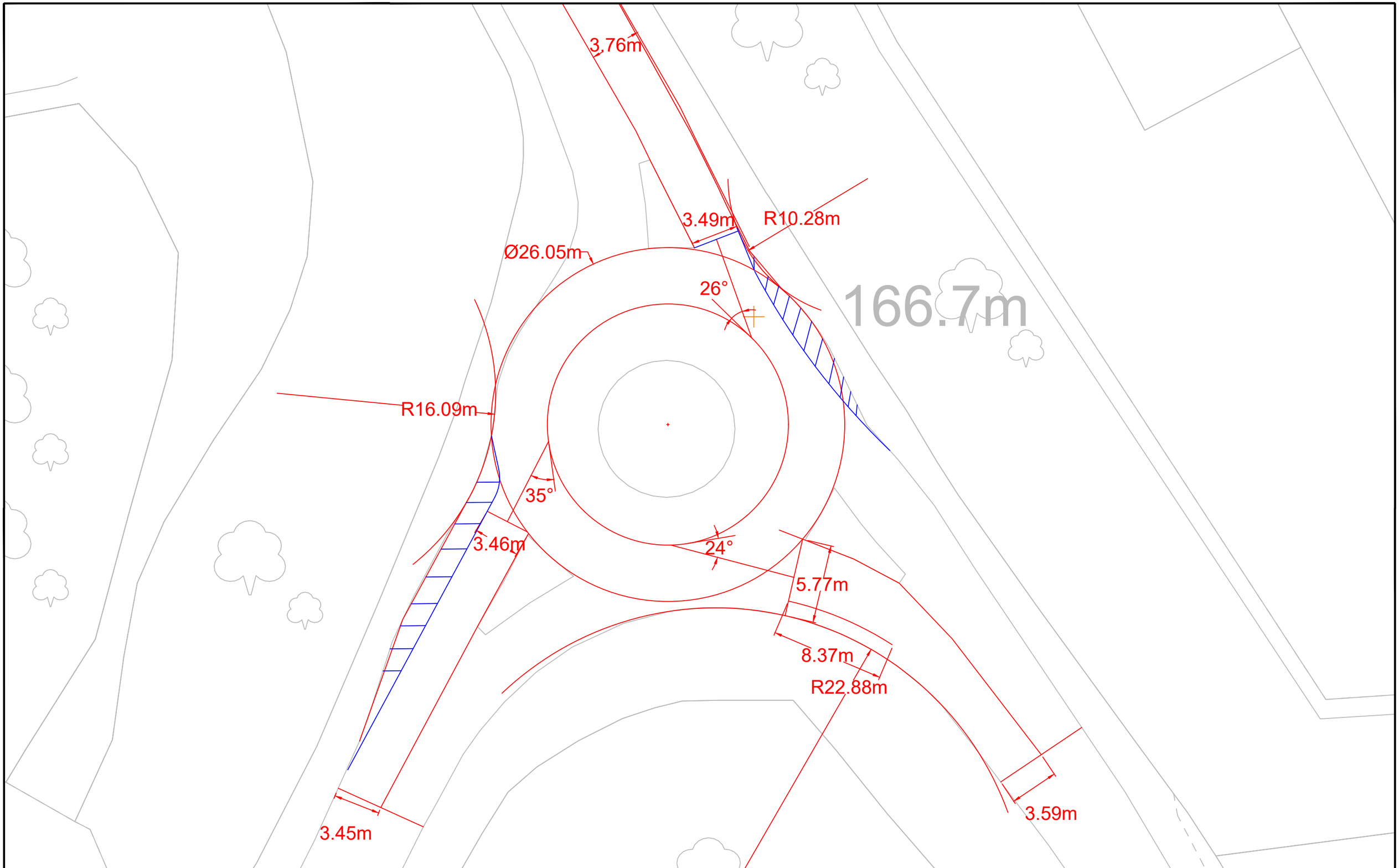
JOB TITLE	CLIENT
Pallex, Coalville	Pallex

DRAWING TITLE: Total Development Flows (PCU) – PM

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
NTS	BM	AUG 25	25435–06–10	

APPENDIX G

Junction 1 and Junction 10 Geometry



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REV	DESCRIPTION	DRAWN	INITIALS	DATE

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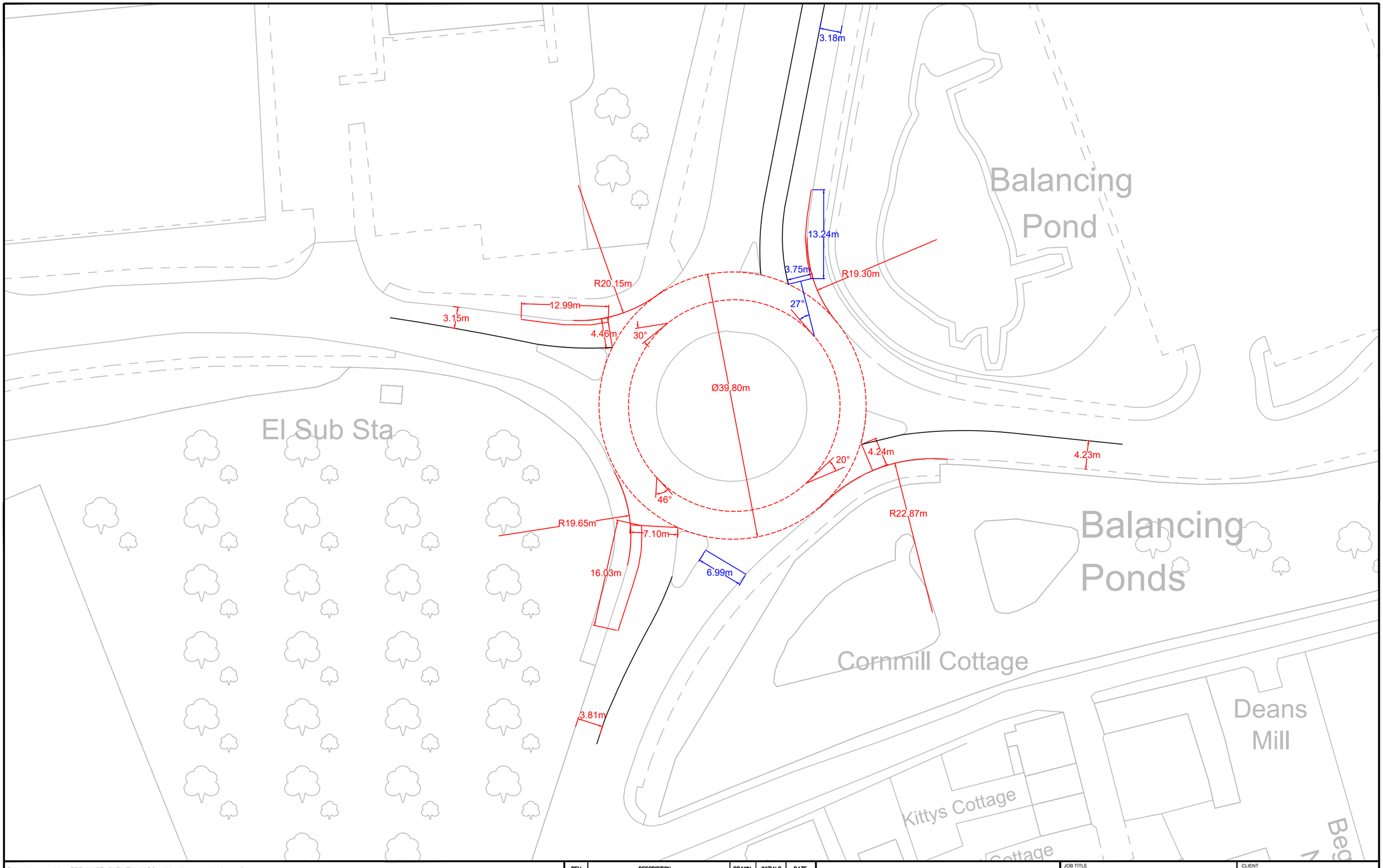
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JOB TITLE	CLIENT
Pallex	

DRAWING TITLE

Existing B585 / Wood Road / Station Road Roundabout

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1:250@A3	BM	AUG 25	25435-05-1	A



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JOB TITLE	CLIENT
Pallex	

DRAWING TITLE: Existing B585 West Lane / Interlink Way E Roundabout

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1:500@A3	BM	AUG 25	25435-05-10	A

APPENDIX H

Junction Modelling Results

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.0.0.2177
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Filename: Junction 1 _ Station Road - Wood Road - B585 Roundabout - REV A.j11
Path: P:\25000's\25435\Junction Modelling\Junctions 11 Models\REV A
Report generation date: 28/08/2025 19:34:10

»2024 | Base | AM
»2024 | Base | PM
»2030 | Future Year | AM
»2030 | Future Year | PM
»2030 | Future Year + Committed Dev | AM
»2030 | Future Year + Committed Dev | PM
»2030 | Future Year + Committed Dev + Development | AM
»2030 | Future Year + Committed Dev + Development | PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	2024 - Base					
A - Station Road	0.2	3.33	0.13	0.1	2.95	0.09
B - Wood Road	0.4	5.66	0.28	0.2	4.65	0.16
C - B585 (ETR)	0.7	6.51	0.40	0.4	5.11	0.29
	2030 - Future Year					
A - Station Road	0.2	3.40	0.14	0.1	2.98	0.10
B - Wood Road	0.5	5.86	0.30	0.2	4.74	0.17
C - B585 (ETR)	0.8	6.82	0.42	0.5	5.25	0.30
	2030 - Future Year + Committed Dev					
A - Station Road	0.2	3.77	0.15	0.1	3.18	0.10
B - Wood Road	0.8	7.49	0.39	0.5	6.55	0.29
C - B585 (ETR)	1.8	10.62	0.60	0.8	7.07	0.42
	2030 - Future Year + Committed Dev + Development					
A - Station Road	0.2	4.04	0.17	0.4	4.06	0.29
B - Wood Road	1.1	8.82	0.49	0.8	8.16	0.39
C - B585 (ETR)	6.8	30.25	0.85	1.6	10.09	0.59

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

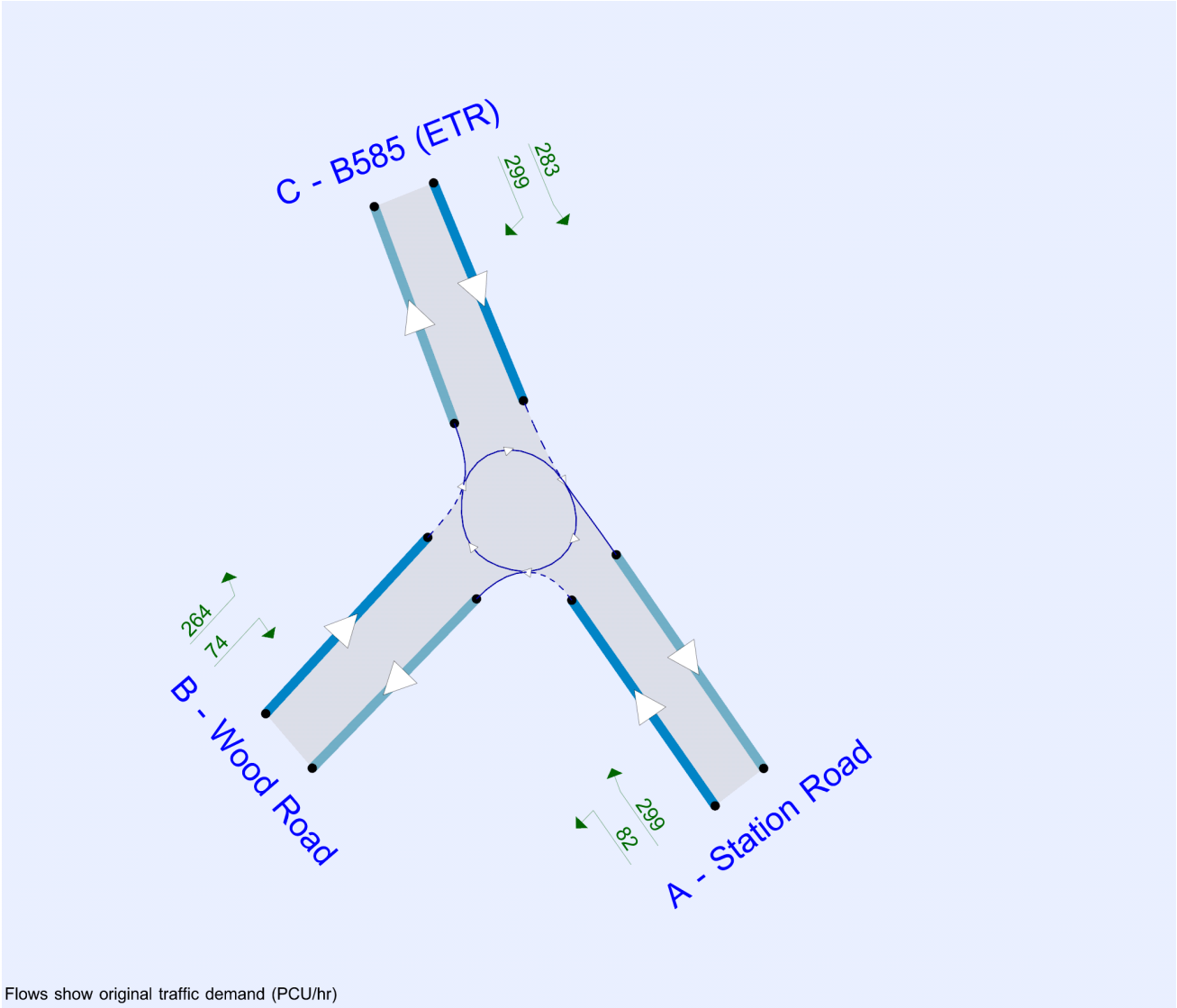
File summary

File Description

Title	
Location	
Site number	
Date	05/03/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Bradley
Description	

Units

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



Flows show original traffic demand (PCU/hr)

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2024	Base	AM	FLAT	06:45	08:15	90	15
D2	2024	Base	PM	FLAT	17:45	19:15	90	15
D3	2030	Future Year	AM	FLAT	06:45	08:15	90	15
D4	2030	Future Year	PM	FLAT	17:45	19:15	90	15
D5	2030	Future Year + Committed Dev	AM	FLAT	06:45	08:15	90	15
D6	2030	Future Year + Committed Dev	PM	FLAT	17:45	19:15	90	15
D7	2030	Future Year + Committed Dev + Development	AM	FLAT	06:45	08:15	90	15
D8	2030	Future Year + Committed Dev + Development	PM	FLAT	17:45	19:15	90	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	5.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.61	A

Arms

Arms

Arm	Name	Description	No give-way line
A	Station Road		
B	Wood Road		
C	B585 (ETR)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - Station Road	3.59	5.77	8.4	22.9	26.1	24.0		
B - Wood Road	3.45	3.45	0.0	16.0	26.1	35.0		
C - B585 (ETR)	3.50	3.50	0.0	10.0	26.1	26.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Station Road	0.626	1487
B - Wood Road	0.511	1014
C - B585 (ETR)	0.511	1023

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2024	Base	AM	FLAT	06:45	08:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Station Road		✓	167	100.000
B - Wood Road		✓	264	100.000
C - B585 (ETR)		✓	404	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Station Road	B - Wood Road	C - B585 (ETR)
From	A - Station Road	0	25	142
	B - Wood Road	11	0	253
	C - B585 (ETR)	109	295	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Station Road	B - Wood Road	C - B585 (ETR)
From	A - Station Road	0	0	6
	B - Wood Road	0	0	7
	C - B585 (ETR)	11	11	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A - Station Road	167	167
	B - Wood Road	264	264
	C - B585 (ETR)	404	404
07:00-07:15	A - Station Road	167	167
	B - Wood Road	264	264
	C - B585 (ETR)	404	404
07:15-07:30	A - Station Road	167	167
	B - Wood Road	264	264
	C - B585 (ETR)	404	404
07:30-07:45	A - Station Road	167	167
	B - Wood Road	264	264
	C - B585 (ETR)	404	404
07:45-08:00	A - Station Road	167	167
	B - Wood Road	264	264
	C - B585 (ETR)	404	404
08:00-08:15	A - Station Road	167	167
	B - Wood Road	264	264
	C - B585 (ETR)	404	404

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Station Road	0.13	3.33	0.2	A
B - Wood Road	0.28	5.66	0.4	A
C - B585 (ETR)	0.40	6.51	0.7	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	167	293	1304	0.128	166	0.2	3.323	A
B - Wood Road	264	141	942	0.280	262	0.4	5.636	A
C - B585 (ETR)	404	11	1018	0.397	401	0.7	6.451	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	167	295	1302	0.128	167	0.2	3.329	A
B - Wood Road	264	142	942	0.280	264	0.4	5.665	A
C - B585 (ETR)	404	11	1018	0.397	404	0.7	6.510	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	167	295	1302	0.128	167	0.2	3.329	A
B - Wood Road	264	142	942	0.280	264	0.4	5.665	A
C - B585 (ETR)	404	11	1018	0.397	404	0.7	6.510	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	167	295	1302	0.128	167	0.2	3.329	A
B - Wood Road	264	142	942	0.280	264	0.4	5.665	A
C - B585 (ETR)	404	11	1018	0.397	404	0.7	6.510	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	167	295	1302	0.128	167	0.2	3.329	A
B - Wood Road	264	142	942	0.280	264	0.4	5.665	A
C - B585 (ETR)	404	11	1018	0.397	404	0.7	6.510	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	167	295	1302	0.128	167	0.2	3.329	A
B - Wood Road	264	142	942	0.280	264	0.4	5.665	A
C - B585 (ETR)	404	11	1018	0.397	404	0.7	6.510	A

2024 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	4.51	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.51	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2024	Base	PM	FLAT	17:45	19:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Station Road		✓	127	100.000
B - Wood Road		✓	152	100.000
C - B585 (ETR)		✓	291	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Station Road	B - Wood Road	C - B585 (ETR)
From	A - Station Road	0	10	117
	B - Wood Road	12	0	140
	C - B585 (ETR)	124	167	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Station Road	B - Wood Road	C - B585 (ETR)
From	A - Station Road	0	0	3
	B - Wood Road	0	0	4
	C - B585 (ETR)	2	4	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:45-18:00	A - Station Road	127	127
	B - Wood Road	152	152
	C - B585 (ETR)	291	291
18:00-18:15	A - Station Road	127	127
	B - Wood Road	152	152
	C - B585 (ETR)	291	291
18:15-18:30	A - Station Road	127	127
	B - Wood Road	152	152
	C - B585 (ETR)	291	291
18:30-18:45	A - Station Road	127	127
	B - Wood Road	152	152
	C - B585 (ETR)	291	291
18:45-19:00	A - Station Road	127	127
	B - Wood Road	152	152
	C - B585 (ETR)	291	291
19:00-19:15	A - Station Road	127	127
	B - Wood Road	152	152
	C - B585 (ETR)	291	291

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Station Road	0.09	2.95	0.1	A
B - Wood Road	0.16	4.65	0.2	A
C - B585 (ETR)	0.29	5.11	0.4	A

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	127	166	1383	0.092	127	0.1	2.944	A
B - Wood Road	152	117	955	0.159	151	0.2	4.641	A
C - B585 (ETR)	291	12	1017	0.286	289	0.4	5.090	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	127	167	1383	0.092	127	0.1	2.945	A
B - Wood Road	152	117	955	0.159	152	0.2	4.649	A
C - B585 (ETR)	291	12	1017	0.286	291	0.4	5.112	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	127	167	1383	0.092	127	0.1	2.945	A
B - Wood Road	152	117	955	0.159	152	0.2	4.649	A
C - B585 (ETR)	291	12	1017	0.286	291	0.4	5.112	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	127	167	1383	0.092	127	0.1	2.945	A
B - Wood Road	152	117	955	0.159	152	0.2	4.649	A
C - B585 (ETR)	291	12	1017	0.286	291	0.4	5.112	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	127	167	1383	0.092	127	0.1	2.945	A
B - Wood Road	152	117	955	0.159	152	0.2	4.649	A
C - B585 (ETR)	291	12	1017	0.286	291	0.4	5.112	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	127	167	1383	0.092	127	0.1	2.945	A
B - Wood Road	152	117	955	0.159	152	0.2	4.649	A
C - B585 (ETR)	291	12	1017	0.286	291	0.4	5.112	A

2030 | Future Year | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	5.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.83	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2030	Future Year	AM	FLAT	06:45	08:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Station Road		✓	178	100.000
B - Wood Road		✓	282	100.000
C - B585 (ETR)		✓	431	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Station Road	B - Wood Road	C - B585 (ETR)
From	A - Station Road	0	27	151
	B - Wood Road	12	0	270
	C - B585 (ETR)	116	315	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Station Road	B - Wood Road	C - B585 (ETR)
From	A - Station Road	0	0	6
	B - Wood Road	0	0	7
	C - B585 (ETR)	11	11	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A - Station Road	178	178
	B - Wood Road	282	282
	C - B585 (ETR)	431	431
07:00-07:15	A - Station Road	178	178
	B - Wood Road	282	282
	C - B585 (ETR)	431	431
07:15-07:30	A - Station Road	178	178
	B - Wood Road	282	282
	C - B585 (ETR)	431	431
07:30-07:45	A - Station Road	178	178
	B - Wood Road	282	282
	C - B585 (ETR)	431	431
07:45-08:00	A - Station Road	178	178
	B - Wood Road	282	282
	C - B585 (ETR)	431	431
08:00-08:15	A - Station Road	178	178
	B - Wood Road	282	282
	C - B585 (ETR)	431	431

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Station Road	0.14	3.40	0.2	A
B - Wood Road	0.30	5.86	0.5	A
C - B585 (ETR)	0.42	6.82	0.8	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	178	313	1291	0.138	177	0.2	3.392	A
B - Wood Road	282	150	938	0.301	280	0.5	5.829	A
C - B585 (ETR)	431	12	1017	0.424	428	0.8	6.743	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	178	315	1290	0.138	178	0.2	3.399	A
B - Wood Road	282	151	937	0.301	282	0.5	5.860	A
C - B585 (ETR)	431	12	1017	0.424	431	0.8	6.815	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	178	315	1290	0.138	178	0.2	3.399	A
B - Wood Road	282	151	937	0.301	282	0.5	5.860	A
C - B585 (ETR)	431	12	1017	0.424	431	0.8	6.815	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	178	315	1290	0.138	178	0.2	3.399	A
B - Wood Road	282	151	937	0.301	282	0.5	5.860	A
C - B585 (ETR)	431	12	1017	0.424	431	0.8	6.815	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	178	315	1290	0.138	178	0.2	3.400	A
B - Wood Road	282	151	937	0.301	282	0.5	5.860	A
C - B585 (ETR)	431	12	1017	0.424	431	0.8	6.815	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	178	315	1290	0.138	178	0.2	3.400	A
B - Wood Road	282	151	937	0.301	282	0.5	5.860	A
C - B585 (ETR)	431	12	1017	0.424	431	0.8	6.815	A

2030 | Future Year | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	4.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.61	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2030	Future Year	PM	FLAT	17:45	19:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Station Road		✓	136	100.000
B - Wood Road		✓	163	100.000
C - B585 (ETR)		✓	310	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Station Road	B - Wood Road	C - B585 (ETR)
From	A - Station Road	0	11	125
	B - Wood Road	13	0	150
	C - B585 (ETR)	132	178	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Station Road	B - Wood Road	C - B585 (ETR)
From	A - Station Road	0	0	3
	B - Wood Road	0	0	4
	C - B585 (ETR)	2	4	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:45-18:00	A - Station Road	136	136
	B - Wood Road	163	163
	C - B585 (ETR)	310	310
18:00-18:15	A - Station Road	136	136
	B - Wood Road	163	163
	C - B585 (ETR)	310	310
18:15-18:30	A - Station Road	136	136
	B - Wood Road	163	163
	C - B585 (ETR)	310	310
18:30-18:45	A - Station Road	136	136
	B - Wood Road	163	163
	C - B585 (ETR)	310	310
18:45-19:00	A - Station Road	136	136
	B - Wood Road	163	163
	C - B585 (ETR)	310	310
19:00-19:15	A - Station Road	136	136
	B - Wood Road	163	163
	C - B585 (ETR)	310	310

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Station Road	0.10	2.98	0.1	A
B - Wood Road	0.17	4.74	0.2	A
C - B585 (ETR)	0.30	5.25	0.5	A

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	136	177	1376	0.099	136	0.1	2.981	A
B - Wood Road	163	125	951	0.171	162	0.2	4.727	A
C - B585 (ETR)	310	13	1017	0.305	308	0.4	5.228	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	136	178	1376	0.099	136	0.1	2.983	A
B - Wood Road	163	125	951	0.171	163	0.2	4.738	A
C - B585 (ETR)	310	13	1017	0.305	310	0.5	5.253	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	136	178	1376	0.099	136	0.1	2.983	A
B - Wood Road	163	125	951	0.171	163	0.2	4.738	A
C - B585 (ETR)	310	13	1017	0.305	310	0.5	5.253	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	136	178	1376	0.099	136	0.1	2.983	A
B - Wood Road	163	125	951	0.171	163	0.2	4.738	A
C - B585 (ETR)	310	13	1017	0.305	310	0.5	5.253	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	136	178	1376	0.099	136	0.1	2.983	A
B - Wood Road	163	125	951	0.171	163	0.2	4.738	A
C - B585 (ETR)	310	13	1017	0.305	310	0.5	5.253	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	136	178	1376	0.099	136	0.1	2.983	A
B - Wood Road	163	125	951	0.171	163	0.2	4.738	A
C - B585 (ETR)	310	13	1017	0.305	310	0.5	5.253	A

2030 | Future Year + Committed Dev | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	8.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.56	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2030	Future Year + Committed Dev	AM	FLAT	06:45	08:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Station Road		✓	178	100.000
B - Wood Road		✓	369	100.000
C - B585 (ETR)		✓	606	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Station Road	B - Wood Road	C - B585 (ETR)
From	A - Station Road	0	27	151
	B - Wood Road	12	0	357
	C - B585 (ETR)	116	490	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Station Road	B - Wood Road	C - B585 (ETR)
From	A - Station Road	0	0	6
	B - Wood Road	0	0	19
	C - B585 (ETR)	11	24	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A - Station Road	178	178
	B - Wood Road	369	369
	C - B585 (ETR)	606	606
07:00-07:15	A - Station Road	178	178
	B - Wood Road	369	369
	C - B585 (ETR)	606	606
07:15-07:30	A - Station Road	178	178
	B - Wood Road	369	369
	C - B585 (ETR)	606	606
07:30-07:45	A - Station Road	178	178
	B - Wood Road	369	369
	C - B585 (ETR)	606	606
07:45-08:00	A - Station Road	178	178
	B - Wood Road	369	369
	C - B585 (ETR)	606	606
08:00-08:15	A - Station Road	178	178
	B - Wood Road	369	369
	C - B585 (ETR)	606	606

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Station Road	0.15	3.77	0.2	A
B - Wood Road	0.39	7.49	0.8	A
C - B585 (ETR)	0.60	10.62	1.8	B

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	178	484	1184	0.150	177	0.2	3.755	A
B - Wood Road	369	150	938	0.394	366	0.8	7.411	A
C - B585 (ETR)	606	12	1017	0.596	599	1.7	10.277	B

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	178	490	1180	0.151	178	0.2	3.771	A
B - Wood Road	369	151	937	0.394	369	0.8	7.491	A
C - B585 (ETR)	606	12	1017	0.596	606	1.8	10.608	B

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	178	490	1180	0.151	178	0.2	3.771	A
B - Wood Road	369	151	937	0.394	369	0.8	7.491	A
C - B585 (ETR)	606	12	1017	0.596	606	1.8	10.612	B

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	178	490	1180	0.151	178	0.2	3.771	A
B - Wood Road	369	151	937	0.394	369	0.8	7.491	A
C - B585 (ETR)	606	12	1017	0.596	606	1.8	10.614	B

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	178	490	1180	0.151	178	0.2	3.771	A
B - Wood Road	369	151	937	0.394	369	0.8	7.491	A
C - B585 (ETR)	606	12	1017	0.596	606	1.8	10.614	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	178	490	1180	0.151	178	0.2	3.771	A
B - Wood Road	369	151	937	0.394	369	0.8	7.491	A
C - B585 (ETR)	606	12	1017	0.596	606	1.8	10.616	B

2030 | Future Year + Committed Dev | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	6.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.27	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	2030	Future Year + Committed Dev	PM	FLAT	17:45	19:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Station Road		✓	136	100.000
B - Wood Road		✓	277	100.000
C - B585 (ETR)		✓	431	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Station Road	B - Wood Road	C - B585 (ETR)
From	A - Station Road	0	11	125
	B - Wood Road	13	0	264
	C - B585 (ETR)	132	299	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Station Road	B - Wood Road	C - B585 (ETR)
From	A - Station Road	0	0	3
	B - Wood Road	0	0	24
	C - B585 (ETR)	2	22	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:45-18:00	A - Station Road	136	136
	B - Wood Road	277	277
	C - B585 (ETR)	431	431
18:00-18:15	A - Station Road	136	136
	B - Wood Road	277	277
	C - B585 (ETR)	431	431
18:15-18:30	A - Station Road	136	136
	B - Wood Road	277	277
	C - B585 (ETR)	431	431
18:30-18:45	A - Station Road	136	136
	B - Wood Road	277	277
	C - B585 (ETR)	431	431
18:45-19:00	A - Station Road	136	136
	B - Wood Road	277	277
	C - B585 (ETR)	431	431
19:00-19:15	A - Station Road	136	136
	B - Wood Road	277	277
	C - B585 (ETR)	431	431

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Station Road	0.10	3.18	0.1	A
B - Wood Road	0.29	6.55	0.5	A
C - B585 (ETR)	0.42	7.07	0.8	A

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	136	297	1301	0.105	136	0.1	3.170	A
B - Wood Road	277	125	951	0.291	275	0.5	6.514	A
C - B585 (ETR)	431	13	1017	0.424	428	0.8	6.994	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	136	299	1300	0.105	136	0.1	3.177	A
B - Wood Road	277	125	951	0.291	277	0.5	6.552	A
C - B585 (ETR)	431	13	1017	0.424	431	0.8	7.072	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	136	299	1300	0.105	136	0.1	3.177	A
B - Wood Road	277	125	951	0.291	277	0.5	6.552	A
C - B585 (ETR)	431	13	1017	0.424	431	0.8	7.072	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	136	299	1300	0.105	136	0.1	3.177	A
B - Wood Road	277	125	951	0.291	277	0.5	6.552	A
C - B585 (ETR)	431	13	1017	0.424	431	0.8	7.072	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	136	299	1300	0.105	136	0.1	3.177	A
B - Wood Road	277	125	951	0.291	277	0.5	6.552	A
C - B585 (ETR)	431	13	1017	0.424	431	0.8	7.072	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	136	299	1300	0.105	136	0.1	3.177	A
B - Wood Road	277	125	951	0.291	277	0.5	6.552	A
C - B585 (ETR)	431	13	1017	0.424	431	0.8	7.072	A

2030 | Future Year + Committed Dev + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	20.22	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	20.22	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D7	2030	Future Year + Committed Dev + Development	AM	FLAT	06:45	08:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Station Road		✓	198	100.000
B - Wood Road		✓	452	100.000
C - B585 (ETR)		✓	833	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Station Road	B - Wood Road	C - B585 (ETR)
From	A - Station Road	0	30	168
	B - Wood Road	95	0	357
	C - B585 (ETR)	343	490	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Station Road	B - Wood Road	C - B585 (ETR)
From	A - Station Road	0	6	11
	B - Wood Road	9	0	19
	C - B585 (ETR)	16	24	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A - Station Road	198	198
	B - Wood Road	452	452
	C - B585 (ETR)	833	833
07:00-07:15	A - Station Road	198	198
	B - Wood Road	452	452
	C - B585 (ETR)	833	833
07:15-07:30	A - Station Road	198	198
	B - Wood Road	452	452
	C - B585 (ETR)	833	833
07:30-07:45	A - Station Road	198	198
	B - Wood Road	452	452
	C - B585 (ETR)	833	833
07:45-08:00	A - Station Road	198	198
	B - Wood Road	452	452
	C - B585 (ETR)	833	833
08:00-08:15	A - Station Road	198	198
	B - Wood Road	452	452
	C - B585 (ETR)	833	833

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Station Road	0.17	4.04	0.2	A
B - Wood Road	0.49	8.82	1.1	A
C - B585 (ETR)	0.85	30.25	6.8	D

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	198	476	1189	0.167	197	0.2	3.996	A
B - Wood Road	452	167	929	0.487	448	1.1	8.659	A
C - B585 (ETR)	833	94	975	0.854	809	5.9	23.615	C

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	198	489	1181	0.168	198	0.2	4.035	A
B - Wood Road	452	168	929	0.487	452	1.1	8.816	A
C - B585 (ETR)	833	95	975	0.855	831	6.4	29.246	D

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	198	490	1181	0.168	198	0.2	4.037	A
B - Wood Road	452	168	929	0.487	452	1.1	8.818	A
C - B585 (ETR)	833	95	975	0.855	832	6.6	29.811	D

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	198	490	1181	0.168	198	0.2	4.037	A
B - Wood Road	452	168	929	0.487	452	1.1	8.818	A
C - B585 (ETR)	833	95	975	0.855	833	6.7	30.045	D

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	198	490	1181	0.168	198	0.2	4.037	A
B - Wood Road	452	168	929	0.487	452	1.1	8.818	A
C - B585 (ETR)	833	95	975	0.855	833	6.8	30.173	D

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	198	490	1181	0.168	198	0.2	4.038	A
B - Wood Road	452	168	929	0.487	452	1.1	8.818	A
C - B585 (ETR)	833	95	975	0.855	833	6.8	30.254	D

2030 | Future Year + Committed Dev + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	7.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.82	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D8	2030	Future Year + Committed Dev + Development	PM	FLAT	17:45	19:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Station Road		✓	381	100.000
B - Wood Road		✓	338	100.000
C - B585 (ETR)		✓	582	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Station Road	B - Wood Road	C - B585 (ETR)
From	A - Station Road	0	82	299
	B - Wood Road	74	0	264
	C - B585 (ETR)	283	299	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Station Road	B - Wood Road	C - B585 (ETR)
From	A - Station Road	0	3	4
	B - Wood Road	3	0	24
	C - B585 (ETR)	5	22	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:45-18:00	A - Station Road	381	381
	B - Wood Road	338	338
	C - B585 (ETR)	582	582
18:00-18:15	A - Station Road	381	381
	B - Wood Road	338	338
	C - B585 (ETR)	582	582
18:15-18:30	A - Station Road	381	381
	B - Wood Road	338	338
	C - B585 (ETR)	582	582
18:30-18:45	A - Station Road	381	381
	B - Wood Road	338	338
	C - B585 (ETR)	582	582
18:45-19:00	A - Station Road	381	381
	B - Wood Road	338	338
	C - B585 (ETR)	582	582
19:00-19:15	A - Station Road	381	381
	B - Wood Road	338	338
	C - B585 (ETR)	582	582

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Station Road	0.29	4.06	0.4	A
B - Wood Road	0.39	8.16	0.8	A
C - B585 (ETR)	0.59	10.09	1.6	B

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	381	296	1302	0.293	379	0.4	4.042	A
B - Wood Road	338	298	862	0.392	335	0.8	8.059	A
C - B585 (ETR)	582	73	986	0.590	576	1.6	9.781	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	381	299	1300	0.293	381	0.4	4.065	A
B - Wood Road	338	299	862	0.392	338	0.8	8.160	A
C - B585 (ETR)	582	74	986	0.591	582	1.6	10.081	B

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	381	299	1300	0.293	381	0.4	4.065	A
B - Wood Road	338	299	862	0.392	338	0.8	8.160	A
C - B585 (ETR)	582	74	986	0.591	582	1.6	10.085	B

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	381	299	1300	0.293	381	0.4	4.065	A
B - Wood Road	338	299	862	0.392	338	0.8	8.160	A
C - B585 (ETR)	582	74	986	0.591	582	1.6	10.087	B

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	381	299	1300	0.293	381	0.4	4.065	A
B - Wood Road	338	299	862	0.392	338	0.8	8.160	A
C - B585 (ETR)	582	74	986	0.591	582	1.6	10.087	B

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Station Road	381	299	1300	0.293	381	0.4	4.065	A
B - Wood Road	338	299	862	0.392	338	0.8	8.160	A
C - B585 (ETR)	582	74	986	0.591	582	1.6	10.089	B

LinSig V1 style report

User and Project Details

Project:	**B585 Victoria Road / Ellistown Terrace Road**
Title:	
Location:	
Additional detail:	
File name:	Junction 2 - B585_Vic Road LCC model - DTA - REV A.lsg3x
Author:	Andy Stinson
Company:	Leicestershire County Council
Address:	County Hall, Glenfield, Leicester LE3 8RJ

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	Dummy		1	1

Phase Intergreens Matrix

		Starting Phase				
		A	B	C	D	E
Terminating Phase	A		6	-	6	3
	B	6		7	6	3
	C	-	6		-	3
	D	6	6	-		3
	E	2	2	2	2	

Phase Delays

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

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		6	6	3
	2	6		6	3
	3	7	7		3
	4	2	2	2	

Phases in Stage

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

Give-Way Lane Input Data

Junction: B585 Victoria Road Signals
There are no Opposed Lanes in this Junction

Lane Input Data

Junction: B585 Victoria Road Signals												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Victoria Rd)	U	C	2	3	60.0	Geom	-	3.70	0.00	Y	Arm 5 Left	17.00
1/2 (Victoria Rd)	U	D	2	3	4.2	Geom	-	2.90	0.00	N	Arm 6 Right	20.00
2/1 (Ellistown T Rd (E))	U	A	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 4 Right	15.00
											Arm 6 Ahead	Inf
3/1 (Ellistown T Rd (W))	U	B	2	3	60.0	Geom	-	3.90	0.00	Y	Arm 4 Left	14.00
											Arm 5 Ahead	Inf
4/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Lane Saturation Flows

Scenario 1: '2024 base AM' (FG1: '2024 base AM', Plan 1: 'Network Control Plan 1')

Junction: B585 Victoria Road Signals								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Victoria Rd)	3.70	0.00	Y	Arm 5 Left	17.00	100.0 %	1824	1824
1/2 (Victoria Rd)	2.90	0.00	N	Arm 6 Right	20.00	100.0 %	1902	1902
2/1 (Ellistown T Rd (E))	3.40	0.00	Y	Arm 4 Right	15.00	68.8 %	1829	1829
				Arm 6 Ahead	Inf	31.2 %		
3/1 (Ellistown T Rd (W))	3.90	0.00	Y	Arm 4 Left	14.00	37.5 %	1928	1928
				Arm 5 Ahead	Inf	62.5 %		
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2024 base PM' (FG2: '2024 base PM', Plan 1: 'Network Control Plan 1')

Junction: B585 Victoria Road Signals								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Victoria Rd)	3.70	0.00	Y	Arm 5 Left	17.00	100.0 %	1824	1824
1/2 (Victoria Rd)	2.90	0.00	N	Arm 6 Right	20.00	100.0 %	1902	1902
2/1 (Ellistown T Rd (E))	3.40	0.00	Y	Arm 4 Right	15.00	51.3 %	1860	1860
				Arm 6 Ahead	Inf	48.7 %		
3/1 (Ellistown T Rd (W))	3.90	0.00	Y	Arm 4 Left	14.00	13.8 %	1976	1976
				Arm 5 Ahead	Inf	86.2 %		
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2030 Future Year AM' (FG3: '2030 Future Year AM', Plan 1: 'Network Control Plan 1')

Junction: B585 Victoria Road Signals								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Victoria Rd)	3.70	0.00	Y	Arm 5 Left	17.00	100.0 %	1824	1824
1/2 (Victoria Rd)	2.90	0.00	N	Arm 6 Right	20.00	100.0 %	1902	1902
2/1 (Ellistown T Rd (E))	3.40	0.00	Y	Arm 4 Right	15.00	68.9 %	1829	1829
				Arm 6 Ahead	Inf	31.1 %		
3/1 (Ellistown T Rd (W))	3.90	0.00	Y	Arm 4 Left	14.00	37.6 %	1927	1927
				Arm 5 Ahead	Inf	62.4 %		
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2030 Future Year PM' (FG4: '2030 Future Year PM', Plan 1: 'Network Control Plan 1')

Junction: B585 Victoria Road Signals								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Victoria Rd)	3.70	0.00	Y	Arm 5 Left	17.00	100.0 %	1824	1824
1/2 (Victoria Rd)	2.90	0.00	N	Arm 6 Right	20.00	100.0 %	1902	1902
2/1 (Ellistown T Rd (E))	3.40	0.00	Y	Arm 4 Right	15.00	51.3 %	1860	1860
				Arm 6 Ahead	Inf	48.7 %		
3/1 (Ellistown T Rd (W))	3.90	0.00	Y	Arm 4 Left	14.00	13.6 %	1976	1976
				Arm 5 Ahead	Inf	86.4 %		
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2030 Future Year + Committed Dev AM' (FG5: '2030 Future Year + Committed Dev AM', Plan 1: 'Network Control Plan 1')

Junction: B585 Victoria Road Signals								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Victoria Rd)	3.70	0.00	Y	Arm 5 Left	17.00	100.0 %	1824	1824
1/2 (Victoria Rd)	2.90	0.00	N	Arm 6 Right	20.00	100.0 %	1902	1902
2/1 (Ellistown T Rd (E))	3.40	0.00	Y	Arm 4 Right	15.00	74.3 %	1820	1820
				Arm 6 Ahead	Inf	25.7 %		
3/1 (Ellistown T Rd (W))	3.90	0.00	Y	Arm 4 Left	14.00	41.0 %	1921	1921
				Arm 5 Ahead	Inf	59.0 %		
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2030 Future Year + Committed Dev PM' (FG6: '2030 Future Year + Committed Dev PM', Plan 1: 'Network Control Plan 1')

Junction: B585 Victoria Road Signals								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Victoria Rd)	3.70	0.00	Y	Arm 5 Left	17.00	100.0 %	1824	1824
1/2 (Victoria Rd)	2.90	0.00	N	Arm 6 Right	20.00	100.0 %	1902	1902
2/1 (Ellistown T Rd (E))	3.40	0.00	Y	Arm 4 Right	15.00	65.0 %	1836	1836
				Arm 6 Ahead	Inf	35.0 %		
3/1 (Ellistown T Rd (W))	3.90	0.00	Y	Arm 4 Left	14.00	23.3 %	1956	1956
				Arm 5 Ahead	Inf	76.7 %		
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2030 Future Year + Committed Dev + Dev AM' (FG7: '2030 Future Year + Committed Dev + Dev AM', Plan 1: 'Network Control Plan 1')

Junction: B585 Victoria Road Signals								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Victoria Rd)	3.70	0.00	Y	Arm 5 Left	17.00	100.0 %	1824	1824
1/2 (Victoria Rd)	2.90	0.00	N	Arm 6 Right	20.00	100.0 %	1902	1902
2/1 (Ellistown T Rd (E))	3.40	0.00	Y	Arm 4 Right	15.00	75.1 %	1818	1818
				Arm 6 Ahead	Inf	24.9 %		
3/1 (Ellistown T Rd (W))	3.90	0.00	Y	Arm 4 Left	14.00	36.0 %	1931	1931
				Arm 5 Ahead	Inf	64.0 %		
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2030 Future Year + Committed Dev + Dev PM' (FG8: '2030 Future Year + Committed Dev + Dev PM', Plan 1: 'Network Control Plan 1')

Junction: B585 Victoria Road Signals								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Victoria Rd)	3.70	0.00	Y	Arm 5 Left	17.00	100.0 %	1824	1824
1/2 (Victoria Rd)	2.90	0.00	N	Arm 6 Right	20.00	100.0 %	1902	1902
2/1 (Ellistown T Rd (E))	3.40	0.00	Y	Arm 4 Right	15.00	70.0 %	1827	1827
				Arm 6 Ahead	Inf	30.0 %		
3/1 (Ellistown T Rd (W))	3.90	0.00	Y	Arm 4 Left	14.00	20.0 %	1963	1963
				Arm 5 Ahead	Inf	80.0 %		
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 base AM'	07:00	08:00	01:00	
2: '2024 base PM'	18:00	19:00	01:00	
3: '2030 Future Year AM'	07:00	08:00	01:00	
4: '2030 Future Year PM'	18:00	19:00	01:00	
5: '2030 Future Year + Committed Dev AM'	07:00	08:00	01:00	
6: '2030 Future Year + Committed Dev PM'	18:00	19:00	01:00	
7: '2030 Future Year + Committed Dev + Dev AM'	07:00	08:00	01:00	
8: '2030 Future Year + Committed Dev + Dev PM'	18:00	19:00	01:00	

Traffic Flows, Desired

FG1: '2024 base AM'

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	72	120	192
	B	57	0	276	333
	C	124	274	0	398
	Tot.	181	346	396	923

FG2: '2024 base PM'

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	19	119	138
	B	26	0	170	196
	C	127	134	0	261
	Tot.	153	153	289	595

FG3: '2030 Future Year AM'

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	77	128	205
	B	61	0	294	355
	C	132	292	0	424
	Tot.	193	369	422	984

FG4: '2030 Future Year PM'

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	20	127	147
	B	28	0	182	210
	C	136	143	0	279
	Tot.	164	163	309	636

FG5: '2030 Future Year + Committed Dev AM'
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	96	138	234
	B	67	0	464	531
	C	134	388	0	522
	Tot.	201	484	602	1287

FG6: '2030 Future Year + Committed Dev PM'
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	40	132	172
	B	47	0	308	355
	C	141	262	0	403
	Tot.	188	302	440	930

FG7: '2030 Future Year + Committed Dev + Dev AM'
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	96	171	267
	B	67	0	658	725
	C	134	405	0	539
	Tot.	201	501	829	1531

FG8: '2030 Future Year + Committed Dev + Dev PM'
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	40	160	200
	B	47	0	431	478
	C	173	404	0	577
	Tot.	220	444	591	1255

Stage Timings

Scenario 1: '2024 base AM' (FG1: '2024 base AM', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	44	7	20
Change Point	0	51	64

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**42.7%**
B585 Victoria Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**42.7%**
1/1+1/2	Victoria Rd Left Right	U	N/A	N/A	C D		1	57:7	-	333	1824:1902	813+168	33.9 : 33.9%
2/1	Ellistown T Rd (E) Right Ahead	U	N/A	N/A	A		1	45	-	398	1829	935	42.6%
3/1	Ellistown T Rd (W) Left Ahead	U	N/A	N/A	B		1	20	-	192	1928	450	42.7%
4/1	Exit	U	N/A	N/A	-		-	-	-	346	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	396	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	181	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**0**	**0**	**0**	**4.2**	**1.0**	**0.0**	**5.2**	-	-	-	-
B585 Victoria Road Signals	-	-	**0**	**0**	**0**	**4.2**	**1.0**	**0.0**	**5.2**	-	-	-	-
1/1+1/2	333	333	-	-	-	1.1	0.3	-	1.4 (0.7+0.7)	14.9 (9.5:41.3)	2.8	0.3	3.1
2/1	398	398	-	-	-	1.5	0.4	-	1.9	17.1	6.2	0.4	6.6
3/1	192	192	-	-	-	1.6	0.4	-	1.9	36.3	4.1	0.4	4.4
4/1	346	346	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	396	396	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	181	181	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 110.9 Total Delay for Signalled Lanes (pcuHr): 5.21 Cycle Time (s): 90
PRC Over All Lanes (%): 110.9 Total Delay Over All Lanes(pcuHr): 5.21

Stage Timings

Scenario 2: '2024 base PM' (FG2: '2024 base PM', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	43	7	21
Change Point	0	50	63

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**28.6%**
B585 Victoria Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**28.6%**
1/1+1/2	Victoria Rd Left Right	U	N/A	N/A	C D		1	56:7	-	196	1824:1902	1029+157	16.5 : 16.5%
2/1	Ellistown T Rd (E) Right Ahead	U	N/A	N/A	A		1	44	-	261	1860	930	28.1%
3/1	Ellistown T Rd (W) Left Ahead	U	N/A	N/A	B		1	21	-	138	1976	483	28.6%
4/1	Exit	U	N/A	N/A	-		-	-	-	153	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	289	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	153	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**0**	**0**	**0**	**2.6**	**0.5**	**0.0**	**3.1**	-	-	-	-
B585 Victoria Road Signals	-	-	**0**	**0**	**0**	**2.6**	**0.5**	**0.0**	**3.1**	-	-	-	-
1/1+1/2	196	196	-	-	-	0.6	0.1	-	0.7 (0.4+0.3)	12.6 (8.5:39.7)	1.7	0.1	1.8
2/1	261	261	-	-	-	0.9	0.2	-	1.1	15.8	3.8	0.2	4.0
3/1	138	138	-	-	-	1.1	0.2	-	1.3	32.8	2.8	0.2	3.0
4/1	153	153	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	153	153	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 215.0 Total Delay for Signalled Lanes (pcuHr): 3.09 Cycle Time (s): 90
PRC Over All Lanes (%): 215.0 Total Delay Over All Lanes(pcuHr): 3.09

Stage Timings

Scenario 3: '2030 Future Year AM' (FG3: '2030 Future Year AM', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	44	7	20
Change Point	0	51	64

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**45.6%**
B585 Victoria Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**45.6%**
1/1+1/2	Victoria Rd Left Right	U	N/A	N/A	C D		1	57:7	-	355	1824:1902	810+168	36.3 : 36.3%
2/1	Ellistown T Rd (E) Right Ahead	U	N/A	N/A	A		1	45	-	424	1829	935	45.4%
3/1	Ellistown T Rd (W) Left Ahead	U	N/A	N/A	B		1	20	-	205	1927	450	45.6%
4/1	Exit	U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	422	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	193	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**0**	**0**	**0**	**4.5**	**1.1**	**0.0**	**5.7**	-	-	-	-
B585 Victoria Road Signals	-	-	**0**	**0**	**0**	**4.5**	**1.1**	**0.0**	**5.7**	-	-	-	-
1/1+1/2	355	355	-	-	-	1.2	0.3	-	1.5 (0.8+0.7)	15.1 (9.7:41.5)	3.1	0.3	3.4
2/1	424	424	-	-	-	1.6	0.4	-	2.1	17.5	6.7	0.4	7.1
3/1	205	205	-	-	-	1.7	0.4	-	2.1	36.9	4.4	0.4	4.8
4/1	369	369	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	193	193	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 97.4 Total Delay for Signalled Lanes (pcuHr): 5.66 Cycle Time (s): 90
PRC Over All Lanes (%): 97.4 Total Delay Over All Lanes(pcuHr): 5.66

Stage Timings

Scenario 4: '2030 Future Year PM' (FG4: '2030 Future Year PM', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	43	7	21
Change Point	0	50	63

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**30.4%**
B585 Victoria Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**30.4%**
1/1+1/2	Victoria Rd Left Right	U	N/A	N/A	C D		1	56:7	-	210	1824:1902	1028+158	17.7 : 17.7%
2/1	Ellistown T Rd (E) Right Ahead	U	N/A	N/A	A		1	44	-	279	1860	930	30.0%
3/1	Ellistown T Rd (W) Left Ahead	U	N/A	N/A	B		1	21	-	147	1976	483	30.4%
4/1	Exit	U	N/A	N/A	-		-	-	-	163	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	309	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	164	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**0**	**0**	**0**	**2.8**	**0.5**	**0.0**	**3.3**	-	-	-	-
B585 Victoria Road Signals	-	-	**0**	**0**	**0**	**2.8**	**0.5**	**0.0**	**3.3**	-	-	-	-
1/1+1/2	210	210	-	-	-	0.6	0.1	-	0.7 (0.4+0.3)	12.7 (8.6:39.8)	1.8	0.1	1.9
2/1	279	279	-	-	-	1.0	0.2	-	1.2	16.0	4.0	0.2	4.2
3/1	147	147	-	-	-	1.1	0.2	-	1.4	33.1	3.0	0.2	3.2
4/1	163	163	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	164	164	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 195.7 Total Delay for Signalled Lanes (pcuHr): 3.34 Cycle Time (s): 90
PRC Over All Lanes (%): 195.7 Total Delay Over All Lanes(pcuHr): 3.34

Stage Timings

Scenario 5: '2030 Future Year + Committed Dev AM' (FG5: '2030 Future Year + Committed Dev AM', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	45	7	19
Change Point	0	52	65

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**54.9%**
B585 Victoria Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**54.9%**
1/1+1/2	Victoria Rd Left Right	U	N/A	N/A	C D		1	58:7	-	531	1824:1902	1072+155	43.3 : 43.3%
2/1	Ellistown T Rd (E) Right Ahead	U	N/A	N/A	A		1	46	-	522	1820	950	54.9%
3/1	Ellistown T Rd (W) Left Ahead	U	N/A	N/A	B		1	19	-	234	1921	427	54.8%
4/1	Exit	U	N/A	N/A	-		-	-	-	484	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	201	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**0**	**0**	**0**	**5.7**	**1.6**	**0.0**	**7.3**	-	-	-	-
B585 Victoria Road Signals	-	-	**0**	**0**	**0**	**5.7**	**1.6**	**0.0**	**7.3**	-	-	-	-
1/1+1/2	531	531	-	-	-	1.6	0.4	-	2.0 (1.3+0.8)	13.7 (9.8:41.3)	5.4	0.4	5.8
2/1	522	522	-	-	-	2.1	0.6	-	2.7	18.6	8.7	0.6	9.3
3/1	234	234	-	-	-	2.0	0.6	-	2.6	40.3	5.1	0.6	5.7
4/1	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	602	602	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	201	201	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 63.9 Total Delay for Signalled Lanes (pcuHr): 7.34 Cycle Time (s): 90
PRC Over All Lanes (%): 63.9 Total Delay Over All Lanes(pcuHr): 7.34

Stage Timings

Scenario 6: '2030 Future Year + Committed Dev PM' (FG6: '2030 Future Year + Committed Dev PM', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	46	7	18
Change Point	0	53	66

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**41.7%**
B585 Victoria Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**41.7%**
1/1+1/2	Victoria Rd Left Right	U	N/A	N/A	C D		1	59:7	-	355	1824:1902	1073+164	28.7 : 28.7%
2/1	Ellistown T Rd (E) Right Ahead	U	N/A	N/A	A		1	47	-	403	1836	979	41.2%
3/1	Ellistown T Rd (W) Left Ahead	U	N/A	N/A	B		1	18	-	172	1956	413	41.7%
4/1	Exit	U	N/A	N/A	-		-	-	-	302	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	440	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	188	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**0**	**0**	**0**	**3.9**	**0.9**	**0.0**	**4.8**	-	-	-	-
B585 Victoria Road Signals	-	-	**0**	**0**	**0**	**3.9**	**0.9**	**0.0**	**4.8**	-	-	-	-
1/1+1/2	355	355	-	-	-	1.0	0.2	-	1.2 (0.7+0.5)	12.3 (8.1:40.4)	3.1	0.2	3.3
2/1	403	403	-	-	-	1.4	0.3	-	1.8	15.7	5.9	0.3	6.3
3/1	172	172	-	-	-	1.5	0.4	-	1.8	38.2	3.7	0.4	4.0
4/1	302	302	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	440	440	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	188	188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 116.1 Total Delay for Signalled Lanes (pcuHr): 4.79 Cycle Time (s): 90
PRC Over All Lanes (%): 116.1 Total Delay Over All Lanes(pcuHr): 4.79

Stage Timings

Scenario 7: '2030 Future Year + Committed Dev + Dev AM' (FG7: '2030 Future Year + Committed Dev + Dev AM', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	44	7	20
Change Point	0	51	64

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**60.5%**
B585 Victoria Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**60.5%**
1/1+1/2	Victoria Rd Left Right	U	N/A	N/A	C D		1	57:7	-	725	1824:1902	1088+111	60.5 : 60.5%
2/1	Ellistown T Rd (E) Right Ahead	U	N/A	N/A	A		1	45	-	539	1818	929	58.0%
3/1	Ellistown T Rd (W) Left Ahead	U	N/A	N/A	B		1	20	-	267	1931	451	59.3%
4/1	Exit	U	N/A	N/A	-		-	-	-	501	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	829	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	201	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**0**	**0**	**0**	**6.9**	**2.2**	**0.0**	**9.1**	-	-	-	-
B585 Victoria Road Signals	-	-	**0**	**0**	**0**	**6.9**	**2.2**	**0.0**	**9.1**	-	-	-	-
1/1+1/2	725	725	-	-	-	2.4	0.8	-	3.1 (2.3+0.8)	15.6 (12.8:42.5)	9.8	0.8	10.6
2/1	539	539	-	-	-	2.3	0.7	-	3.0	19.9	9.3	0.7	10.0
3/1	267	267	-	-	-	2.3	0.7	-	3.0	40.4	5.9	0.7	6.7
4/1	501	501	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	829	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	201	201	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 48.8 Total Delay for Signalled Lanes (pcuHr): 9.11 Cycle Time (s): 90
PRC Over All Lanes (%): 48.8 Total Delay Over All Lanes(pcuHr): 9.11

Stage Timings

Scenario 8: '2030 Future Year + Committed Dev + Dev PM' (FG8: '2030 Future Year + Committed Dev + Dev PM', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	48	7	16
Change Point	0	55	68

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**56.8%**
B585 Victoria Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**56.8%**
1/1+1/2	Victoria Rd Left Right	U	N/A	N/A	C D		1	61:7	-	478	1824:1902	1155+126	37.3 : 37.3%
2/1	Ellistown T Rd (E) Right Ahead	U	N/A	N/A	A		1	49	-	577	1827	1015	56.8%
3/1	Ellistown T Rd (W) Left Ahead	U	N/A	N/A	B		1	16	-	200	1963	371	53.9%
4/1	Exit	U	N/A	N/A	-		-	-	-	444	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	591	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	220	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**0**	**0**	**0**	**5.1**	**1.5**	**0.0**	**6.6**	-	-	-	-
B585 Victoria Road Signals	-	-	**0**	**0**	**0**	**5.1**	**1.5**	**0.0**	**6.6**	-	-	-	-
1/1+1/2	478	478	-	-	-	1.2	0.3	-	1.5 (1.0+0.5)	11.2 (7.9:40.6)	4.3	0.3	4.6
2/1	577	577	-	-	-	2.1	0.7	-	2.7	17.1	9.3	0.7	10.0
3/1	200	200	-	-	-	1.8	0.6	-	2.4	43.4	4.5	0.6	5.1
4/1	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 58.3 Total Delay for Signalled Lanes (pcuHr): 6.63 Cycle Time (s): 90
PRC Over All Lanes (%): 58.3 Total Delay Over All Lanes(pcuHr): 6.63

LinSig V1 style report

User and Project Details

Project:	**Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)**
Title:	
Location:	A511 / Beveridge Lane Roundabout (Stardust roundabout)
Site Ref(s):	Junction 5
Date Started:	March 2025
Additional detail:	Signal Controller Specification obtained from LCC: LE0066 ISSUE 1 (A511 Bardon Road A511 Shaw Lane B585 Beveridge Lane)
File name:	Junction 5 - A511 Shaw Lane - B585 Beveridge Lane - REV A.lsg3x
Author:	Bradley Mather
Company:	DTA Transportation
Address:	Forester House, Doctors Ln, Henley-in-Arden B95 5AW

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	Dummy		4	4

Phase Intergreens Matrix

		Starting Phase			
		A	B	C	D
Terminating Phase	A		5	5	-
	B	5		-	2
	C	5	-		-
	D	-	-	-	

Phase Delays

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

Prohibited Stage Change

	To Stage			
		1	2	3
From Stage	1		2	2
	2	0		5
	3	2	5	

Phases in Stage

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

Give-Way Lane Input Data

Junction: Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
2/1 (B585 Beveridge Lane)	10/1 (Left)	1080	0	6/1	0.30	All	-	-	-	-	-
				6/2	0.30	All					
2/2 (B585 Beveridge Lane)	7/1 (Left)	1080	0	6/1	0.30	All	-	-	-	-	-
				6/2	0.30	All					
2/3 (B585 Beveridge Lane)	7/2 (Left)	1080	0	6/1	0.30	All	-	-	-	-	-
				6/2	0.30	All					
3/1 (A511 Bardon Road (NW))	4/1 (Ahead)	1000	0	7/1	0.33	All	-	-	-	-	-
				7/2	0.33	All					
3/2 (A511 Bardon Road (NW))	4/2 (Ahead)	1000	0	7/1	0.33	All	-	-	-	-	-
				7/2	0.33	All					
	4/3 (Ahead)	1000	0	7/1	0.33	All					
				7/2	0.33	All					

Lane Input Data

Junction: Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)												
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 (A511 Shaw Lane (E))	U	B	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 6 Ahead	Inf
1/2 (A511 Shaw Lane (E))	U	B	2	3	60.0	Geom	-	3.65	0.00	N	Arm 6 Ahead	Inf
2/1 (B585 Beveridge Lane)	O		2	3	8.7	Geom	-	3.25	0.00	Y	Arm 10 Left	Inf
2/2 (B585 Beveridge Lane)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm 7 Left	Inf
2/3 (B585 Beveridge Lane)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm 7 Left	Inf
3/1 (A511 Bardon Road (NW))	O		2	3	60.0	Geom	-	3.65	0.00	Y	Arm 4 Ahead	Inf
3/2 (A511 Bardon Road (NW))	O		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (Circ N)	U		2	3	6.1	Inf	-	-	-	-	-	-
4/2 (Circ N)	U		2	3	6.1	Inf	-	-	-	-	-	-
4/3 (Circ N)	U		2	3	6.1	Inf	-	-	-	-	-	-
5/1 (Circ E)	U	A	2	3	2.6	Geom	-	5.00	0.00	Y	Arm 6 Right	Inf
											Arm 9 Right	Inf
6/1 (Circ S)	U		2	3	4.3	Geom	-	4.35	0.00	Y	Arm 10 Ahead	Inf
6/2 (Circ S)	U		2	3	4.3	Geom	-	4.35	0.00	Y	Arm 7 Right	Inf
											Arm 10 Ahead	Inf
7/1 (Circ W)	U		2	3	3.5	Geom	-	4.40	0.00	Y	Arm 4 Right	Inf
7/2 (Circ W)	U		2	3	3.5	Geom	-	4.40	0.00	Y	Arm 4 Right	Inf
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1	U		2	3	60.0	Inf	-	-	-	-	-	-

9/2	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (A511 Shaw Lane (E))	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 9 Ahead	Inf

Lane Saturation Flows

Scenario 1: '2024 Base AM' (FG1: '2024 Base AM', Plan 1: 'Network Control Plan 1')

Junction: Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)								
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 (A511 Shaw Lane (E))	3.65	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1980	1980
1/2 (A511 Shaw Lane (E))	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
2/1 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 10 Left	Inf	100.0 %	1940	1940
2/2 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
2/3 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
3/1 (A511 Bardon Road (NW))	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
3/2 (A511 Bardon Road (NW) Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circ N Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Circ N Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (Circ N Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (Circ E)	5.00	0.00	Y	Arm 6 Right	Inf	33.9 %	2115	2115
				Arm 9 Right	Inf	66.1 %		
6/1 (Circ S)	4.35	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2050	2050
6/2 (Circ S)	4.35	0.00	Y	Arm 7 Right	Inf	2.5 %	2050	2050
				Arm 10 Ahead	Inf	97.5 %		
7/1 (Circ W)	4.40	0.00	Y	Arm 4 Right	Inf	100.0 %	2055	2055
7/2 (Circ W)	4.40	0.00	Y	Arm 4 Right	Inf	100.0 %	2055	2055
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
11/1 (A511 Shaw Lane (E))	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965

Scenario 2: '2024 Base PM' (FG2: '2024 Base PM', Plan 1: 'Network Control Plan 1')

Junction: Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)

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 (A511 Shaw Lane (E))	3.65	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1980	1980
1/2 (A511 Shaw Lane (E))	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
2/1 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 10 Left	Inf	100.0 %	1940	1940
2/2 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
2/3 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
3/1 (A511 Bardon Road (NW))	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
3/2 (A511 Bardon Road (NW) Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circ N Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Circ N Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (Circ N Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (Circ E)	5.00	0.00	Y	Arm 6 Right	Inf	0.0 %	2115	2115
				Arm 9 Right	Inf	100.0 %		
6/1 (Circ S)	4.35	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2050	2050
6/2 (Circ S)	4.35	0.00	Y	Arm 7 Right	Inf	5.2 %	2050	2050
				Arm 10 Ahead	Inf	94.8 %		
7/1 (Circ W)	4.40	0.00	Y	Arm 4 Right	Inf	100.0 %	2055	2055
7/2 (Circ W)	4.40	0.00	Y	Arm 4 Right	Inf	100.0 %	2055	2055
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
11/1 (A511 Shaw Lane (E))	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965

Scenario 3: '2030 Future Year AM' (FG3: '2030 Future Year AM', Plan 1: 'Network Control Plan 1')

Junction: Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)								
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 (A511 Shaw Lane (E))	3.65	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1980	1980
1/2 (A511 Shaw Lane (E))	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
2/1 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 10 Left	Inf	100.0 %	1940	1940
2/2 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
2/3 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
3/1 (A511 Bardon Road (NW))	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
3/2 (A511 Bardon Road (NW) Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circ N Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Circ N Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (Circ N Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (Circ E)	5.00	0.00	Y	Arm 6 Right	Inf	33.3 %	2115	2115
				Arm 9 Right	Inf	66.7 %		
6/1 (Circ S)	4.35	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2050	2050
6/2 (Circ S)	4.35	0.00	Y	Arm 7 Right	Inf	2.5 %	2050	2050
				Arm 10 Ahead	Inf	97.5 %		
7/1 (Circ W)	4.40	0.00	Y	Arm 4 Right	Inf	100.0 %	2055	2055
7/2 (Circ W)	4.40	0.00	Y	Arm 4 Right	Inf	100.0 %	2055	2055
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
11/1 (A511 Shaw Lane (E))	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965

Scenario 4: '2030 Future Year PM' (FG4: '2030 Future Year PM', Plan 1: 'Network Control Plan 1')

Junction: Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)								
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 (A511 Shaw Lane (E))	3.65	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1980	1980
1/2 (A511 Shaw Lane (E))	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
2/1 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 10 Left	Inf	100.0 %	1940	1940
2/2 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
2/3 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
3/1 (A511 Bardon Road (NW))	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
3/2 (A511 Bardon Road (NW) Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circ N Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Circ N Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (Circ N Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (Circ E)	5.00	0.00	Y	Arm 6 Right	Inf	0.0 %	2115	2115
				Arm 9 Right	Inf	100.0 %		
6/1 (Circ S)	4.35	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2050	2050
6/2 (Circ S)	4.35	0.00	Y	Arm 7 Right	Inf	5.2 %	2050	2050
				Arm 10 Ahead	Inf	94.8 %		
7/1 (Circ W)	4.40	0.00	Y	Arm 4 Right	Inf	100.0 %	2055	2055
7/2 (Circ W)	4.40	0.00	Y	Arm 4 Right	Inf	100.0 %	2055	2055
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
11/1 (A511 Shaw Lane (E))	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965

Scenario 5: '2030 Future Year + Committed Dev AM' (FG5: '2030 Future Year + Committed Dev AM', Plan 1: 'Network Control Plan 1')

Junction: Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)								
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 (A511 Shaw Lane (E))	3.65	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1980	1980
1/2 (A511 Shaw Lane (E))	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
2/1 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 10 Left	Inf	100.0 %	1940	1940
2/2 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
2/3 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
3/1 (A511 Bardon Road (NW))	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
3/2 (A511 Bardon Road (NW) Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circ N Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Circ N Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (Circ N Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (Circ E)	5.00	0.00	Y	Arm 6 Right	Inf	20.6 %	2115	2115
				Arm 9 Right	Inf	79.4 %		
6/1 (Circ S)	4.35	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2050	2050
6/2 (Circ S)	4.35	0.00	Y	Arm 7 Right	Inf	2.2 %	2050	2050
				Arm 10 Ahead	Inf	97.8 %		
7/1 (Circ W)	4.40	0.00	Y	Arm 4 Right	Inf	100.0 %	2055	2055
7/2 (Circ W)	4.40	0.00	Y	Arm 4 Right	Inf	100.0 %	2055	2055
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
11/1 (A511 Shaw Lane (E))	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965

Scenario 6: '2030 Future Year + Committed Dev PM' (FG6: '2030 Future Year + Committed Dev PM', Plan 1:

Junction: Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)								
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 (A511 Shaw Lane (E))	3.65	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1980	1980
1/2 (A511 Shaw Lane (E))	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
2/1 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 10 Left	Inf	100.0 %	1940	1940
2/2 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
2/3 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
3/1 (A511 Bardon Road (NW))	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
3/2 (A511 Bardon Road (NW) Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circ N Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Circ N Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (Circ N Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (Circ E)	5.00	0.00	Y	Arm 6 Right	Inf	0.0 %	2115	2115
				Arm 9 Right	Inf	100.0 %		
6/1 (Circ S)	4.35	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2050	2050
6/2 (Circ S)	4.35	0.00	Y	Arm 7 Right	Inf	3.1 %	2050	2050
				Arm 10 Ahead	Inf	96.9 %		
7/1 (Circ W)	4.40	0.00	Y	Arm 4 Right	Inf	100.0 %	2055	2055
7/2 (Circ W)	4.40	0.00	Y	Arm 4 Right	Inf	100.0 %	2055	2055
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
11/1 (A511 Shaw Lane (E))	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965

Scenario 7: '2030 Future Year + Committed Dev + Dev AM' (FG7: '2030 Future Year + Committed Dev + Dev AM', Plan 1: 'Network Control Plan 1')

Junction: Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)								
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 (A511 Shaw Lane (E))	3.65	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1980	1980
1/2 (A511 Shaw Lane (E))	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
2/1 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 10 Left	Inf	100.0 %	1940	1940
2/2 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
2/3 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
3/1 (A511 Bardon Road (NW))	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
3/2 (A511 Bardon Road (NW) Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circ N Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Circ N Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (Circ N Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (Circ E)	5.00	0.00	Y	Arm 6 Right	Inf	16.5 %	2115	2115
				Arm 9 Right	Inf	83.5 %		
6/1 (Circ S)	4.35	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2050	2050
6/2 (Circ S)	4.35	0.00	Y	Arm 7 Right	Inf	2.2 %	2050	2050
				Arm 10 Ahead	Inf	97.8 %		
7/1 (Circ W)	4.40	0.00	Y	Arm 4 Right	Inf	100.0 %	2055	2055
7/2 (Circ W)	4.40	0.00	Y	Arm 4 Right	Inf	100.0 %	2055	2055
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
11/1 (A511 Shaw Lane (E))	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965

Scenario 8: '2030 Future Year + Committed Dev + Dev PM' (FG8: '2030 Future Year + Committed Dev + Dev PM',

Junction: Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)								
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 (A511 Shaw Lane (E))	3.65	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1980	1980
1/2 (A511 Shaw Lane (E))	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
2/1 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 10 Left	Inf	100.0 %	1940	1940
2/2 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
2/3 (B585 Beveridge Lane)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
3/1 (A511 Bardon Road (NW))	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
3/2 (A511 Bardon Road (NW) Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circ N Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Circ N Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (Circ N Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (Circ E)	5.00	0.00	Y	Arm 6 Right	Inf	0.0 %	2115	2115
				Arm 9 Right	Inf	100.0 %		
6/1 (Circ S)	4.35	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2050	2050
6/2 (Circ S)	4.35	0.00	Y	Arm 7 Right	Inf	3.1 %	2050	2050
				Arm 10 Ahead	Inf	96.9 %		
7/1 (Circ W)	4.40	0.00	Y	Arm 4 Right	Inf	100.0 %	2055	2055
7/2 (Circ W)	4.40	0.00	Y	Arm 4 Right	Inf	100.0 %	2055	2055
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
11/1 (A511 Shaw Lane (E))	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 Base AM'	07:00	08:00	01:00	
2: '2024 Base PM'	18:00	19:00	01:00	
3: '2030 Future Year AM'	07:00	08:00	01:00	
4: '2030 Future Year PM'	18:00	19:00	01:00	
5: '2030 Future Year + Committed Dev AM'	07:00	08:00	01:00	
6: '2030 Future Year + Committed Dev PM'	18:00	19:00	01:00	
7: '2030 Future Year + Committed Dev + Dev AM'	07:00	08:00	01:00	
8: '2030 Future Year + Committed Dev + Dev PM'	18:00	19:00	01:00	

Traffic Flows, Desired

FG1: '2024 Base AM'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	13	0	941	0	954
	B	948	11	58	0	1017
	C	1176	30	21	0	1227
	D	0	1075	0	0	1075
	Tot.	2137	1116	1020	0	4273

FG2: '2024 Base PM'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	20	0	700	0	720
	B	726	16	55	0	797
	C	585	34	0	0	619
	D	0	609	0	0	609
	Tot.	1331	659	755	0	2745

FG3: '2030 Future Year AM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	14	0	1003	0	1017
	B	1011	12	62	0	1085
	C	1254	32	22	0	1308
	D	0	1146	0	0	1146
	Tot.	2279	1190	1087	0	4556

FG4: '2030 Future Year PM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	21	0	748	0	769
	B	776	17	59	0	852
	C	625	36	0	0	661
	D	0	651	0	0	651
	Tot.	1422	704	807	0	2933

FG5: '2030 Future Year + Committed Dev AM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	14	0	1137	0	1151
	B	1161	12	82	0	1255
	C	1968	73	22	0	2063
	D	0	1377	0	0	1377
	Tot.	3143	1462	1241	0	5846

FG6: '2030 Future Year + Committed Dev PM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	21	0	1270	0	1291
	B	950	17	99	0	1066
	C	1017	71	0	0	1088
	D	0	839	0	0	839
	Tot.	1988	927	1369	0	4284

FG7: '2030 Future Year + Committed Dev + Dev AM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	14	0	1137	0	1151
	B	1172	12	87	0	1271
	C	1968	99	22	0	2089
	D	0	1538	0	0	1538
	Tot.	3154	1649	1246	0	6049

FG8: '2030 Future Year + Committed Dev + Dev PM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	21	0	1270	0	1291
	B	1076	17	107	0	1200
	C	1017	80	0	0	1097
	D	0	949	0	0	949
	Tot.	2114	1046	1377	0	4537

Stage Timings

Scenario 1: '2024 Base AM' (FG1: '2024 Base AM', Plan 1: 'Network Control Plan 1')

Stage	2	3
Duration	7	55
Change Point	0	12

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.4%**
Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.4%**
1/1	A511 Shaw Lane (E) Ahead	U	N/A	N/A	B		1	55	-	451	1980	1540	29.3%
1/2	A511 Shaw Lane (E) Ahead	U	N/A	N/A	B		1	55	-	503	2120	1649	30.5%
2/2+2/1	B585 Beveridge Lane Left Left2	O	N/A	N/A	-		-	-	-	553	1940:1940	791+93	62.6 : 62.6%
2/3	B585 Beveridge Lane Left	O	N/A	N/A	-		-	-	-	464	1940	791	58.7%
3/1	A511 Bardon Road (NW) Ahead	O	N/A	N/A	-		-	-	-	613	1980	679	90.3%
3/2	A511 Bardon Road (NW) Ahead	O	N/A	N/A	-		-	-	-	614	Inf	679	90.4%
4/1	Circ N Ahead	U	N/A	N/A	-		-	-	-	1119	Inf	Inf	0.0%
4/2	Circ N Ahead	U	N/A	N/A	-		-	-	-	1018	Inf	Inf	0.0%
4/3	Circ N Right	U	N/A	N/A	-		-	-	-	62	Inf	Inf	0.0%
5/1	Circ E Right Right2	U	N/A	N/A	A		1	7	-	62	2115	235	26.4%
6/1	Circ S Ahead	U	N/A	N/A	-		-	-	-	451	2050	2050	22.0%
6/2	Circ S Right Ahead	U	N/A	N/A	-		-	-	-	524	2050	2050	25.6%
7/1	Circ W Right	U	N/A	N/A	-		-	-	-	506	2055	2055	24.6%
7/2	Circ W Right	U	N/A	N/A	-		-	-	-	466	2055	2055	22.7%

8/1		U	N/A	N/A	-		-	-	-	1119	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	1018	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	559	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	557	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	509	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	511	Inf	Inf	0.0%
11/1	A511 Shaw Lane (E) Ahead	U	N/A	N/A	C		1	55	-	1075	1965	1528	70.3%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**2797**	**0**	**0**	**2.5**	**12.3**	**0.0**	**14.7**	**-**	**-**	**-**	**-**
Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)	**-**	**-**	**2797**	**0**	**0**	**2.5**	**12.3**	**0.0**	**14.7**	**-**	**-**	**-**	**-**
1/1	451	451	-	-	-	0.3	0.2	-	0.5	4.0	2.5	0.2	2.7
1/2	503	503	-	-	-	0.3	0.2	-	0.5	3.9	2.8	0.2	3.0
2/2+2/1	553	553	1106	0	0	0.1	0.8	-	0.9	5.8	1.8	0.8	2.6
2/3	464	464	464	0	0	0.0	0.7	-	0.8	5.9	1.5	0.7	2.3
3/1	613	613	613	0	0	0.0	4.1	-	4.2	24.4	3.1	4.1	7.2
3/2	614	614	614	0	0	0.0	4.2	-	4.2	24.7	3.1	4.2	7.3
4/1	1119	1119	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	1018	1018	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	62	62	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	62	62	-	-	-	0.5	0.2	-	0.7	39.5	1.1	0.2	1.3
6/1	451	451	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2	524	524	-	-	-	0.0	0.2	-	0.2	1.2	1.1	0.2	1.3
7/1	506	506	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2	466	466	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/1	1119	1119	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1018	1018	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	509	509	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	511	511	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1075	1075	-	-	-	1.2	1.2	-	2.4	7.9	10.5	1.2	11.6

C1	PRC for Signalled Lanes (%):	28.0	Total Delay for Signalled Lanes (pcuHr):	4.07	Cycle Time (s):	72
	PRC Over All Lanes (%):	-0.5	Total Delay Over All Lanes(pcuHr):	14.72		

Stage Timings

Scenario 2: '2024 Base PM' (FG2: '2024 Base PM', Plan 1: 'Network Control Plan 1')

Stage	2	3
Duration	7	55
Change Point	0	12

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**46.0%**
Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)	-	-	**N/A**	-	-		-	-	-	-	-	-	**46.0%**
1/1	A511 Shaw Lane (E) Ahead	U	N/A	N/A	B		1	55	-	334	1980	1540	21.7%
1/2	A511 Shaw Lane (E) Ahead	U	N/A	N/A	B		1	55	-	386	2120	1649	23.4%
2/2+2/1	B585 Beveridge Lane Left Left2	O	N/A	N/A	-		-	-	-	453	1940:1940	865+120	46.0 : 46.0%
2/3	B585 Beveridge Lane Left	O	N/A	N/A	-		-	-	-	344	1940	865	39.8%
3/1	A511 Bardon Road (NW) Ahead	O	N/A	N/A	-		-	-	-	310	1980	748	41.4%
3/2	A511 Bardon Road (NW) Ahead	O	N/A	N/A	-		-	-	-	309	Inf	748	41.3%
4/1	Circ N Ahead	U	N/A	N/A	-		-	-	-	726	Inf	Inf	0.0%
4/2	Circ N Ahead	U	N/A	N/A	-		-	-	-	605	Inf	Inf	0.0%
4/3	Circ N Right	U	N/A	N/A	-		-	-	-	50	Inf	Inf	0.0%
5/1	Circ E Right Right2	U	N/A	N/A	A		1	7	-	50	2115	235	21.3%
6/1	Circ S Ahead	U	N/A	N/A	-		-	-	-	334	2050	2050	16.3%
6/2	Circ S Right Ahead	U	N/A	N/A	-		-	-	-	386	2050	2050	18.8%
7/1	Circ W Right	U	N/A	N/A	-		-	-	-	416	2055	2055	20.2%
7/2	Circ W Right	U	N/A	N/A	-		-	-	-	346	2055	2055	16.8%

8/1		U	N/A	N/A	-		-	-	-	726	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	605	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	330	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	329	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	389	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	366	Inf	Inf	0.0%
11/1	A511 Shaw Lane (E) Ahead	U	N/A	N/A	C		1	55	-	609	1965	1528	39.8%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**1869**	**0**	**0**	**1.3**	**2.7**	**0.0**	**4.0**	**-**	**-**	**-**	**-**
Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)	**-**	**-**	**1869**	**0**	**0**	**1.3**	**2.7**	**0.0**	**4.0**	**-**	**-**	**-**	**-**
1/1	334	334	-	-	-	0.2	0.1	-	0.3	3.6	1.8	0.1	1.9
1/2	386	386	-	-	-	0.2	0.2	-	0.4	3.6	2.0	0.2	2.2
2/2+2/1	453	453	906	0	0	0.0	0.4	-	0.4	3.5	0.7	0.4	1.1
2/3	344	344	344	0	0	0.0	0.3	-	0.3	3.5	0.5	0.3	0.8
3/1	310	310	310	0	0	0.0	0.4	-	0.4	4.1	0.0	0.4	0.4
3/2	309	309	309	0	0	0.0	0.4	-	0.4	4.1	0.0	0.4	0.4
4/1	726	726	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	50	50	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	50	50	-	-	-	0.4	0.1	-	0.5	38.9	0.9	0.1	1.0
6/1	334	334	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2	386	386	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	416	416	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/2	346	346	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/1	726	726	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	330	330	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	329	329	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	366	366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	609	609	-	-	-	0.4	0.3	-	0.8	4.5	3.9	0.3	4.2

C1	PRC for Signalled Lanes (%):	125.9	Total Delay for Signalled Lanes (pcuHr):	2.03	Cycle Time (s):	72
	PRC Over All Lanes (%):	95.6	Total Delay Over All Lanes(pcuHr):	3.95		

Stage Timings

Scenario 3: '2030 Future Year AM' (FG3: '2030 Future Year AM', Plan 1: 'Network Control Plan 1')

Stage	2	3
Duration	7	55
Change Point	0	12

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.5%**
Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.5%**
1/1	A511 Shaw Lane (E) Ahead	U	N/A	N/A	B		1	55	-	483	1980	1540	31.4%
1/2	A511 Shaw Lane (E) Ahead	U	N/A	N/A	B		1	55	-	534	2120	1649	32.4%
2/2+2/1	B585 Beveridge Lane Left Left2	O	N/A	N/A	-		-	-	-	586	1940:1940	772+91	67.8 : 67.8%
2/3	B585 Beveridge Lane Left	O	N/A	N/A	-		-	-	-	499	1940	772	64.6%
3/1	A511 Bardon Road (NW) Ahead	O	N/A	N/A	-		-	-	-	654	1980	658	99.5%
3/2	A511 Bardon Road (NW) Ahead	O	N/A	N/A	-		-	-	-	654	Inf	658	99.5%
4/1	Circ N Ahead	U	N/A	N/A	-		-	-	-	1188	Inf	Inf	0.0%
4/2	Circ N Ahead	U	N/A	N/A	-		-	-	-	1091	Inf	Inf	0.0%
4/3	Circ N Right	U	N/A	N/A	-		-	-	-	66	Inf	Inf	0.0%
5/1	Circ E Right Right2	U	N/A	N/A	A		1	7	-	66	2115	235	28.1%
6/1	Circ S Ahead	U	N/A	N/A	-		-	-	-	483	2050	2050	23.6%
6/2	Circ S Right Ahead	U	N/A	N/A	-		-	-	-	556	2050	2050	27.1%
7/1	Circ W Right	U	N/A	N/A	-		-	-	-	534	2055	2055	26.0%
7/2	Circ W Right	U	N/A	N/A	-		-	-	-	503	2055	2055	24.5%

8/1		U	N/A	N/A	-		-	-	-	1188	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	1091	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	595	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	595	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	545	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
11/1	A511 Shaw Lane (E) Ahead	U	N/A	N/A	C		1	55	-	1146	1965	1528	75.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**2979**	**0**	**0**	**3.4**	**28.7**	**0.0**	**32.1**	**-**	**-**	**-**	**-**
Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)	**-**	**-**	**2979**	**0**	**0**	**3.4**	**28.7**	**0.0**	**32.1**	**-**	**-**	**-**	**-**
1/1	483	483	-	-	-	0.3	0.2	-	0.5	4.1	2.8	0.2	3.0
1/2	534	534	-	-	-	0.4	0.2	-	0.6	4.0	3.1	0.2	3.4
2/2+2/1	586	586	1172	0	0	0.1	1.0	-	1.1	7.0	2.5	1.0	3.5
2/3	499	499	499	0	0	0.1	0.9	-	1.0	7.1	2.1	0.9	3.0
3/1	654	654	654	0	0	0.3	11.9	-	12.3	67.5	12.7	11.9	24.7
3/2	654	654	654	0	0	0.3	11.9	-	12.3	67.5	12.7	11.9	24.7
4/1	1188	1188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	1091	1091	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	66	66	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	66	66	-	-	-	0.5	0.2	-	0.7	40.1	1.2	0.2	1.4
6/1	483	483	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2
6/2	556	556	-	-	-	0.0	0.2	-	0.2	1.2	1.2	0.2	1.3
7/1	534	534	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2	503	503	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
8/1	1188	1188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1091	1091	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	545	545	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1146	1146	-	-	-	1.4	1.5	-	2.8	8.9	12.1	1.5	13.6

C1	PRC for Signalled Lanes (%):	20.0	Total Delay for Signalled Lanes (pcuHr):	4.72	Cycle Time (s):	72
	PRC Over All Lanes (%):	-10.5	Total Delay Over All Lanes(pcuHr):	32.05		

Stage Timings

Scenario 4: '2030 Future Year PM' (FG4: '2030 Future Year PM', Plan 1: 'Network Control Plan 1')

Stage	2	3
Duration	14	48
Change Point	0	19

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**49.2%**
Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)	-	-	**N/A**	-	-		-	-	-	-	-	-	**49.2%**
1/1	A511 Shaw Lane (E) Ahead	U	N/A	N/A	B		1	48	-	362	1980	1348	26.9%
1/2	A511 Shaw Lane (E) Ahead	U	N/A	N/A	B		1	48	-	407	2120	1443	28.2%
2/2+2/1	B585 Beveridge Lane Left Left2	O	N/A	N/A	-		-	-	-	479	1940:1940	853+120	49.2 : 49.2%
2/3	B585 Beveridge Lane Left	O	N/A	N/A	-		-	-	-	373	1940	853	43.7%
3/1	A511 Bardon Road (NW) Ahead	O	N/A	N/A	-		-	-	-	331	1980	731	45.3%
3/2	A511 Bardon Road (NW) Ahead	O	N/A	N/A	-		-	-	-	330	Inf	731	45.1%
4/1	Circ N Ahead	U	N/A	N/A	-		-	-	-	770	Inf	Inf	0.0%
4/2	Circ N Ahead	U	N/A	N/A	-		-	-	-	652	Inf	Inf	0.0%
4/3	Circ N Right	U	N/A	N/A	-		-	-	-	53	Inf	Inf	0.0%
5/1	Circ E Right Right2	U	N/A	N/A	A		1	14	-	53	2115	441	12.0%
6/1	Circ S Ahead	U	N/A	N/A	-		-	-	-	362	2050	2050	17.7%
6/2	Circ S Right Ahead	U	N/A	N/A	-		-	-	-	407	2050	2050	19.9%
7/1	Circ W Right	U	N/A	N/A	-		-	-	-	439	2055	2055	21.4%
7/2	Circ W Right	U	N/A	N/A	-		-	-	-	375	2055	2055	18.2%

8/1		U	N/A	N/A	-		-	-	-	770	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	652	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	353	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	351	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	421	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	386	Inf	Inf	0.0%
11/1	A511 Shaw Lane (E) Ahead	U	N/A	N/A	C		1	48	-	651	1965	1337	48.7%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**1992**	**0**	**0**	**2.4**	**3.1**	**0.0**	**5.5**	**-**	**-**	**-**	**-**
Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)	**-**	**-**	**1992**	**0**	**0**	**2.4**	**3.1**	**0.0**	**5.5**	**-**	**-**	**-**	**-**
1/1	362	362	-	-	-	0.5	0.2	-	0.6	6.3	2.8	0.2	3.0
1/2	407	407	-	-	-	0.5	0.2	-	0.7	6.3	3.2	0.2	3.4
2/2+2/1	479	479	958	0	0	0.0	0.5	-	0.5	4.0	1.3	0.5	1.8
2/3	373	373	373	0	0	0.0	0.4	-	0.4	4.0	1.0	0.4	1.4
3/1	331	331	331	0	0	0.0	0.4	-	0.4	4.5	0.0	0.4	0.4
3/2	330	330	330	0	0	0.0	0.4	-	0.4	4.5	0.0	0.4	0.4
4/1	770	770	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	53	53	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	53	53	-	-	-	0.3	0.1	-	0.4	27.8	0.9	0.1	0.9
6/1	362	362	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2	407	407	-	-	-	0.0	0.1	-	0.1	1.1	1.2	0.1	1.3
7/1	439	439	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/2	375	375	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/1	770	770	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	353	353	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	421	421	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	386	386	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	651	651	-	-	-	1.0	0.5	-	1.5	8.1	6.1	0.5	6.6

C1	PRC for Signalled Lanes (%):	84.9	Total Delay for Signalled Lanes (pcuHr):	3.22	Cycle Time (s):	72
	PRC Over All Lanes (%):	82.9	Total Delay Over All Lanes(pcuHr):	5.47		

Stage Timings

Scenario 5: '2030 Future Year + Committed Dev AM' (FG5: '2030 Future Year + Committed Dev AM', Plan 1: 'Network Control Plan 1')

Stage	2	3
Duration	7	55
Change Point	0	12

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**169.7%**
Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)	-	-	**N/A**	-	-		-	-	-	-	-	-	**169.7%**
1/1	A511 Shaw Lane (E) Ahead	U	N/A	N/A	B		1	55	-	548	1980	1540	35.6%
1/2	A511 Shaw Lane (E) Ahead	U	N/A	N/A	B		1	55	-	603	2120	1649	36.6%
2/2+2/1	B585 Beveridge Lane Left Left2	O	N/A	N/A	-		-	-	-	677	1940:1940	737+102	80.8 : 80.8%
2/3	B585 Beveridge Lane Left	O	N/A	N/A	-		-	-	-	578	1940	737	78.5%
3/1	A511 Bardon Road (NW) Ahead	O	N/A	N/A	-		-	-	-	1032	1980	608	169.7%
3/2	A511 Bardon Road (NW) Ahead	O	N/A	N/A	-		-	-	-	1031	Inf	608	169.6%
4/1	Circ N Ahead	U	N/A	N/A	-		-	-	-	1640	Inf	Inf	0.0%
4/2	Circ N Ahead	U	N/A	N/A	-		-	-	-	1503	Inf	Inf	0.0%
4/3	Circ N Right	U	N/A	N/A	-		-	-	-	107	Inf	Inf	0.0%
5/1	Circ E Right Right2	U	N/A	N/A	A		1	7	-	107	2115	235	28.9%
6/1	Circ S Ahead	U	N/A	N/A	-		-	-	-	548	2050	2050	26.7%
6/2	Circ S Right Ahead	U	N/A	N/A	-		-	-	-	625	2050	2050	30.0%
7/1	Circ W Right	U	N/A	N/A	-		-	-	-	608	2055	2055	29.6%
7/2	Circ W Right	U	N/A	N/A	-		-	-	-	579	2055	2055	28.2%

8/1		U	N/A	N/A	-		-	-	-	1640	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	1503	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	732	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	730	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	630	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	611	Inf	Inf	0.0%
11/1	A511 Shaw Lane (E) Ahead	U	N/A	N/A	C		1	55	-	1377	1965	1528	90.1%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**3148**	**0**	**0**	**46.3**	**435.6**	**0.0**	**481.9**	**-**	**-**	**-**	**-**
Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)	**-**	**-**	**3148**	**0**	**0**	**46.3**	**435.6**	**0.0**	**481.9**	**-**	**-**	**-**	**-**
1/1	548	548	-	-	-	0.4	0.3	-	0.7	4.3	3.3	0.3	3.6
1/2	603	603	-	-	-	0.4	0.3	-	0.7	4.2	3.7	0.3	4.0
2/2+2/1	677	677	1354	0	0	0.3	2.0	-	2.3	12.3	5.6	2.0	7.7
2/3	578	578	578	0	0	0.2	1.8	-	2.0	12.4	5.0	1.8	6.8
3/1	1032	608	608	0	0	21.1	213.2	-	234.3	817.3	61.9	213.2	275.1
3/2	1031	608	608	0	0	21.1	212.7	-	233.8	816.2	61.9	212.7	274.6
4/1	1216	1216	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	1119	1119	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	68	68	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	68	68	-	-	-	0.6	0.2	-	0.8	40.7	1.2	0.2	1.5
6/1	548	548	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/2	616	616	-	-	-	0.0	0.2	-	0.2	1.3	1.7	0.2	2.0
7/1	608	608	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2	579	579	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
8/1	1216	1216	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1119	1119	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	717	717	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	715	715	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	630	630	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	602	602	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1377	1377	-	-	-	2.3	4.3	-	6.6	17.2	20.3	4.3	24.6

C1	PRC for Signalled Lanes (%):	-0.1	Total Delay for Signalled Lanes (pcuHr):	8.70	Cycle Time (s):	72
	PRC Over All Lanes (%):	-88.6	Total Delay Over All Lanes(pcuHr):	481.87		

Stage Timings

Scenario 6: '2030 Future Year + Committed Dev PM' (FG6: '2030 Future Year + Committed Dev PM', Plan 1: 'Network Control Plan 1')

Stage	2	3
Duration	7	55
Change Point	0	12

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.8%**
Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.8%**
1/1	A511 Shaw Lane (E) Ahead	U	N/A	N/A	B		1	55	-	615	1980	1540	39.9%
1/2	A511 Shaw Lane (E) Ahead	U	N/A	N/A	B		1	55	-	676	2120	1649	41.0%
2/2+2/1	B585 Beveridge Lane Left Left2	O	N/A	N/A	-		-	-	-	599	1940:1940	700+139	71.4 : 71.4%
2/3	B585 Beveridge Lane Left	O	N/A	N/A	-		-	-	-	467	1940	700	66.7%
3/1	A511 Bardon Road (NW) Ahead	O	N/A	N/A	-		-	-	-	544	1980	674	80.8%
3/2	A511 Bardon Road (NW) Ahead	O	N/A	N/A	-		-	-	-	544	Inf	674	80.8%
4/1	Circ N Ahead	U	N/A	N/A	-		-	-	-	1062	Inf	Inf	0.0%
4/2	Circ N Ahead	U	N/A	N/A	-		-	-	-	926	Inf	Inf	0.0%
4/3	Circ N Right	U	N/A	N/A	-		-	-	-	88	Inf	Inf	0.0%
5/1	Circ E Right Right2	U	N/A	N/A	A		1	7	-	88	2115	235	37.4%
6/1	Circ S Ahead	U	N/A	N/A	-		-	-	-	615	2050	2050	30.0%
6/2	Circ S Right Ahead	U	N/A	N/A	-		-	-	-	676	2050	2050	33.0%
7/1	Circ W Right	U	N/A	N/A	-		-	-	-	518	2055	2055	25.2%
7/2	Circ W Right	U	N/A	N/A	-		-	-	-	470	2055	2055	22.9%

8/1		U	N/A	N/A	-		-	-	-	1062	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	926	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	462	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	714	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	655	Inf	Inf	0.0%
11/1	A511 Shaw Lane (E) Ahead	U	N/A	N/A	C		1	55	-	839	1965	1528	54.9%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**2753**	**0**	**0**	**2.7**	**8.7**	**0.0**	**11.4**	**-**	**-**	**-**	**-**
Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)	**-**	**-**	**2753**	**0**	**0**	**2.7**	**8.7**	**0.0**	**11.4**	**-**	**-**	**-**	**-**
1/1	615	615	-	-	-	0.4	0.3	-	0.8	4.5	3.9	0.3	4.3
1/2	676	676	-	-	-	0.5	0.3	-	0.8	4.5	4.3	0.3	4.7
2/2+2/1	599	599	1198	0	0	0.2	1.2	-	1.4	8.7	3.8	1.2	5.0
2/3	467	467	467	0	0	0.2	1.0	-	1.1	8.8	3.0	1.0	4.0
3/1	544	544	544	0	0	0.0	2.0	-	2.0	13.5	1.8	2.0	3.8
3/2	544	544	544	0	0	0.0	2.0	-	2.0	13.5	1.8	2.0	3.8
4/1	1062	1062	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	926	926	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	88	88	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	88	88	-	-	-	0.7	0.3	-	1.0	41.7	1.6	0.3	1.9
6/1	615	615	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/2	676	676	-	-	-	0.0	0.2	-	0.2	1.3	2.3	0.2	2.6
7/1	518	518	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2	470	470	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/1	1062	1062	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	926	926	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	465	465	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	462	462	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	714	714	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	655	655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	839	839	-	-	-	0.7	0.6	-	1.3	5.7	6.3	0.6	6.9

C1	PRC for Signalled Lanes (%):	63.9	Total Delay for Signalled Lanes (pcuHr):	3.96	Cycle Time (s):	72
	PRC Over All Lanes (%):	11.5	Total Delay Over All Lanes(pcuHr):	11.39		

Stage Timings

Scenario 7: '2030 Future Year + Committed Dev + Dev AM' (FG7: '2030 Future Year + Committed Dev + Dev AM', Plan 1: 'Network Control Plan 1')

Stage	2	3
Duration	7	55
Change Point	0	12

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**172.9%**
Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)	-	-	**N/A**	-	-		-	-	-	-	-	-	**172.9%**
1/1	A511 Shaw Lane (E) Ahead	U	N/A	N/A	B		1	55	-	547	1980	1540	35.5%
1/2	A511 Shaw Lane (E) Ahead	U	N/A	N/A	B		1	55	-	604	2120	1649	36.6%
2/2+2/1	B585 Beveridge Lane Left Left2	O	N/A	N/A	-		-	-	-	688	1940:1940	737+107	81.6 : 81.6%
2/3	B585 Beveridge Lane Left	O	N/A	N/A	-		-	-	-	583	1940	737	79.1%
3/1	A511 Bardon Road (NW) Ahead	O	N/A	N/A	-		-	-	-	1045	1980	604	172.9%
3/2	A511 Bardon Road (NW) Ahead	O	N/A	N/A	-		-	-	-	1044	Inf	604	172.7%
4/1	Circ N Ahead	U	N/A	N/A	-		-	-	-	1659	Inf	Inf	0.0%
4/2	Circ N Ahead	U	N/A	N/A	-		-	-	-	1495	Inf	Inf	0.0%
4/3	Circ N Right	U	N/A	N/A	-		-	-	-	133	Inf	Inf	0.0%
5/1	Circ E Right Right2	U	N/A	N/A	A		1	7	-	133	2115	235	34.9%
6/1	Circ S Ahead	U	N/A	N/A	-		-	-	-	547	2050	2050	26.7%
6/2	Circ S Right Ahead	U	N/A	N/A	-		-	-	-	626	2050	2050	30.1%
7/1	Circ W Right	U	N/A	N/A	-		-	-	-	614	2055	2055	29.9%
7/2	Circ W Right	U	N/A	N/A	-		-	-	-	584	2055	2055	28.4%

8/1		U	N/A	N/A	-		-	-	-	1659	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	1495	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	825	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	824	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	634	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	612	Inf	Inf	0.0%
11/1	A511 Shaw Lane (E) Ahead	U	N/A	N/A	C		1	55	-	1538	1965	1528	100.6%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**3168**	**0**	**0**	**49.7**	**470.3**	**0.0**	**520.0**	**-**	**-**	**-**	**-**
Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)	**-**	**-**	**3168**	**0**	**0**	**49.7**	**470.3**	**0.0**	**520.0**	**-**	**-**	**-**	**-**
1/1	547	547	-	-	-	0.4	0.3	-	0.6	4.3	3.3	0.3	3.6
1/2	604	604	-	-	-	0.4	0.3	-	0.7	4.2	3.7	0.3	4.0
2/2+2/1	688	688	1376	0	0	0.3	2.2	-	2.4	12.7	6.0	2.2	8.2
2/3	583	583	583	0	0	0.2	1.9	-	2.1	12.8	5.2	1.9	7.0
3/1	1045	604	604	0	0	21.9	221.5	-	243.4	838.6	62.7	221.5	284.2
3/2	1044	604	604	0	0	21.9	221.0	-	242.9	837.5	62.6	221.0	283.6
4/1	1218	1218	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	1106	1106	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	82	82	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	82	82	-	-	-	0.7	0.3	-	1.0	42.0	1.5	0.3	1.8
6/1	547	547	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/2	617	617	-	-	-	0.0	0.2	-	0.2	1.3	1.7	0.2	2.0
7/1	614	614	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2	584	584	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
8/1	1218	1218	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1106	1106	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	799	799	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	799	799	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	603	603	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1538	1528	-	-	-	3.9	22.2	-	26.0	61.0	31.0	22.2	53.1

C1	PRC for Signalled Lanes (%):	-11.8	Total Delay for Signalled Lanes (pcuHr):	28.36	Cycle Time (s):	72
	PRC Over All Lanes (%):	-92.1	Total Delay Over All Lanes(pcuHr):	519.95		

Stage Timings

Scenario 8: '2030 Future Year + Committed Dev + Dev PM' (FG8: '2030 Future Year + Committed Dev + Dev PM', Plan 1: 'Network Control Plan 1')

Stage	2	3
Duration	7	55
Change Point	0	12

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.9%**
Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.9%**
1/1	A511 Shaw Lane (E) Ahead	U	N/A	N/A	B		1	55	-	615	1980	1540	39.9%
1/2	A511 Shaw Lane (E) Ahead	U	N/A	N/A	B		1	55	-	676	2120	1649	41.0%
2/2+2/1	B585 Beveridge Lane Left Left2	O	N/A	N/A	-		-	-	-	665	1940:1940	700+134	79.7 : 79.7%
2/3	B585 Beveridge Lane Left	O	N/A	N/A	-		-	-	-	535	1940	700	76.4%
3/1	A511 Bardon Road (NW) Ahead	O	N/A	N/A	-		-	-	-	549	1980	632	86.9%
3/2	A511 Bardon Road (NW) Ahead	O	N/A	N/A	-		-	-	-	548	Inf	632	86.7%
4/1	Circ N Ahead	U	N/A	N/A	-		-	-	-	1126	Inf	Inf	0.0%
4/2	Circ N Ahead	U	N/A	N/A	-		-	-	-	988	Inf	Inf	0.0%
4/3	Circ N Right	U	N/A	N/A	-		-	-	-	97	Inf	Inf	0.0%
5/1	Circ E Right Right2	U	N/A	N/A	A		1	7	-	97	2115	235	41.3%
6/1	Circ S Ahead	U	N/A	N/A	-		-	-	-	615	2050	2050	30.0%
6/2	Circ S Right Ahead	U	N/A	N/A	-		-	-	-	676	2050	2050	33.0%
7/1	Circ W Right	U	N/A	N/A	-		-	-	-	577	2055	2055	28.1%
7/2	Circ W Right	U	N/A	N/A	-		-	-	-	537	2055	2055	26.1%

8/1		U	N/A	N/A	-		-	-	-	1126	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	988	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	524	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	522	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	722	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	655	Inf	Inf	0.0%
11/1	A511 Shaw Lane (E) Ahead	U	N/A	N/A	C		1	55	-	949	1965	1528	62.1%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**2962**	**0**	**0**	**3.2**	**12.3**	**0.0**	**15.5**	**-**	**-**	**-**	**-**
Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)	**-**	**-**	**2962**	**0**	**0**	**3.2**	**12.3**	**0.0**	**15.5**	**-**	**-**	**-**	**-**
1/1	615	615	-	-	-	0.4	0.3	-	0.8	4.5	3.9	0.3	4.3
1/2	676	676	-	-	-	0.5	0.3	-	0.8	4.5	4.3	0.3	4.7
2/2+2/1	665	665	1330	0	0	0.3	1.9	-	2.2	12.2	6.0	1.9	8.0
2/3	535	535	535	0	0	0.3	1.6	-	1.8	12.4	5.1	1.6	6.6
3/1	549	549	549	0	0	0.0	3.1	-	3.1	20.3	4.3	3.1	7.3
3/2	548	548	548	0	0	0.0	3.0	-	3.1	20.0	4.1	3.0	7.1
4/1	1126	1126	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	988	988	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	97	97	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	97	97	-	-	-	0.8	0.3	-	1.1	42.4	1.8	0.3	2.2
6/1	615	615	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/2	676	676	-	-	-	0.0	0.2	-	0.2	1.3	2.3	0.2	2.6
7/1	577	577	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2	537	537	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
8/1	1126	1126	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	988	988	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	722	722	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	655	655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	949	949	-	-	-	0.9	0.8	-	1.7	6.5	7.9	0.8	8.7

C1	PRC for Signalled Lanes (%):	44.9	Total Delay for Signalled Lanes (pcuHr):	4.48	Cycle Time (s):	72
	PRC Over All Lanes (%):	3.6	Total Delay Over All Lanes(pcuHr):	15.55		

LinSig V1 style report

User and Project Details

Project:	
Title:	
Location:	M1 J22 / A50
Additional detail:	
File name:	Junction 7 - M1 J22 Roundabout - LCC model - DTA - Rev A.lsg3x
Author:	
Company:	
Address:	

C1 - M1/J22 A50/A511 Controller 1

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Dummy	1		4	4
F	Dummy	2		4	4

Phase Intergreens Matrix

		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A		6	-	-	3	-
	B	7		-	-	3	-
	C	-	-		6	-	3
	D	-	-	6		-	3
	E	2	2	-	-		-
	F	-	-	2	2	-	

Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

	To Stage		
		1	2
From Stage	1		6
	2	7	

Stage Stream: 2

	To Stage		
		1	2
From Stage	1		6
	2	6	

Phases in Stage

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

C2 - M1/J22 A50/A511 Controller 2

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Dummy	1		4	4
F	Dummy	2		4	4

Phase Intergreens Matrix

		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A		6	-	-	3	-
	B	6		-	-	3	-
	C	-	-		6	-	3
	D	-	-	6		-	3
	E	2	2	-	-		-
	F	-	-	2	2	-	

Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

	To Stage		
		1	2
From Stage	1		6
	2	6	

Stage Stream: 2

	To Stage		
		1	2
From Stage	1		6
	2	6	

Phases in Stage

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

Give-Way Lane Input Data

Junction: M1 J22 / A50 / A511

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)
14/1 (Cliffe Lane)	3/1 (Left)	1000	0	1/1	0.33	All	-	-	-	-	-
				1/2	0.33	All					
				1/3	0.33	All					
				2/1	0.33	All					
				2/2	0.33	All					
				2/3	0.33	All					
	3/2 (Left)	1000	0	1/1	0.33	All					
				1/2	0.33	All					
				1/3	0.33	All					
				2/1	0.33	All					
				2/2	0.33	All					
				2/3	0.33	All					
	9/1 (Left)	1000	0	1/1	0.33	All					
				1/2	0.33	All					
				1/3	0.33	All					
				2/1	0.33	All					
				2/2	0.33	All					
				2/3	0.33	All					

Lane Input Data

Junction: M1 J22 / A50 / A511

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 (Circ Sth)	U	A	2	3	17.4	Geom	-	3.80	0.00	Y	Arm 9 Ahead	Inf
											Arm 13 Ahead	Inf
1/2 (Circ Sth)	U	A	2	3	17.4	Geom	-	3.80	0.00	N	Arm 3 Right	75.00
											Arm 9 Ahead	75.00
1/3 (Circ Sth)	U	A	2	3	17.4	Geom	-	3.80	0.00	Y	Arm 3 Right	75.00
2/1 (M1 N/B Off-slip)	U	B	2	3	16.9	Geom	-	4.00	0.00	Y	Arm 9 Left	80.00
											Arm 13 Left	60.00
2/2 (M1 N/B Off-slip)	U	B	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 3 Ahead	80.00
											Arm 9 Left	60.00
2/3 (M1 N/B Off-slip)	U	B	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 3 Ahead	80.00
3/1 (Circ W)	U	C	2	3	5.2	Geom	-	4.20	0.00	Y	Arm 10 Ahead	75.00
3/2 (Circ W)	U	C	2	3	5.2	Geom	-	4.20	0.00	N	Arm 5 Right	75.00
											Arm 10 Ahead	75.00
3/3 (Circ W)	U	C	2	3	8.0	Geom	-	4.20	0.00	Y	Arm 5 Right	75.00
4/1 (A511 E/B)	U	D	2	3	13.0	Geom	-	4.10	0.00	Y	Arm 10 Left	50.00
4/2 (A511 E/B)	U	D	2	3	60.0	Geom	-	4.10	0.00	N	Arm 5 Ahead	70.00
4/3 (A511 E/B)	U	D	2	3	60.0	Geom	-	4.10	0.00	Y	Arm 5 Ahead	70.00
5/1 (Circ Nth)	U	A	2	3	19.7	Geom	-	4.60	0.00	Y	Arm 11 Ahead	75.00
5/2 (Circ Nth)	U	A	2	3	19.7	Geom	-	4.60	0.00	Y	Arm 7 Right	75.00
											Arm 11 Ahead	75.00
6/1 (M1 S/B Off Slip)	U	B	2	3	15.0	Geom	-	4.50	0.00	Y	Arm 11 Left	80.00
6/2 (M1 S/B Off	U	B	2	3	60.0	Geom	-	4.50	0.00	Y	Arm 7 Ahead	80.00

Slip)											Arm 11 Left	80.00
6/3 (M1 S/B Off Slip)	U	B	2	3	60.0	Geom	-	4.50	0.00	Y	Arm 7 Ahead	80.00
7/1 (Circ E)	U	C	2	3	7.8	Geom	-	4.50	0.00	Y	Arm 12 Ahead	Inf
7/2 (Circ E)	U	C	2	3	12.2	Geom	-	4.50	0.00	N	Arm 1 Right	75.00
											Arm 12 Ahead	Inf
7/3 (Circ E)	U	C	2	3	5.0	Geom	-	4.50	0.00	Y	Arm 1 Right	75.00
8/1 (A50 W/B)	U	D	2	3	60.0	Geom	-	3.80	0.00	Y	Arm 1 Ahead	70.00
											Arm 12 Left	70.00
8/2 (A50 W/B)	U	D	2	3	10.0	Geom	-	3.80	0.00	N	Arm 1 Ahead	70.00
8/3 (A50 W/B)	U	D	2	3	60.0	Geom	-	3.80	0.00	Y	Arm 1 Ahead	70.00
9/1	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (M1 N/B On-slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (M1 N/B On-slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1	U		2	3	60.0	Inf	-	-	-	-	-	-
11/2	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (M1 S/B On-slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/2 (M1 S/B On-slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1	U		2	3	60.0	Inf	-	-	-	-	-	-
14/1 (Cliffe Lane)	O		2	3	60.0	Geom	-	3.90	0.00	Y	Arm 3 Left	Inf
											Arm 9 Left	Inf

Lane Saturation Flows

Scenario 1: '2024 Base AM Peak ' (FG1: '2024 base AM Peak ', Plan 1: 'Network Control Plan 1')

Junction: M1 J22 / A50 / A511								
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 (Circ Sth)	3.80	0.00	Y	Arm 9 Ahead	Inf	92.3 %	1995	1995
				Arm 13 Ahead	Inf	7.7 %		

1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	39.8 %	2093	2093
				Arm 9 Ahead	75.00	60.2 %		
1/3 (Circ Sth)	3.80	0.00	Y	Arm 3 Right	75.00	100.0 %	1956	1956
2/1 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 9 Left	80.00	95.7 %	1977	1977
				Arm 13 Left	60.00	4.3 %		
2/2 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	0.0 %	1966	1966
				Arm 9 Left	60.00	100.0 %		
2/3 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	100.0 %	1978	1978
3/1 (Circ W)	4.20	0.00	Y	Arm 10 Ahead	75.00	100.0 %	1995	1995
3/2 (Circ W)	4.20	0.00	N	Arm 5 Right	75.00	3.6 %	2132	2132
				Arm 10 Ahead	75.00	96.4 %		
3/3 (Circ W)	4.20	0.00	Y	Arm 5 Right	75.00	100.0 %	1995	1995
4/1 (A511 E/B)	4.10	0.00	Y	Arm 10 Left	50.00	100.0 %	1966	1966
4/2 (A511 E/B)	4.10	0.00	N	Arm 5 Ahead	70.00	100.0 %	2120	2120
4/3 (A511 E/B)	4.10	0.00	Y	Arm 5 Ahead	70.00	100.0 %	1983	1983
5/1 (Circ Nth)	4.60	0.00	Y	Arm 11 Ahead	75.00	100.0 %	2034	2034
5/2 (Circ Nth)	4.60	0.00	Y	Arm 7 Right	75.00	88.6 %	2034	2034
				Arm 11 Ahead	75.00	11.4 %		
6/1 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 11 Left	80.00	100.0 %	2027	2027
6/2 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	0.0 %	2027	2027
				Arm 11 Left	80.00	100.0 %		
6/3 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	100.0 %	2027	2027
7/1 (Circ E)	4.50	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2065	2065
7/2 (Circ E)	4.50	0.00	N	Arm 1 Right	75.00	58.6 %	2179	2179
				Arm 12 Ahead	Inf	41.4 %		
7/3 (Circ E)	4.50	0.00	Y	Arm 1 Right	75.00	100.0 %	2025	2025
8/1 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	95.2 %	1953	1953
				Arm 12 Left	70.00	4.8 %		
8/2 (A50 W/B)	3.80	0.00	N	Arm 1 Ahead	70.00	100.0 %	2090	2090
8/3 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	100.0 %	1953	1953
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf

10/1 (M1 N/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (M1 N/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (M1 S/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M1 S/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (Cliffe Lane)	3.90	0.00	Y	Arm 3 Left	Inf	85.5 %	2005	2005
				Arm 9 Left	Inf	14.5 %		

Scenario 2: '2024 Base PM Peak ' (FG2: '2024 base PM Peak ', Plan 1: 'Network Control Plan 1')

Junction: M1 J22 / A50 / A511

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 (Circ Sth)	3.80	0.00	Y	Arm 9 Ahead	Inf	86.9 %	1995	1995
				Arm 13 Ahead	Inf	13.1 %		
1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	27.6 %	2093	2093
				Arm 9 Ahead	75.00	72.4 %		
1/3 (Circ Sth)	3.80	0.00	Y	Arm 3 Right	75.00	100.0 %	1956	1956
2/1 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 9 Left	80.00	90.9 %	1977	1977
				Arm 13 Left	60.00	9.1 %		
2/2 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	0.0 %	1966	1966
				Arm 9 Left	60.00	100.0 %		
2/3 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	100.0 %	1978	1978
3/1 (Circ W)	4.20	0.00	Y	Arm 10 Ahead	75.00	100.0 %	1995	1995
3/2 (Circ W)	4.20	0.00	N	Arm 5 Right	75.00	0.4 %	2132	2132
				Arm 10 Ahead	75.00	99.6 %		
3/3 (Circ W)	4.20	0.00	Y	Arm 5 Right	75.00	100.0 %	1995	1995
4/1 (A511 E/B)	4.10	0.00	Y	Arm 10 Left	50.00	100.0 %	1966	1966
4/2 (A511 E/B)	4.10	0.00	N	Arm 5 Ahead	70.00	100.0 %	2120	2120
4/3 (A511 E/B)	4.10	0.00	Y	Arm 5 Ahead	70.00	100.0 %	1983	1983
5/1 (Circ Nth)	4.60	0.00	Y	Arm 11 Ahead	75.00	100.0 %	2034	2034
5/2 (Circ Nth)	4.60	0.00	Y	Arm 7 Right	75.00	73.4 %	2034	2034
				Arm 11 Ahead	75.00	26.6 %		
6/1 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 11 Left	80.00	100.0 %	2027	2027
6/2 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	0.0 %	2027	2027
				Arm 11 Left	80.00	100.0 %		
6/3 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	100.0 %	2027	2027
7/1 (Circ E)	4.50	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2065	2065
7/2 (Circ E)	4.50	0.00	N	Arm 1 Right	75.00	43.7 %	2186	2186
				Arm 12 Ahead	Inf	56.3 %		
7/3 (Circ E)	4.50	0.00	Y	Arm 1 Right	75.00	100.0 %	2025	2025
8/1	3.80	0.00	Y	Arm 1 Ahead	70.00	90.4 %	1953	1953

(A50 W/B)				Arm 12 Left	70.00	9.6 %		
8/2 (A50 W/B)	3.80	0.00	N	Arm 1 Ahead	70.00	100.0 %	2090	2090
8/3 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	100.0 %	1953	1953
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (M1 N/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (M1 N/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (M1 S/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M1 S/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (Cliffe Lane)	3.90	0.00	Y	Arm 3 Left	Inf	77.9 %	2005	2005
				Arm 9 Left	Inf	22.1 %		

Scenario 3: '2030 Future Year AM Peak ' (FG3: '2030 Future Year AM Peak ', Plan 1: 'Network Control Plan 1')

Junction: M1 J22 / A50 / A511

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 (Circ Sth)	3.80	0.00	Y	Arm 9 Ahead	Inf	92.2 %	1995	1995
				Arm 13 Ahead	Inf	7.8 %		
1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	38.5 %	2093	2093
				Arm 9 Ahead	75.00	61.5 %		
1/3 (Circ Sth)	3.80	0.00	Y	Arm 3 Right	75.00	100.0 %	1956	1956
2/1 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 9 Left	80.00	95.7 %	1977	1977
				Arm 13 Left	60.00	4.3 %		
2/2 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	0.0 %	1966	1966
				Arm 9 Left	60.00	100.0 %		
2/3 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	100.0 %	1978	1978
3/1 (Circ W)	4.20	0.00	Y	Arm 10 Ahead	75.00	100.0 %	1995	1995
3/2 (Circ W)	4.20	0.00	N	Arm 5 Right	75.00	5.6 %	2132	2132
				Arm 10 Ahead	75.00	94.4 %		
3/3 (Circ W)	4.20	0.00	Y	Arm 5 Right	75.00	100.0 %	1995	1995
4/1 (A511 E/B)	4.10	0.00	Y	Arm 10 Left	50.00	100.0 %	1966	1966
4/2 (A511 E/B)	4.10	0.00	N	Arm 5 Ahead	70.00	100.0 %	2120	2120
4/3 (A511 E/B)	4.10	0.00	Y	Arm 5 Ahead	70.00	100.0 %	1983	1983
5/1 (Circ Nth)	4.60	0.00	Y	Arm 11 Ahead	75.00	100.0 %	2034	2034
5/2 (Circ Nth)	4.60	0.00	Y	Arm 7 Right	75.00	89.1 %	2034	2034
				Arm 11 Ahead	75.00	10.9 %		
6/1 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 11 Left	80.00	100.0 %	2027	2027
6/2 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	0.0 %	2027	2027
				Arm 11 Left	80.00	100.0 %		
6/3 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	100.0 %	2027	2027
7/1 (Circ E)	4.50	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2065	2065
7/2 (Circ E)	4.50	0.00	N	Arm 1 Right	75.00	67.7 %	2176	2176
				Arm 12 Ahead	Inf	32.3 %		
7/3 (Circ E)	4.50	0.00	Y	Arm 1 Right	75.00	100.0 %	2025	2025
8/1	3.80	0.00	Y	Arm 1 Ahead	70.00	95.1 %	1953	1953

(A50 W/B)				Arm 12 Left	70.00	4.9 %		
8/2 (A50 W/B)	3.80	0.00	N	Arm 1 Ahead	70.00	100.0 %	2090	2090
8/3 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	100.0 %	1953	1953
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (M1 N/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (M1 N/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (M1 S/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M1 S/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (Cliffe Lane)	3.90	0.00	Y	Arm 3 Left	Inf	85.7 %	2005	2005
				Arm 9 Left	Inf	14.3 %		

Scenario 4: '2030 Future Year PM Peak ' (FG4: '2030 Future Year PM Peak ', Plan 1: 'Network Control Plan 1')

Junction: M1 J22 / A50 / A511

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 (Circ Sth)	3.80	0.00	Y	Arm 9 Ahead	Inf	86.6 %	1995	1995
				Arm 13 Ahead	Inf	13.4 %		
1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	24.3 %	2093	2093
				Arm 9 Ahead	75.00	75.7 %		
1/3 (Circ Sth)	3.80	0.00	Y	Arm 3 Right	75.00	100.0 %	1956	1956
2/1 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 9 Left	80.00	91.0 %	1977	1977
				Arm 13 Left	60.00	9.0 %		
2/2 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	0.0 %	1966	1966
				Arm 9 Left	60.00	100.0 %		
2/3 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	100.0 %	1978	1978
3/1 (Circ W)	4.20	0.00	Y	Arm 10 Ahead	75.00	100.0 %	1995	1995
3/2 (Circ W)	4.20	0.00	N	Arm 5 Right	75.00	0.6 %	2132	2132
				Arm 10 Ahead	75.00	99.4 %		
3/3 (Circ W)	4.20	0.00	Y	Arm 5 Right	75.00	100.0 %	1995	1995
4/1 (A511 E/B)	4.10	0.00	Y	Arm 10 Left	50.00	100.0 %	1966	1966
4/2 (A511 E/B)	4.10	0.00	N	Arm 5 Ahead	70.00	100.0 %	2120	2120
4/3 (A511 E/B)	4.10	0.00	Y	Arm 5 Ahead	70.00	100.0 %	1983	1983
5/1 (Circ Nth)	4.60	0.00	Y	Arm 11 Ahead	75.00	100.0 %	2034	2034
5/2 (Circ Nth)	4.60	0.00	Y	Arm 7 Right	75.00	73.3 %	2034	2034
				Arm 11 Ahead	75.00	26.7 %		
6/1 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 11 Left	80.00	100.0 %	2027	2027
6/2 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	0.0 %	2027	2027
				Arm 11 Left	80.00	100.0 %		
6/3 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	100.0 %	2027	2027
7/1 (Circ E)	4.50	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2065	2065
7/2 (Circ E)	4.50	0.00	N	Arm 1 Right	75.00	49.2 %	2184	2184
				Arm 12 Ahead	Inf	50.8 %		
7/3 (Circ E)	4.50	0.00	Y	Arm 1 Right	75.00	100.0 %	2025	2025
8/1	3.80	0.00	Y	Arm 1 Ahead	70.00	90.3 %	1953	1953

(A50 W/B)				Arm 12 Left	70.00	9.7 %		
8/2 (A50 W/B)	3.80	0.00	N	Arm 1 Ahead	70.00	100.0 %	2090	2090
8/3 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	100.0 %	1953	1953
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (M1 N/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (M1 N/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (M1 S/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M1 S/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (Cliffe Lane)	3.90	0.00	Y	Arm 3 Left	Inf	78.1 %	2005	2005
				Arm 9 Left	Inf	21.9 %		

Scenario 5: '2030 Future Year + Committed Dev AM Peak' (FG5: '2030 Future Year + Committed Dev AM Peak ', Plan 1: 'Network Control Plan 1')

Junction: M1 J22 / A50 / A511

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 (Circ Sth)	3.80	0.00	Y	Arm 9 Ahead	Inf	92.9 %	1995	1995
				Arm 13 Ahead	Inf	7.1 %		
1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	32.7 %	2093	2093
				Arm 9 Ahead	75.00	67.3 %		
1/3 (Circ Sth)	3.80	0.00	Y	Arm 3 Right	75.00	100.0 %	1956	1956
2/1 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 9 Left	80.00	96.3 %	1977	1977
				Arm 13 Left	60.00	3.7 %		
2/2 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	0.0 %	1966	1966
				Arm 9 Left	60.00	100.0 %		
2/3 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	100.0 %	1978	1978
3/1 (Circ W)	4.20	0.00	Y	Arm 10 Ahead	75.00	100.0 %	1995	1995
3/2 (Circ W)	4.20	0.00	N	Arm 5 Right	75.00	9.6 %	2132	2132
				Arm 10 Ahead	75.00	90.4 %		
3/3 (Circ W)	4.20	0.00	Y	Arm 5 Right	75.00	100.0 %	1995	1995
4/1 (A511 E/B)	4.10	0.00	Y	Arm 10 Left	50.00	100.0 %	1966	1966
4/2 (A511 E/B)	4.10	0.00	N	Arm 5 Ahead	70.00	100.0 %	2120	2120
4/3 (A511 E/B)	4.10	0.00	Y	Arm 5 Ahead	70.00	100.0 %	1983	1983
5/1 (Circ Nth)	4.60	0.00	Y	Arm 11 Ahead	75.00	100.0 %	2034	2034
5/2 (Circ Nth)	4.60	0.00	Y	Arm 7 Right	75.00	94.5 %	2034	2034
				Arm 11 Ahead	75.00	5.5 %		
6/1 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 11 Left	80.00	100.0 %	2027	2027
6/2 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	0.0 %	2027	2027
				Arm 11 Left	80.00	100.0 %		
6/3 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	100.0 %	2027	2027
7/1 (Circ E)	4.50	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2065	2065
7/2 (Circ E)	4.50	0.00	N	Arm 1 Right	75.00	48.8 %	2184	2184
				Arm 12 Ahead	Inf	51.2 %		
7/3 (Circ E)	4.50	0.00	Y	Arm 1 Right	75.00	100.0 %	2025	2025

8/1 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	95.2 %	1953	1953
				Arm 12 Left	70.00	4.8 %		
8/2 (A50 W/B)	3.80	0.00	N	Arm 1 Ahead	70.00	100.0 %	2090	2090
8/3 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	100.0 %	1953	1953
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (M1 N/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (M1 N/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (M1 S/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M1 S/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (Cliffe Lane)	3.90	0.00	Y	Arm 3 Left	Inf	85.7 %	2005	2005
				Arm 9 Left	Inf	14.3 %		

Scenario 6: '2030 Future Year + Committed Dev PM Peak' (FG6: '2030 Future Year + Committed Dev PM Peak ', Plan 1: 'Network Control Plan 1')

Junction: M1 J22 / A50 / A511

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 (Circ Sth)	3.80	0.00	Y	Arm 9 Ahead	Inf	89.8 %	1995	1995
				Arm 13 Ahead	Inf	10.2 %		
1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	0.9 %	2093	2093
				Arm 9 Ahead	75.00	99.1 %		
1/3 (Circ Sth)	3.80	0.00	Y	Arm 3 Right	75.00	100.0 %	1956	1956
2/1 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 9 Left	80.00	92.7 %	1977	1977
				Arm 13 Left	60.00	7.3 %		
2/2 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	0.0 %	1966	1966
				Arm 9 Left	60.00	100.0 %		
2/3 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	100.0 %	1978	1978
3/1 (Circ W)	4.20	0.00	Y	Arm 10 Ahead	75.00	100.0 %	1995	1995
3/2 (Circ W)	4.20	0.00	N	Arm 5 Right	75.00	0.2 %	2132	2132
				Arm 10 Ahead	75.00	99.8 %		
3/3 (Circ W)	4.20	0.00	Y	Arm 5 Right	75.00	100.0 %	1995	1995
4/1 (A511 E/B)	4.10	0.00	Y	Arm 10 Left	50.00	100.0 %	1966	1966
4/2 (A511 E/B)	4.10	0.00	N	Arm 5 Ahead	70.00	100.0 %	2120	2120
4/3 (A511 E/B)	4.10	0.00	Y	Arm 5 Ahead	70.00	100.0 %	1983	1983
5/1 (Circ Nth)	4.60	0.00	Y	Arm 11 Ahead	75.00	100.0 %	2034	2034
5/2 (Circ Nth)	4.60	0.00	Y	Arm 7 Right	75.00	82.4 %	2034	2034
				Arm 11 Ahead	75.00	17.6 %		
6/1 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 11 Left	80.00	100.0 %	2027	2027
6/2 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	0.0 %	2027	2027
				Arm 11 Left	80.00	100.0 %		
6/3 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	100.0 %	2027	2027
7/1 (Circ E)	4.50	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2065	2065
7/2 (Circ E)	4.50	0.00	N	Arm 1 Right	75.00	80.4 %	2170	2170
				Arm 12 Ahead	Inf	19.6 %		
7/3 (Circ E)	4.50	0.00	Y	Arm 1 Right	75.00	100.0 %	2025	2025

8/1 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	91.0 %	1953	1953
				Arm 12 Left	70.00	9.0 %		
8/2 (A50 W/B)	3.80	0.00	N	Arm 1 Ahead	70.00	100.0 %	2090	2090
8/3 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	100.0 %	1953	1953
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (M1 N/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (M1 N/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (M1 S/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M1 S/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (Cliffe Lane)	3.90	0.00	Y	Arm 3 Left	Inf	78.1 %	2005	2005
				Arm 9 Left	Inf	21.9 %		

Scenario 7: '2030 Future Year + Committed Dev + Dev AM Peak ' (FG7: '2030 Future Year + Committed Dev + Dev AM Peak ', Plan 1: 'Network Control Plan 1')

Junction: M1 J22 / A50 / A511

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 (Circ Sth)	3.80	0.00	Y	Arm 9 Ahead	Inf	93.1 %	1995	1995
				Arm 13 Ahead	Inf	6.9 %		
1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	30.5 %	2093	2093
				Arm 9 Ahead	75.00	69.5 %		
1/3 (Circ Sth)	3.80	0.00	Y	Arm 3 Right	75.00	100.0 %	1956	1956
2/1 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 9 Left	80.00	96.6 %	1978	1978
				Arm 13 Left	60.00	3.4 %		
2/2 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	0.0 %	1966	1966
				Arm 9 Left	60.00	100.0 %		
2/3 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	100.0 %	1978	1978
3/1 (Circ W)	4.20	0.00	Y	Arm 10 Ahead	75.00	100.0 %	1995	1995
3/2 (Circ W)	4.20	0.00	N	Arm 5 Right	75.00	9.0 %	2132	2132
				Arm 10 Ahead	75.00	91.0 %		
3/3 (Circ W)	4.20	0.00	Y	Arm 5 Right	75.00	100.0 %	1995	1995
4/1 (A511 E/B)	4.10	0.00	Y	Arm 10 Left	50.00	100.0 %	1966	1966
4/2 (A511 E/B)	4.10	0.00	N	Arm 5 Ahead	70.00	100.0 %	2120	2120
4/3 (A511 E/B)	4.10	0.00	Y	Arm 5 Ahead	70.00	100.0 %	1983	1983
5/1 (Circ Nth)	4.60	0.00	Y	Arm 11 Ahead	75.00	100.0 %	2034	2034
5/2 (Circ Nth)	4.60	0.00	Y	Arm 7 Right	75.00	94.4 %	2034	2034
				Arm 11 Ahead	75.00	5.6 %		
6/1 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 11 Left	80.00	100.0 %	2027	2027
6/2 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	0.0 %	2027	2027
				Arm 11 Left	80.00	100.0 %		
6/3 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	100.0 %	2027	2027
7/1 (Circ E)	4.50	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2065	2065
7/2 (Circ E)	4.50	0.00	N	Arm 1 Right	75.00	62.9 %	2178	2178
				Arm 12 Ahead	Inf	37.1 %		
7/3 (Circ E)	4.50	0.00	Y	Arm 1 Right	75.00	100.0 %	2025	2025

8/1 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	95.3 %	1953	1953
				Arm 12 Left	70.00	4.7 %		
8/2 (A50 W/B)	3.80	0.00	N	Arm 1 Ahead	70.00	100.0 %	2090	2090
8/3 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	100.0 %	1953	1953
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (M1 N/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (M1 N/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (M1 S/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M1 S/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (Cliffe Lane)	3.90	0.00	Y	Arm 3 Left	Inf	85.7 %	2005	2005
				Arm 9 Left	Inf	14.3 %		

Scenario 8: '2030 Future Year + Committed Dev + Dev PM Peak ' (FG8: '2030 Future Year + Committed Dev + Dev PM Peak ', Plan 1: 'Network Control Plan 1')

Junction: M1 J22 / A50 / A511								
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 (Circ Sth)	3.80	0.00	Y	Arm 9 Ahead	Inf	90.8 %	1995	1995
				Arm 13 Ahead	Inf	9.2 %		
1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	13.1 %	2093	2093
				Arm 9 Ahead	75.00	86.9 %		
1/3 (Circ Sth)	3.80	0.00	Y	Arm 3 Right	75.00	100.0 %	1956	1956
2/1 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 9 Left	80.00	93.2 %	1977	1977
				Arm 13 Left	60.00	6.8 %		
2/2 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	0.0 %	1966	1966
				Arm 9 Left	60.00	100.0 %		
2/3 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	100.0 %	1978	1978
3/1 (Circ W)	4.20	0.00	Y	Arm 10 Ahead	75.00	100.0 %	1995	1995
3/2 (Circ W)	4.20	0.00	N	Arm 5 Right	75.00	0.6 %	2132	2132
				Arm 10 Ahead	75.00	99.4 %		
3/3 (Circ W)	4.20	0.00	Y	Arm 5 Right	75.00	100.0 %	1995	1995
4/1 (A511 E/B)	4.10	0.00	Y	Arm 10 Left	50.00	100.0 %	1966	1966
4/2 (A511 E/B)	4.10	0.00	N	Arm 5 Ahead	70.00	100.0 %	2120	2120
4/3 (A511 E/B)	4.10	0.00	Y	Arm 5 Ahead	70.00	100.0 %	1983	1983
5/1 (Circ Nth)	4.60	0.00	Y	Arm 11 Ahead	75.00	100.0 %	2034	2034
5/2 (Circ Nth)	4.60	0.00	Y	Arm 7 Right	75.00	84.8 %	2034	2034
				Arm 11 Ahead	75.00	15.2 %		
6/1 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 11 Left	80.00	100.0 %	2027	2027
6/2 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	0.0 %	2027	2027
				Arm 11 Left	80.00	100.0 %		
6/3 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	100.0 %	2027	2027
7/1 (Circ E)	4.50	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2065	2065
7/2 (Circ E)	4.50	0.00	N	Arm 1 Right	75.00	76.6 %	2172	2172
				Arm 12 Ahead	Inf	23.4 %		
7/3 (Circ E)	4.50	0.00	Y	Arm 1 Right	75.00	100.0 %	2025	2025

8/1 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	92.0 %	1953	1953
				Arm 12 Left	70.00	8.0 %		
8/2 (A50 W/B)	3.80	0.00	N	Arm 1 Ahead	70.00	100.0 %	2090	2090
8/3 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	100.0 %	1953	1953
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (M1 N/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (M1 N/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (M1 S/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M1 S/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (Cliffe Lane)	3.90	0.00	Y	Arm 3 Left	Inf	78.1 %	2005	2005
				Arm 9 Left	Inf	21.9 %		

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 base AM Peak '	07:00	08:00	01:00	
2: '2024 base PM Peak '	18:00	19:00	01:00	
3: '2030 Future Year AM Peak '	07:00	08:00	01:00	
4: '2030 Future Year PM Peak '	18:00	19:00	01:00	
5: '2030 Future Year + Committed Dev AM Peak '	07:00	08:00	01:00	
6: '2030 Future Year + Committed Dev PM Peak '	18:00	19:00	01:00	
7: '2030 Future Year + Committed Dev + Dev AM Peak '	07:00	08:00	01:00	
8: '2030 Future Year + Committed Dev + Dev PM Peak '	18:00	19:00	01:00	

Traffic Flows, Desired

FG1: '2024 base AM Peak '

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	905	0	48	315	1268
	B	840	0	30	11	901	1782
	C	0	32	0	15	676	723
	D	87	28	21	0	23	159
	E	306	850	694	1	0	1851
	Tot.	1233	1815	745	75	1915	5783

FG2: '2024 base PM Peak '

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	622	0	41	218	881
	B	420	0	37	19	563	1039
	C	0	41	0	22	459	522
	D	31	10	12	0	15	68
	E	171	608	362	1	0	1142
	Tot.	622	1281	411	83	1255	3652

FG3: '2030 Future Year AM Peak '

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	960	0	51	334	1345
	B	891	0	32	12	956	1891
	C	0	34	0	16	717	767
	D	92	30	22	0	24	168
	E	325	902	736	1	0	1964
	Tot.	1308	1926	790	80	2031	6135

FG4: '2030 Future Year PM Peak '
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	661	0	44	232	937
	B	446	0	39	20	598	1103
	C	0	44	0	23	488	555
	D	33	11	13	0	16	73
	E	182	646	385	1	0	1214
	Tot.	661	1362	437	88	1334	3882

FG5: '2030 Future Year + Committed Dev AM Peak '
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	960	0	51	446	1457
	B	891	0	32	12	1031	1966
	C	0	34	0	16	847	897
	D	92	30	22	0	24	168
	E	603	1039	968	1	0	2611
	Tot.	1586	2063	1022	80	2348	7099

FG6: '2030 Future Year + Committed Dev PM Peak '
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	661	0	44	431	1136
	B	446	0	39	20	810	1315
	C	0	44	0	23	610	677
	D	33	11	13	0	16	73
	E	326	792	577	1	0	1696
	Tot.	805	1508	629	88	1867	4897

FG7: '2030 Future Year + Committed Dev + Dev AM Peak '
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	960	0	51	495	1506
	B	891	0	32	12	1061	1996
	C	0	34	0	16	919	969
	D	92	30	22	0	24	168
	E	606	1039	975	1	0	2621
	Tot.	1589	2063	1029	80	2499	7260

FG8: '2030 Future Year + Committed Dev + Dev PM Peak '
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	661	0	44	463	1168
	B	446	0	39	20	833	1338
	C	0	44	0	23	654	721
	D	33	11	13	0	16	73
	E	363	819	629	1	0	1812
	Tot.	842	1535	681	88	1966	5112

Stage Timings

Scenario 1: '2024 Base AM Peak ' (FG1: '2024 base AM Peak ', Plan 1: 'Network Control Plan 1')
C1 - M1/J22 A50/A511 Controller 1
Stage Stream: 1

Stage	1	2
Duration	32	15
Change Point	27	6

Stage Stream: 2

Stage	1	2
Duration	19	29
Change Point	51	16

C2 - M1/J22 A50/A511 Controller 2
Stage Stream: 1

Stage	1	2
Duration	24	14
Change Point	20	0

Stage Stream: 2

Stage	1	2
Duration	17	21
Change Point	28	1

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.5%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.5%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	32	-	775	1995	1097	70.6%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	32	-	832	2093	1151	72.3%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	32	-	509	1956	1076	47.3%
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	1:1	N/A	C1:B		1	15	-	691	1966:1977	524+527	65.8 : 65.6%
2/3	M1 N/B Off-slip Ahead	U	1:1	N/A	C1:B		1	15	-	32	1978	527	6.1%
3/1	Circ W Ahead	U	1:2	N/A	C1:C		1	19	-	418	1995	665	62.9%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	19	-	590	2132:1995	669+79	78.9 : 78.9%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	29	-	1105	2120:1966	980+375	81.5 : 81.5%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	29	-	746	1983	991	75.2%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	24	-	818	2034	1017	80.4%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	24	-	808	2034	1017	79.4%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	14	-	905	2027:2027	608+608	74.5 : 74.3%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	14	-	363	2027	608	59.7%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	17	-	587	2065	743	79.0%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	17	-	492	2179:2025	626+371	49.3 : 49.3%
8/1+8/2	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	21	-	1273	1953:2090	791+823	78.9 : 78.9%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	21	-	509	1953	859	59.2%

9/1		U	N/A	N/A	-		-	-	-	1069	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	846	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	724	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	509	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	1270	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	545	Inf	Inf	0.0%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	617	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	128	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	75	Inf	Inf	0.0%
14/1	Cliffe Lane Left Left2	O	N/A	N/A	-		-	-	-	159	2005	341	46.6%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**118**	**41**	**0**	**36.7**	**9.8**	**0.0**	**46.5**	**-**	**-**	**-**	**-**
M1 J22 / A50 / A511	**-**	**-**	**118**	**41**	**0**	**36.7**	**9.8**	**0.0**	**46.5**	**-**	**-**	**-**	**-**
1/1	775	775	-	-	-	2.1	0.0	-	2.1	9.9	9.5	0.0	9.5
1/2	832	832	-	-	-	2.3	0.0	-	2.3	10.1	10.2	0.0	10.2
1/3	509	509	-	-	-	1.2	0.0	-	1.2	8.2	5.1	0.0	5.1
2/2+2/1	691	691	-	-	-	3.8	1.0	-	4.7	24.5	5.1	1.0	6.0
2/3	32	32	-	-	-	0.1	0.0	-	0.2	20.1	0.4	0.0	0.4
3/1	418	418	-	-	-	0.9	0.0	-	0.9	7.8	5.4	0.0	5.4
3/2+3/3	590	590	-	-	-	1.8	0.0	-	1.8	11.0	7.8	0.0	7.8
4/2+4/1	1105	1105	-	-	-	3.4	2.2	-	5.6	18.2	10.7	2.2	12.8
4/3	746	746	-	-	-	2.5	1.5	-	4.0	19.3	9.9	1.5	11.4
5/1	818	818	-	-	-	2.4	0.0	-	2.4	10.5	9.3	0.0	9.3
5/2	808	808	-	-	-	2.3	0.0	-	2.3	10.4	9.2	0.0	9.2
6/2+6/1	905	905	-	-	-	4.0	1.4	-	5.4	21.5	5.7	1.4	7.1
6/3	363	363	-	-	-	1.5	0.7	-	2.2	22.2	4.2	0.7	5.0
7/1	587	587	-	-	-	0.8	0.0	-	0.8	4.8	2.5	0.0	2.5
7/2+7/3	492	492	-	-	-	1.7	0.0	-	1.7	12.7	3.1	0.0	3.1
8/1+8/2	1273	1273	-	-	-	4.0	1.8	-	5.9	16.7	7.2	1.8	9.1
8/3	509	509	-	-	-	1.5	0.7	-	2.2	15.7	5.2	0.7	6.0
9/1	1069	1069	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	846	846	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	724	724	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	509	509	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1270	1270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	545	545	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	617	617	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	128	128	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	75	75	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	159	159	118	41	0	0.3	0.4	-	0.7	16.3	1.5	0.4	1.9

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	24.5	Total Delay for Signalled Lanes (pcuHr):	10.52	Cycle Time (s): 60
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%):	10.4	Total Delay for Signalled Lanes (pcuHr):	12.29	Cycle Time (s): 60
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%):	11.9	Total Delay for Signalled Lanes (pcuHr):	12.35	Cycle Time (s): 50
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%):	14.0	Total Delay for Signalled Lanes (pcuHr):	10.64	Cycle Time (s): 50
	PRC Over All Lanes (%):	10.4	Total Delay Over All Lanes(pcuHr):	46.52	

Stage Timings

Scenario 2: '2024 Base PM Peak ' (FG2: '2024 base PM Peak ', Plan 1: 'Network Control Plan 1')

C1 - M1/J22 A50/A511 Controller 1

Stage Stream: 1

Stage	1	2
Duration	33	14
Change Point	9	49

Stage Stream: 2

Stage	1	2
Duration	14	34
Change Point	20	40

C2 - M1/J22 A50/A511 Controller 2

Stage Stream: 1

Stage	1	2
Duration	18	10
Change Point	3	27

Stage Stream: 2

Stage	1	2
Duration	9	19
Change Point	9	24

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**55.8%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	**55.8%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	33	-	466	1995	1131	41.2%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	33	-	519	2093	1186	43.8%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	33	-	277	1956	1108	25.0%
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	1:1	N/A	C1:B		1	14	-	481	1966:1977	492+494	48.8 : 48.8%
2/3	M1 N/B Off-slip Ahead	U	1:1	N/A	C1:B		1	14	-	41	1978	494	8.3%
3/1	Circ W Ahead	U	1:2	N/A	C1:C		1	14	-	174	1995	499	34.9%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	14	-	340	2132:1995	509+113	54.6 : 54.6%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	34	-	693	2120:1966	1119+367	46.6 : 46.6%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	34	-	449	1983	1157	38.8%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	18	-	523	2034	966	54.1%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	18	-	511	2034	966	52.9%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	10	-	622	2027:2027	557+557	55.8 : 55.8%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	10	-	259	2027	557	46.5%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	9	-	222	2065	516	43.0%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	9	-	412	2186:2025	520+273	52.0 : 52.0%
8/1+8/2	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	19	-	762	1953:2090	951+931	40.5 : 40.5%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	19	-	277	1953	977	28.4%

9/1		U	N/A	N/A	-		-	-	-	639	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	616	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	345	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	277	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	834	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	447	Inf	Inf	0.0%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	259	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	152	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	83	Inf	Inf	0.0%
14/1	Cliffe Lane Left Left2	O	N/A	N/A	-		-	-	-	68	2005	550	12.4%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**56**	**12**	**0**	**17.8**	**2.9**	**0.0**	**20.8**	**-**	**-**	**-**	**-**
M1 J22 / A50 / A511	**-**	**-**	**56**	**12**	**0**	**17.8**	**2.9**	**0.0**	**20.8**	**-**	**-**	**-**	**-**
1/1	466	466	-	-	-	1.0	0.0	-	1.0	7.4	4.3	0.0	4.3
1/2	519	519	-	-	-	1.1	0.0	-	1.1	7.5	4.9	0.0	4.9
1/3	277	277	-	-	-	0.5	0.0	-	0.5	6.6	2.3	0.0	2.3
2/2+2/1	481	481	-	-	-	2.6	0.5	-	3.0	22.8	3.4	0.5	3.9
2/3	41	41	-	-	-	0.2	0.0	-	0.2	21.2	0.5	0.0	0.6
3/1	174	174	-	-	-	0.7	0.0	-	0.7	13.7	1.3	0.0	1.3
3/2+3/3	340	340	-	-	-	1.3	0.0	-	1.3	13.8	1.7	0.0	1.7
4/2+4/1	693	693	-	-	-	1.3	0.4	-	1.7	8.9	4.8	0.4	5.2
4/3	449	449	-	-	-	0.8	0.3	-	1.2	9.3	4.0	0.3	4.3
5/1	523	523	-	-	-	1.1	0.0	-	1.1	7.4	4.1	0.0	4.1
5/2	511	511	-	-	-	1.0	0.0	-	1.0	7.4	4.0	0.0	4.0
6/2+6/1	622	622	-	-	-	2.1	0.6	-	2.8	16.1	2.9	0.6	3.6
6/3	259	259	-	-	-	0.9	0.4	-	1.3	18.1	2.4	0.4	2.8
7/1	222	222	-	-	-	0.5	0.0	-	0.5	7.5	0.7	0.0	0.7
7/2+7/3	412	412	-	-	-	1.1	0.0	-	1.1	9.4	1.8	0.0	1.8
8/1+8/2	762	762	-	-	-	1.3	0.3	-	1.6	7.8	2.6	0.3	2.9
8/3	277	277	-	-	-	0.4	0.2	-	0.6	8.4	1.8	0.2	2.0
9/1	639	639	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	345	345	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	277	277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	834	834	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	259	259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	152	152	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	83	83	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	68	68	56	12	0	0.0	0.1	-	0.1	4.8	0.2	0.1	0.2

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	84.3	Total Delay for Signalled Lanes (pcuHr):	5.82	Cycle Time (s): 60
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%):	64.7	Total Delay for Signalled Lanes (pcuHr):	4.84	Cycle Time (s): 60
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%):	61.3	Total Delay for Signalled Lanes (pcuHr):	6.20	Cycle Time (s): 40
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%):	73.2	Total Delay for Signalled Lanes (pcuHr):	3.84	Cycle Time (s): 40
	PRC Over All Lanes (%):	61.3	Total Delay Over All Lanes(pcuHr):	20.79	

Stage Timings

Scenario 3: '2030 Future Year AM Peak ' (FG3: '2030 Future Year AM Peak ', Plan 1: 'Network Control Plan 1')

C1 - M1/J22 A50/A511 Controller 1

Stage Stream: 1

Stage	1	2
Duration	31	16
Change Point	27	5

Stage Stream: 2

Stage	1	2
Duration	19	29
Change Point	53	18

C2 - M1/J22 A50/A511 Controller 2

Stage Stream: 1

Stage	1	2
Duration	24	14
Change Point	18	48

Stage Stream: 2

Stage	1	2
Duration	18	20
Change Point	26	0

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.3%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.3%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	31	-	818	1995	1064	76.9%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	31	-	871	2093	1116	78.0%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	31	-	556	1956	1043	53.3%
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	1:1	N/A	C1:B		1	16	-	733	1966:1977	557+560	65.5 : 65.7%
2/3	M1 N/B Off-slip Ahead	U	1:1	N/A	C1:B		1	16	-	34	1978	560	6.1%
3/1	Circ W Ahead	U	1:2	N/A	C1:C		1	19	-	427	1995	665	64.2%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	19	-	642	2132:1995	674+61	87.3 : 87.3%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	29	-	1165	2120:1966	979+379	85.8 : 85.8%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	29	-	799	1983	991	80.6%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	24	-	873	2034	1017	85.8%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	24	-	852	2034	1017	83.8%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	14	-	960	2027:2027	608+608	78.9 : 78.9%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	14	-	385	2027	608	63.3%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	18	-	663	2065	785	84.5%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	18	-	481	2176:2025	644+410	45.6 : 45.6%
8/1+8/2	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	20	-	1335	1953:2090	764+803	85.2 : 85.2%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	20	-	556	1953	820	67.8%

9/1		U	N/A	N/A	-		-	-	-	1130	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	901	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	556	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	1353	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	573	Inf	Inf	0.0%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	695	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	95	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	80	Inf	Inf	0.0%
14/1	Cliffe Lane Left Left2	O	N/A	N/A	-		-	-	-	168	2005	322	52.1%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**99**	**69**	**0**	**40.4**	**13.0**	**0.0**	**53.4**	**-**	**-**	**-**	**-**
M1 J22 / A50 / A511	**-**	**-**	**99**	**69**	**0**	**40.4**	**13.0**	**0.0**	**53.4**	**-**	**-**	**-**	**-**
1/1	818	818	-	-	-	2.5	0.0	-	2.5	11.1	10.7	0.0	10.7
1/2	871	871	-	-	-	2.7	0.0	-	2.7	11.2	11.4	0.0	11.4
1/3	556	556	-	-	-	1.4	0.0	-	1.4	9.1	6.0	0.0	6.0
2/2+2/1	733	733	-	-	-	3.9	0.9	-	4.8	23.6	5.3	0.9	6.3
2/3	34	34	-	-	-	0.1	0.0	-	0.2	19.2	0.4	0.0	0.4
3/1	427	427	-	-	-	0.8	0.0	-	0.8	6.8	5.4	0.0	5.4
3/2+3/3	642	642	-	-	-	2.0	0.0	-	2.0	11.0	9.2	0.0	9.2
4/2+4/1	1165	1165	-	-	-	3.7	2.9	-	6.6	20.5	11.4	2.9	14.4
4/3	799	799	-	-	-	2.8	2.0	-	4.8	21.7	11.1	2.0	13.1
5/1	873	873	-	-	-	2.7	0.0	-	2.7	11.0	10.4	0.0	10.4
5/2	852	852	-	-	-	2.5	0.0	-	2.5	10.8	10.2	0.0	10.2
6/2+6/1	960	960	-	-	-	4.3	1.8	-	6.1	23.0	6.0	1.8	7.8
6/3	385	385	-	-	-	1.6	0.9	-	2.5	23.1	4.6	0.9	5.5
7/1	663	663	-	-	-	0.8	0.0	-	0.8	4.2	2.6	0.0	2.6
7/2+7/3	481	481	-	-	-	1.8	0.0	-	1.8	13.1	3.2	0.0	3.2
8/1+8/2	1335	1335	-	-	-	4.7	2.8	-	7.5	20.1	8.2	2.8	11.0
8/3	556	556	-	-	-	1.8	1.0	-	2.9	18.5	6.2	1.0	7.2
9/1	1130	1130	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	901	901	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1353	1353	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	573	573	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	695	695	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	95	95	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	80	80	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	168	168	99	69	0	0.4	0.5	-	0.9	19.7	1.6	0.5	2.1

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	15.3	Total Delay for Signalled Lanes (pcuHr):	11.62	Cycle Time (s): 60
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%):	3.1	Total Delay for Signalled Lanes (pcuHr):	14.23	Cycle Time (s): 60
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%):	4.8	Total Delay for Signalled Lanes (pcuHr):	13.80	Cycle Time (s): 50
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%):	5.6	Total Delay for Signalled Lanes (pcuHr):	12.86	Cycle Time (s): 50
	PRC Over All Lanes (%):	3.1	Total Delay Over All Lanes(pcuHr):	53.42	

Stage Timings

Scenario 4: '2030 Future Year PM Peak ' (FG4: '2030 Future Year PM Peak ', Plan 1: 'Network Control Plan 1')

C1 - M1/J22 A50/A511 Controller 1

Stage Stream: 1

Stage	1	2
Duration	27	20
Change Point	9	43

Stage Stream: 2

Stage	1	2
Duration	15	33
Change Point	21	42

C2 - M1/J22 A50/A511 Controller 2

Stage Stream: 1

Stage	1	2
Duration	18	10
Change Point	1	25

Stage Stream: 2

Stage	1	2
Duration	8	20
Change Point	9	23

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**59.4%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	**59.4%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	27	-	486	1995	931	52.2%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	27	-	540	2093	977	55.3%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	27	-	315	1956	913	34.5%
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	1:1	N/A	C1:B		1	20	-	511	1966:1977	688+692	37.1 : 37.0%
2/3	M1 N/B Off-slip Ahead	U	1:1	N/A	C1:B		1	20	-	44	1978	692	6.4%
3/1	Circ W Ahead	U	1:2	N/A	C1:C		1	15	-	164	1995	532	30.8%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	15	-	383	2132:1995	538+112	58.9 : 58.9%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	33	-	736	2120:1966	1093+359	50.7 : 50.7%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	33	-	478	1983	1124	42.5%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	18	-	556	2034	966	57.5%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	18	-	544	2034	966	56.3%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	10	-	661	2027:2027	557+557	59.4 : 59.2%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	10	-	276	2027	557	49.5%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	8	-	271	2065	465	58.3%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	8	-	404	2184:2025	483+297	51.8 : 51.8%
8/1+8/2	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	20	-	788	1953:2090	978+939	41.1 : 41.1%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	20	-	315	1953	1025	30.7%

9/1		U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	664	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	346	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	315	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	886	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	476	Inf	Inf	0.0%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	310	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	127	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	88	Inf	Inf	0.0%
14/1	Cliffe Lane Left Left2	O	N/A	N/A	-		-	-	-	73	2005	544	13.4%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**60**	**13**	**0**	**19.5**	**3.1**	**0.0**	**22.6**	**-**	**-**	**-**	**-**
M1 J22 / A50 / A511	**-**	**-**	**60**	**13**	**0**	**19.5**	**3.1**	**0.0**	**22.6**	**-**	**-**	**-**	**-**
1/1	486	486	-	-	-	1.5	0.0	-	1.5	11.3	5.7	0.0	5.7
1/2	540	540	-	-	-	1.7	0.0	-	1.7	11.5	6.5	0.0	6.5
1/3	315	315	-	-	-	0.9	0.0	-	0.9	10.2	3.3	0.0	3.3
2/2+2/1	511	511	-	-	-	2.1	0.3	-	2.4	16.6	3.1	0.3	3.4
2/3	44	44	-	-	-	0.2	0.0	-	0.2	15.8	0.5	0.0	0.5
3/1	164	164	-	-	-	0.5	0.0	-	0.5	10.4	0.9	0.0	0.9
3/2+3/3	383	383	-	-	-	1.2	0.0	-	1.2	11.0	1.8	0.0	1.8
4/2+4/1	736	736	-	-	-	1.5	0.5	-	2.0	9.8	5.4	0.5	5.9
4/3	478	478	-	-	-	1.0	0.4	-	1.4	10.2	4.5	0.4	4.9
5/1	556	556	-	-	-	1.2	0.0	-	1.2	7.6	4.3	0.0	4.3
5/2	544	544	-	-	-	1.1	0.0	-	1.1	7.5	4.2	0.0	4.2
6/2+6/1	661	661	-	-	-	2.3	0.7	-	3.0	16.5	3.1	0.7	3.9
6/3	276	276	-	-	-	0.9	0.5	-	1.4	18.6	2.5	0.5	3.0
7/1	271	271	-	-	-	0.5	0.0	-	0.5	7.2	0.8	0.0	0.8
7/2+7/3	404	404	-	-	-	1.2	0.0	-	1.2	10.8	2.0	0.0	2.0
8/1+8/2	788	788	-	-	-	1.2	0.3	-	1.6	7.2	2.6	0.3	2.9
8/3	315	315	-	-	-	0.5	0.2	-	0.7	7.9	1.9	0.2	2.1
9/1	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	664	664	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	346	346	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	886	886	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	476	476	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	310	310	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	127	127	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	88	88	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	73	73	60	13	0	0.0	0.1	-	0.1	5.4	0.2	0.1	0.3

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	62.8	Total Delay for Signalled Lanes (pcuHr):	6.69	Cycle Time (s): 60
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%):	52.8	Total Delay for Signalled Lanes (pcuHr):	5.00	Cycle Time (s): 60
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%):	51.6	Total Delay for Signalled Lanes (pcuHr):	6.77	Cycle Time (s): 40
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%):	54.3	Total Delay for Signalled Lanes (pcuHr):	4.03	Cycle Time (s): 40
	PRC Over All Lanes (%):	51.6	Total Delay Over All Lanes(pcuHr):	22.60	

Stage Timings

Scenario 5: '2030 Future Year + Committed Dev AM Peak' (FG5: '2030 Future Year + Committed Dev AM Peak ', Plan 1: 'Network Control Plan 1')

C1 - M1/J22 A50/A511 Controller 1

Stage Stream: 1

Stage	1	2
Duration	28	19
Change Point	27	2

Stage Stream: 2

Stage	1	2
Duration	18	30
Change Point	51	15

C2 - M1/J22 A50/A511 Controller 2

Stage Stream: 1

Stage	1	2
Duration	25	13
Change Point	32	13

Stage Stream: 2

Stage	1	2
Duration	16	22
Change Point	49	21

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**101.2%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	**101.2%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	28	-	903	1995	964	93.6%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	28	-	948	2093	1012	93.7%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	28	-	581	1956	945	61.5%
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	1:1	N/A	C1:B		1	19	-	863	1966:1977	655+659	65.6 : 65.7%
2/3	M1 N/B Off-slip Ahead	U	1:1	N/A	C1:B		1	19	-	34	1978	659	5.2%
3/1	Circ W Ahead	U	1:2	N/A	C1:C		1	18	-	402	1995	632	63.6%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	18	-	667	2132:1995	651+24	98.8 : 98.8%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	30	-	1586	2120:1966	971+596	101.2 : 101.2%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	30	-	1025	1983	1025	100.0%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	25	-	1045	2034	1058	97.7%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	25	-	1049	2034	1058	99.1%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	13	-	960	2027:2027	568+568	84.6 : 84.6%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	13	-	497	2027	568	87.6%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	16	-	701	2065	702	99.8%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	16	-	787	2184:2025	636+251	88.7 : 88.7%
8/1+8/2	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	22	-	1385	1953:2090	771+847	85.6 : 85.6%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	22	-	581	1953	898	64.7%

9/1		U	N/A	N/A	-		-	-	-	1280	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	1068	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	1005	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	581	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	1525	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	538	Inf	Inf	0.0%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	733	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	289	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	80	Inf	Inf	0.0%
14/1	Cliffe Lane Left Left2	O	N/A	N/A	-		-	-	-	168	2005	295	56.9%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**68**	**100**	**0**	**51.1**	**52.6**	**0.0**	**103.6**	**-**	**-**	**-**	**-**
M1 J22 / A50 / A511	**-**	**-**	**68**	**100**	**0**	**51.1**	**52.6**	**0.0**	**103.6**	**-**	**-**	**-**	**-**
1/1	903	903	-	-	-	3.7	0.0	-	3.7	14.6	14.0	0.0	14.0
1/2	948	948	-	-	-	3.9	0.0	-	3.9	14.6	14.7	0.0	14.7
1/3	581	581	-	-	-	1.8	0.0	-	1.8	11.4	7.1	0.0	7.1
2/2+2/1	863	863	-	-	-	4.1	1.0	-	5.0	21.0	6.1	1.0	7.1
2/3	34	34	-	-	-	0.1	0.0	-	0.2	16.5	0.4	0.0	0.4
3/1	402	402	-	-	-	0.7	0.0	-	0.7	6.3	4.1	0.0	4.1
3/2+3/3	667	667	-	-	-	2.1	0.0	-	2.1	11.1	10.6	0.0	10.6
4/2+4/1	1586	1567	-	-	-	5.8	25.1	-	30.9	70.2	20.9	25.1	46.1
4/3	1025	1025	-	-	-	4.1	16.1	-	20.3	71.2	17.1	16.1	33.2
5/1	1033	1033	-	-	-	3.4	0.0	-	3.4	11.7	13.8	0.0	13.8
5/2	1049	1049	-	-	-	3.5	0.0	-	3.5	11.9	14.3	0.0	14.3
6/2+6/1	960	960	-	-	-	4.5	2.7	-	7.2	27.0	6.3	2.7	8.9
6/3	497	497	-	-	-	2.4	3.2	-	5.6	40.5	6.5	3.2	9.7
7/1	701	701	-	-	-	1.0	0.0	-	1.0	5.1	9.4	0.0	9.4
7/2+7/3	787	787	-	-	-	3.7	0.0	-	3.7	16.9	6.9	0.0	6.9
8/1+8/2	1385	1385	-	-	-	4.3	2.9	-	7.2	18.6	8.3	2.9	11.2
8/3	581	581	-	-	-	1.7	0.9	-	2.6	16.0	6.1	0.9	7.0
9/1	1280	1280	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	1068	1068	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	998	998	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	581	581	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1513	1513	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	538	538	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	733	733	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	80	80	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	168	168	68	100	0	0.4	0.7	-	1.1	23.6	2.3	0.7	2.9

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	-4.1	Total Delay for Signalled Lanes (pcuHr):	14.57	Cycle Time (s): 60
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%):	-12.4	Total Delay for Signalled Lanes (pcuHr):	53.94	Cycle Time (s): 60
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%):	-10.2	Total Delay for Signalled Lanes (pcuHr):	19.61	Cycle Time (s): 50
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%):	-10.9	Total Delay for Signalled Lanes (pcuHr):	14.43	Cycle Time (s): 50
	PRC Over All Lanes (%):	-12.4	Total Delay Over All Lanes(pcuHr):	103.64	

Stage Timings

Scenario 6: '2030 Future Year + Committed Dev PM Peak' (FG6: '2030 Future Year + Committed Dev PM Peak ', Plan 1: 'Network Control Plan 1')

C1 - M1/J22 A50/A511 Controller 1

Stage Stream: 1

Stage	1	2
Duration	32	15
Change Point	9	48

Stage Stream: 2

Stage	1	2
Duration	16	32
Change Point	19	41

C2 - M1/J22 A50/A511 Controller 2

Stage Stream: 1

Stage	1	2
Duration	17	11
Change Point	25	8

Stage Stream: 2

Stage	1	2
Duration	13	15
Change Point	32	11

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.8%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.8%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	32	-	635	1995	1097	57.9%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	32	-	677	2093	1151	58.8%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	32	-	440	1956	1076	40.9%
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	1:1	N/A	C1:B		1	15	-	633	1966:1977	524+527	60.3 : 60.1%
2/3	M1 N/B Off-slip Ahead	U	1:1	N/A	C1:B		1	15	-	44	1978	527	8.3%
3/1	Circ W Ahead	U	1:2	N/A	C1:C		1	16	-	39	1995	565	6.9%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	16	-	508	2132:1995	572+87	77.1 : 77.1%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	32	-	1046	2120:1966	1041+471	69.2 : 69.2%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	32	-	650	1983	1091	59.6%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	17	-	721	2034	915	78.8%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	17	-	717	2034	915	78.3%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	11	-	661	2027:2027	608+608	54.4 : 54.3%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	11	-	475	2027	608	78.1%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	13	-	531	2065	723	73.5%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	13	-	535	2170:2025	628+488	48.0 : 48.0%
8/1+8/2	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	15	-	875	1953:2090	781+836	55.3 : 53.0%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	15	-	440	1953	781	56.3%

9/1		U	N/A	N/A	-		-	-	-	880	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	987	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	365	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	440	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	1051	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	457	Inf	Inf	0.0%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	570	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	59	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	88	Inf	Inf	0.0%
14/1	Cliffe Lane Left Left2	O	N/A	N/A	-		-	-	-	73	2005	420	17.4%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**60**	**13**	**0**	**27.0**	**6.3**	**0.0**	**33.3**	**-**	**-**	**-**	**-**
M1 J22 / A50 / A511	**-**	**-**	**60**	**13**	**0**	**27.0**	**6.3**	**0.0**	**33.3**	**-**	**-**	**-**	**-**
1/1	635	635	-	-	-	1.6	0.0	-	1.6	8.9	6.9	0.0	6.9
1/2	677	677	-	-	-	1.7	0.0	-	1.7	9.0	7.3	0.0	7.3
1/3	440	440	-	-	-	1.0	0.0	-	1.0	7.8	4.2	0.0	4.2
2/2+2/1	633	633	-	-	-	3.4	0.8	-	4.1	23.5	4.6	0.8	5.3
2/3	44	44	-	-	-	0.2	0.0	-	0.2	20.2	0.5	0.0	0.6
3/1	39	39	-	-	-	0.2	0.0	-	0.2	14.5	0.4	0.0	0.4
3/2+3/3	508	508	-	-	-	1.7	0.0	-	1.7	12.4	3.0	0.0	3.0
4/2+4/1	1046	1046	-	-	-	2.5	1.1	-	3.6	12.4	8.0	1.1	9.1
4/3	650	650	-	-	-	1.6	0.7	-	2.4	13.1	7.2	0.7	8.0
5/1	721	721	-	-	-	1.9	0.0	-	1.9	9.4	6.8	0.0	6.8
5/2	717	717	-	-	-	1.9	0.0	-	1.9	9.3	6.6	0.0	6.6
6/2+6/1	661	661	-	-	-	2.2	0.6	-	2.7	15.0	3.0	0.6	3.6
6/3	475	475	-	-	-	1.7	1.7	-	3.4	26.0	4.7	1.7	6.5
7/1	531	531	-	-	-	0.5	0.0	-	0.5	3.6	0.9	0.0	0.9
7/2+7/3	535	535	-	-	-	1.6	0.0	-	1.6	10.7	2.9	0.0	2.9
8/1+8/2	875	875	-	-	-	2.2	0.6	-	2.8	11.6	3.7	0.6	4.3
8/3	440	440	-	-	-	1.1	0.6	-	1.8	14.6	3.7	0.6	4.3
9/1	880	880	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	987	987	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	365	365	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	440	440	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1051	1051	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	457	457	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	570	570	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	59	59	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	88	88	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	73	73	60	13	0	0.0	0.1	-	0.2	7.6	0.3	0.1	0.4

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	49.3	Total Delay for Signalled Lanes (pcuHr):	8.60	Cycle Time (s): 60
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%):	16.7	Total Delay for Signalled Lanes (pcuHr):	7.89	Cycle Time (s): 60
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%):	14.3	Total Delay for Signalled Lanes (pcuHr):	9.91	Cycle Time (s): 40
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%):	22.5	Total Delay for Signalled Lanes (pcuHr):	6.72	Cycle Time (s): 40
	PRC Over All Lanes (%):	14.3	Total Delay Over All Lanes(pcuHr):	33.27	

Stage Timings

Scenario 7: '2030 Future Year + Committed Dev + Dev AM Peak ' (FG7: '2030 Future Year + Committed Dev + Dev AM Peak ', Plan 1: 'Network Control Plan 1')

C1 - M1/J22 A50/A511 Controller 1

Stage Stream: 1

Stage	1	2
Duration	29	18
Change Point	27	3

Stage Stream: 2

Stage	1	2
Duration	18	30
Change Point	52	16

C2 - M1/J22 A50/A511 Controller 2

Stage Stream: 1

Stage	1	2
Duration	25	13
Change Point	0	31

Stage Stream: 2

Stage	1	2
Duration	19	19
Change Point	15	40

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**101.5%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	**101.5%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	29	-	933	1995	998	93.5%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	29	-	988	2093	1047	94.4%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	29	-	590	1956	978	60.3%
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	1:1	N/A	C1:B		1	18	-	935	1966:1978	623+626	74.9 : 74.9%
2/3	M1 N/B Off-slip Ahead	U	1:1	N/A	C1:B		1	18	-	34	1978	626	5.4%
3/1	Circ W Ahead	U	1:2	N/A	C1:C		1	18	-	393	1995	632	62.2%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	18	-	676	2132:1995	650+28	99.7 : 99.7%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	30	-	1592	2120:1966	971+597	101.5 : 101.5%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	30	-	1029	1983	1025	100.4%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	25	-	1044	2034	1058	97.3%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	25	-	1057	2034	1058	99.5%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	13	-	960	2027:2027	568+568	84.6 : 84.6%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	13	-	546	2027	568	96.2%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	19	-	830	2065	826	100.0%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	19	-	714	2178:2025	680+399	66.0 : 66.1%
8/1+8/2	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	19	-	1406	1953:2090	737+782	92.5 : 92.5%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	19	-	590	1953	781	75.5%

9/1		U	N/A	N/A	-		-	-	-	1346	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	1153	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	999	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	590	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	1524	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	539	Inf	Inf	0.0%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	862	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	167	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	80	Inf	Inf	0.0%
14/1	Cliffe Lane Left Left2	O	N/A	N/A	-		-	-	-	168	2005	260	64.6%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**68**	**100**	**0**	**53.4**	**63.8**	**0.0**	**117.2**	**-**	**-**	**-**	**-**
M1 J22 / A50 / A511	**-**	**-**	**68**	**100**	**0**	**53.4**	**63.8**	**0.0**	**117.2**	**-**	**-**	**-**	**-**
1/1	933	933	-	-	-	3.7	0.0	-	3.7	14.1	14.5	0.0	14.5
1/2	988	988	-	-	-	3.9	0.0	-	3.9	14.2	15.4	0.0	15.4
1/3	590	590	-	-	-	1.8	0.0	-	1.8	10.7	6.9	0.0	6.9
2/2+2/1	935	935	-	-	-	4.8	1.5	-	6.2	24.0	6.9	1.5	8.4
2/3	34	34	-	-	-	0.1	0.0	-	0.2	17.4	0.4	0.0	0.4
3/1	393	393	-	-	-	0.7	0.0	-	0.7	6.6	4.0	0.0	4.0
3/2+3/3	676	674	-	-	-	2.3	0.0	-	2.3	12.0	11.0	0.0	11.0
4/2+4/1	1592	1568	-	-	-	5.9	26.8	-	32.7	73.9	21.4	26.8	48.2
4/3	1029	1025	-	-	-	4.2	17.2	-	21.4	75.0	17.2	17.2	34.4
5/1	1029	1029	-	-	-	3.3	0.0	-	3.3	11.7	13.7	0.0	13.7
5/2	1052	1052	-	-	-	3.5	0.0	-	3.5	11.9	14.3	0.0	14.3
6/2+6/1	960	960	-	-	-	4.5	2.7	-	7.2	27.0	6.3	2.7	8.9
6/3	546	546	-	-	-	2.7	7.5	-	10.2	67.0	7.4	7.5	14.9
7/1	826	826	-	-	-	0.7	0.1	-	0.8	3.6	10.7	0.1	10.8
7/2+7/3	713	713	-	-	-	3.3	0.0	-	3.3	16.5	5.2	0.0	5.2
8/1+8/2	1406	1406	-	-	-	5.4	5.6	-	11.0	28.2	9.0	5.6	14.7
8/3	590	590	-	-	-	2.1	1.5	-	3.6	22.2	6.9	1.5	8.4
9/1	1346	1346	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	1153	1153	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	990	990	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	589	589	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1509	1509	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	539	539	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	858	858	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	166	166	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	80	80	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	168	168	68	100	0	0.5	0.9	-	1.4	30.4	2.4	0.9	3.3

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	-4.9	Total Delay for Signalled Lanes (pcuHr):	15.72	Cycle Time (s): 60
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%):	-12.8	Total Delay for Signalled Lanes (pcuHr):	57.10	Cycle Time (s): 60
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%):	-10.5	Total Delay for Signalled Lanes (pcuHr):	24.18	Cycle Time (s): 50
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%):	-11.1	Total Delay for Signalled Lanes (pcuHr):	18.75	Cycle Time (s): 50
	PRC Over All Lanes (%):	-12.8	Total Delay Over All Lanes(pcuHr):	117.17	

Stage Timings

Scenario 8: '2030 Future Year + Committed Dev + Dev PM Peak ' (FG8: '2030 Future Year + Committed Dev + Dev PM Peak ', Plan 1: 'Network Control Plan 1')

C1 - M1/J22 A50/A511 Controller 1

Stage Stream: 1

Stage	1	2
Duration	32	15
Change Point	9	48

Stage Stream: 2

Stage	1	2
Duration	11	37
Change Point	27	44

C2 - M1/J22 A50/A511 Controller 2

Stage Stream: 1

Stage	1	2
Duration	17	11
Change Point	1	24

Stage Stream: 2

Stage	1	2
Duration	13	15
Change Point	9	28

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.4%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.4%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	32	-	707	1995	1097	64.4%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	32	-	753	2093	1151	65.4%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	32	-	347	1956	1076	32.3%
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	1:1	N/A	C1:B		1	15	-	677	1966:1977	524+527	64.5 : 64.3%
2/3	M1 N/B Off-slip Ahead	U	1:1	N/A	C1:B		1	15	-	44	1978	527	8.3%
3/1	Circ W Ahead	U	1:2	N/A	C1:C		1	11	-	132	1995	399	33.1%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	11	-	415	2132:1995	426+81	81.8 : 81.8%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	37	-	1120	2120:1966	1153+553	65.7 : 65.7%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	37	-	692	1983	1256	55.1%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	17	-	759	2034	915	82.9%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	17	-	758	2034	915	82.8%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	11	-	661	2027:2027	608+608	54.4 : 54.3%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	11	-	507	2027	608	83.4%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	13	-	563	2065	723	77.9%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	13	-	587	2172:2025	632+466	53.5 : 53.5%
8/1+8/2	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	15	-	991	1953:2090	781+836	62.3 : 60.3%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	15	-	347	1953	781	44.4%

9/1		U	N/A	N/A	-		-	-	-	974	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	992	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	495	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	347	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	1089	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	446	Inf	Inf	0.0%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	79	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	88	Inf	Inf	0.0%
14/1	Cliffe Lane Left Left2	O	N/A	N/A	-		-	-	-	73	2005	390	18.7%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**60**	**13**	**0**	**27.8**	**6.8**	**0.0**	**34.6**	**-**	**-**	**-**	**-**
M1 J22 / A50 / A511	**-**	**-**	**60**	**13**	**0**	**27.8**	**6.8**	**0.0**	**34.6**	**-**	**-**	**-**	**-**
1/1	707	707	-	-	-	1.8	0.0	-	1.8	9.4	8.1	0.0	8.1
1/2	753	753	-	-	-	2.0	0.0	-	2.0	9.5	8.8	0.0	8.8
1/3	347	347	-	-	-	0.7	0.0	-	0.7	7.4	3.1	0.0	3.1
2/2+2/1	677	677	-	-	-	3.7	0.9	-	4.6	24.3	5.0	0.9	5.9
2/3	44	44	-	-	-	0.2	0.0	-	0.2	20.2	0.5	0.0	0.6
3/1	132	132	-	-	-	0.5	0.0	-	0.5	13.8	1.3	0.0	1.3
3/2+3/3	415	415	-	-	-	1.9	0.0	-	1.9	16.8	5.5	0.0	5.5
4/2+4/1	1120	1120	-	-	-	1.8	1.0	-	2.8	8.9	7.1	1.0	8.1
4/3	692	692	-	-	-	1.2	0.6	-	1.8	9.4	6.3	0.6	7.0
5/1	759	759	-	-	-	2.0	0.0	-	2.0	9.7	7.4	0.0	7.4
5/2	758	758	-	-	-	2.0	0.0	-	2.0	9.6	7.4	0.0	7.4
6/2+6/1	661	661	-	-	-	2.2	0.6	-	2.7	15.0	3.0	0.6	3.6
6/3	507	507	-	-	-	1.8	2.4	-	4.2	30.1	5.2	2.4	7.6
7/1	563	563	-	-	-	0.5	0.0	-	0.5	3.1	1.2	0.0	1.2
7/2+7/3	587	587	-	-	-	1.8	0.0	-	1.8	11.2	3.2	0.0	3.2
8/1+8/2	991	991	-	-	-	2.6	0.8	-	3.4	12.4	4.3	0.8	5.1
8/3	347	347	-	-	-	0.8	0.4	-	1.2	12.9	2.8	0.4	3.2
9/1	974	974	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	992	992	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1089	1089	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	446	446	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	602	602	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	79	79	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	88	88	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	73	73	60	13	0	0.1	0.1	-	0.2	8.8	0.4	0.1	0.5

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	37.6	Total Delay for Signalled Lanes (pcuHr):	9.36	Cycle Time (s): 60
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%):	10.0	Total Delay for Signalled Lanes (pcuHr):	7.02	Cycle Time (s): 60
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%):	7.9	Total Delay for Signalled Lanes (pcuHr):	11.05	Cycle Time (s): 40
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%):	15.5	Total Delay for Signalled Lanes (pcuHr):	6.98	Cycle Time (s): 40
	PRC Over All Lanes (%):	7.9	Total Delay Over All Lanes(pcuHr):	34.58	

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.0.0.2177
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Filename: Junction 9_ B585 - Beveridge Lane - Roundabout - REV A.j11
Path: P:\25000's\25435\Junction Modelling\Junctions 11 Models\REV A
Report generation date: 28/08/2025 13:01:20

»2024 | Base | AM
»2024 | Base | PM
»2030 | Future Year | AM
»2030 | Future Year | PM
»2030 | Future Year + Committed Dev | AM
»2030 | Future Year + Committed Dev | PM
»2030 | Future Year + Committed Dev + Development | AM
»2030 | Future Year + Committed Dev + Development | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024 - Base									
A - Walker Road	D1	0.1	4.70	0.08	A	D2	0.1	3.61	0.05	A
B - B585 - Beveridge Lane (E)		0.7	2.13	0.39	A		0.3	1.65	0.21	A
C - B585 - West Lane (S)		0.5	3.31	0.26	A		0.2	2.21	0.16	A
D - Beveridge Lane (W)		1.1	4.38	0.47	A		0.4	2.78	0.28	A
	2030 - Future Year									
A - Walker Road	D3	0.1	4.93	0.08	A	D4	0.1	3.71	0.05	A
B - B585 - Beveridge Lane (E)		0.8	2.24	0.42	A		0.3	1.68	0.23	A
C - B585 - West Lane (S)		0.5	3.48	0.28	A		0.2	2.26	0.17	A
D - Beveridge Lane (W)		1.2	4.76	0.51	A		0.5	2.88	0.30	A
	2030 - Future Year + Committed Dev									
A - Walker Road	D5	0.1	5.65	0.10	A	D6	0.1	4.17	0.06	A
B - B585 - Beveridge Lane (E)		1.2	2.83	0.51	A		0.5	2.00	0.30	A
C - B585 - West Lane (S)		0.9	4.28	0.38	A		0.5	2.85	0.29	A
D - Beveridge Lane (W)		1.6	5.81	0.58	A		0.6	3.28	0.35	A
	2030 - Future Year + Committed Dev + Development									
A - Walker Road	D7	0.1	5.74	0.10	A	D8	0.1	4.52	0.06	A
B - B585 - Beveridge Lane (E)		1.6	3.31	0.58	A		0.6	2.10	0.35	A
C - B585 - West Lane (S)		0.9	4.40	0.39	A		0.7	3.08	0.36	A
D - Beveridge Lane (W)		1.7	5.96	0.59	A		0.6	3.56	0.37	A

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

File summary

File Description

Title	
Location	
Site number	
Date	05/03/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Bradley
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	Base	AM	ONE HOUR	06:45	08:15	15
D2	2024	Base	PM	ONE HOUR	17:45	19:15	15
D3	2030	Future Year	AM	ONE HOUR	06:45	08:15	15
D4	2030	Future Year	PM	ONE HOUR	17:45	19:15	15
D5	2030	Future Year + Committed Dev	AM	ONE HOUR	06:45	08:15	15
D6	2030	Future Year + Committed Dev	PM	ONE HOUR	17:45	19:15	15
D7	2030	Future Year + Committed Dev + Development	AM	ONE HOUR	06:45	08:15	15
D8	2030	Future Year + Committed Dev + Development	PM	ONE HOUR	17:45	19:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.17	A

Arms

Arms

Arm	Name	Description	No give-way line
A	Walker Road		
B	B585 - Beveridge Lane (E)		
C	B585 - West Lane (S)		
D	Beveridge Lane (W)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - Walker Road	3.63	8.03	11.4	42.6	68.2	28.0		
B - B585 - Beveridge Lane (E)	7.10	11.80	25.1	37.1	68.2	18.0		
C - B585 - West Lane (S)	7.83	7.87	1.0	38.7	68.2	25.0		
D - Beveridge Lane (W)	3.40	9.29	30.0	39.1	68.2	34.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Walker Road	0.530	1751
B - B585 - Beveridge Lane (E)	0.775	3236
C - B585 - West Lane (S)	0.648	2481
D - Beveridge Lane (W)	0.588	2148

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	Base	AM	ONE HOUR	06:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Walker Road		✓	76	100.000
B - B585 - Beveridge Lane (E)		✓	1108	100.000
C - B585 - West Lane (S)		✓	465	100.000
D - Beveridge Lane (W)		✓	795	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Walker Road	B - B585 - Beveridge Lane (E)	C - B585 - West Lane (S)	D - Beveridge Lane (W)
From	A - Walker Road	0	49	16	11
	B - B585 - Beveridge Lane (E)	63	28	417	600
	C - B585 - West Lane (S)	25	351	0	89
	D - Beveridge Lane (W)	64	628	103	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Walker Road	B - B585 - Beveridge Lane (E)	C - B585 - West Lane (S)	D - Beveridge Lane (W)
From	A - Walker Road	0	36	60	0
	B - B585 - Beveridge Lane (E)	13	4	20	9
	C - B585 - West Lane (S)	56	33	0	39
	D - Beveridge Lane (W)	3	18	29	100

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Walker Road	0.08	4.70	0.1	A
B - B585 - Beveridge Lane (E)	0.39	2.13	0.7	A
C - B585 - West Lane (S)	0.26	3.31	0.5	A
D - Beveridge Lane (W)	0.47	4.38	1.1	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	57	833	1310	0.044	57	0.1	3.828	A
B - B585 - Beveridge Lane (E)	834	98	3161	0.264	833	0.4	1.747	A
C - B585 - West Lane (S)	350	527	2139	0.164	349	0.3	2.718	A
D - Beveridge Lane (W)	599	351	1942	0.308	596	0.5	3.152	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	68	997	1223	0.056	68	0.1	4.154	A
B - B585 - Beveridge Lane (E)	996	117	3146	0.317	996	0.5	1.891	A
C - B585 - West Lane (S)	418	631	2072	0.202	418	0.3	2.942	A
D - Beveridge Lane (W)	715	420	1901	0.376	714	0.7	3.574	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	84	1220	1105	0.076	84	0.1	4.699	A
B - B585 - Beveridge Lane (E)	1220	143	3126	0.390	1219	0.7	2.132	A
C - B585 - West Lane (S)	512	772	1980	0.259	511	0.5	3.314	A
D - Beveridge Lane (W)	875	514	1846	0.474	874	1.1	4.362	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	84	1222	1104	0.076	84	0.1	4.703	A
B - B585 - Beveridge Lane (E)	1220	143	3125	0.390	1220	0.7	2.134	A
C - B585 - West Lane (S)	512	773	1980	0.259	512	0.5	3.315	A
D - Beveridge Lane (W)	875	514	1845	0.474	875	1.1	4.375	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	68	1000	1222	0.056	68	0.1	4.162	A
B - B585 - Beveridge Lane (E)	996	117	3146	0.317	997	0.5	1.892	A
C - B585 - West Lane (S)	418	632	2071	0.202	419	0.3	2.947	A
D - Beveridge Lane (W)	715	420	1901	0.376	716	0.7	3.587	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	57	837	1308	0.044	57	0.1	3.835	A
B - B585 - Beveridge Lane (E)	834	98	3160	0.264	835	0.4	1.751	A
C - B585 - West Lane (S)	350	529	2138	0.164	350	0.3	2.724	A
D - Beveridge Lane (W)	599	352	1941	0.308	599	0.5	3.165	A

2024 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	2.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.22	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024	Base	PM	ONE HOUR	17:45	19:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Walker Road		✓	57	100.000
B - B585 - Beveridge Lane (E)		✓	617	100.000
C - B585 - West Lane (S)		✓	324	100.000
D - Beveridge Lane (W)		✓	505	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Walker Road	B - B585 - Beveridge Lane (E)	C - B585 - West Lane (S)	D - Beveridge Lane (W)
From	A - Walker Road	0	38	11	8
	B - B585 - Beveridge Lane (E)	12	5	255	345
	C - B585 - West Lane (S)	6	263	0	55
	D - Beveridge Lane (W)	1	454	50	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Walker Road	B - B585 - Beveridge Lane (E)	C - B585 - West Lane (S)	D - Beveridge Lane (W)
From	A - Walker Road	0	23	57	0
	B - B585 - Beveridge Lane (E)	50	25	18	11
	C - B585 - West Lane (S)	50	13	0	17
	D - Beveridge Lane (W)	0	8	16	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Walker Road	0.05	3.61	0.1	A
B - B585 - Beveridge Lane (E)	0.21	1.65	0.3	A
C - B585 - West Lane (S)	0.16	2.21	0.2	A
D - Beveridge Lane (W)	0.28	2.78	0.4	A

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	43	580	1444	0.030	43	0.0	3.189	A
B - B585 - Beveridge Lane (E)	465	52	3196	0.145	464	0.2	1.508	A
C - B585 - West Lane (S)	244	278	2301	0.106	243	0.1	1.998	A
D - Beveridge Lane (W)	380	215	2021	0.188	379	0.3	2.382	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	51	694	1384	0.037	51	0.0	3.354	A
B - B585 - Beveridge Lane (E)	555	62	3188	0.174	554	0.2	1.564	A
C - B585 - West Lane (S)	291	333	2265	0.129	291	0.2	2.082	A
D - Beveridge Lane (W)	454	257	1997	0.227	454	0.3	2.536	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	63	849	1301	0.048	63	0.1	3.609	A
B - B585 - Beveridge Lane (E)	679	76	3177	0.214	679	0.3	1.649	A
C - B585 - West Lane (S)	357	407	2217	0.161	357	0.2	2.209	A
D - Beveridge Lane (W)	556	315	1963	0.283	556	0.4	2.782	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	63	850	1301	0.048	63	0.1	3.609	A
B - B585 - Beveridge Lane (E)	679	76	3177	0.214	679	0.3	1.649	A
C - B585 - West Lane (S)	357	407	2217	0.161	357	0.2	2.209	A
D - Beveridge Lane (W)	556	315	1962	0.283	556	0.4	2.782	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	51	695	1383	0.037	51	0.0	3.355	A
B - B585 - Beveridge Lane (E)	555	62	3188	0.174	555	0.2	1.564	A
C - B585 - West Lane (S)	291	333	2265	0.129	291	0.2	2.084	A
D - Beveridge Lane (W)	454	257	1996	0.227	454	0.3	2.538	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	43	582	1443	0.030	43	0.0	3.192	A
B - B585 - Beveridge Lane (E)	465	52	3196	0.145	465	0.2	1.510	A
C - B585 - West Lane (S)	244	279	2300	0.106	244	0.1	1.999	A
D - Beveridge Lane (W)	380	215	2021	0.188	380	0.3	2.385	A

2030 | Future Year | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.38	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030	Future Year	AM	ONE HOUR	06:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Walker Road		✓	81	100.000
B - B585 - Beveridge Lane (E)		✓	1182	100.000
C - B585 - West Lane (S)		✓	496	100.000
D - Beveridge Lane (W)		✓	848	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Walker Road	B - B585 - Beveridge Lane (E)	C - B585 - West Lane (S)	D - Beveridge Lane (W)
From	A - Walker Road	0	52	17	12
	B - B585 - Beveridge Lane (E)	67	30	445	640
	C - B585 - West Lane (S)	27	374	0	95
	D - Beveridge Lane (W)	68	670	110	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Walker Road	B - B585 - Beveridge Lane (E)	C - B585 - West Lane (S)	D - Beveridge Lane (W)
From	A - Walker Road	0	36	60	0
	B - B585 - Beveridge Lane (E)	13	4	20	9
	C - B585 - West Lane (S)	56	33	0	39
	D - Beveridge Lane (W)	3	18	29	100

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Walker Road	0.08	4.93	0.1	A
B - B585 - Beveridge Lane (E)	0.42	2.24	0.8	A
C - B585 - West Lane (S)	0.28	3.48	0.5	A
D - Beveridge Lane (W)	0.51	4.76	1.2	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	61	888	1281	0.048	61	0.1	3.927	A
B - B585 - Beveridge Lane (E)	890	104	3156	0.282	888	0.4	1.794	A
C - B585 - West Lane (S)	373	563	2116	0.176	372	0.3	2.790	A
D - Beveridge Lane (W)	638	374	1928	0.331	636	0.6	3.281	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	73	1063	1188	0.061	73	0.1	4.296	A
B - B585 - Beveridge Lane (E)	1063	125	3140	0.338	1062	0.6	1.958	A
C - B585 - West Lane (S)	446	673	2044	0.218	446	0.4	3.044	A
D - Beveridge Lane (W)	762	447	1885	0.405	761	0.8	3.778	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	89	1302	1062	0.084	89	0.1	4.927	A
B - B585 - Beveridge Lane (E)	1301	153	3118	0.417	1300	0.8	2.237	A
C - B585 - West Lane (S)	546	824	1946	0.281	546	0.5	3.472	A
D - Beveridge Lane (W)	934	548	1826	0.511	932	1.2	4.742	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	89	1304	1060	0.084	89	0.1	4.932	A
B - B585 - Beveridge Lane (E)	1301	153	3118	0.417	1301	0.8	2.239	A
C - B585 - West Lane (S)	546	825	1946	0.281	546	0.5	3.475	A
D - Beveridge Lane (W)	934	548	1825	0.512	934	1.2	4.760	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	73	1066	1186	0.061	73	0.1	4.306	A
B - B585 - Beveridge Lane (E)	1063	125	3139	0.338	1064	0.6	1.960	A
C - B585 - West Lane (S)	446	674	2044	0.218	446	0.4	3.049	A
D - Beveridge Lane (W)	762	448	1884	0.405	764	0.8	3.797	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	61	892	1278	0.048	61	0.1	3.936	A
B - B585 - Beveridge Lane (E)	890	105	3155	0.282	890	0.4	1.798	A
C - B585 - West Lane (S)	373	564	2115	0.177	374	0.3	2.797	A
D - Beveridge Lane (W)	638	375	1927	0.331	639	0.6	3.298	A

2030 | Future Year | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	2.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.29	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030	Future Year	PM	ONE HOUR	17:45	19:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Walker Road		✓	62	100.000
B - B585 - Beveridge Lane (E)		✓	659	100.000
C - B585 - West Lane (S)		✓	346	100.000
D - Beveridge Lane (W)		✓	539	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Walker Road	B - B585 - Beveridge Lane (E)	C - B585 - West Lane (S)	D - Beveridge Lane (W)
From	A - Walker Road	0	41	12	9
	B - B585 - Beveridge Lane (E)	13	5	272	369
	C - B585 - West Lane (S)	6	281	0	59
	D - Beveridge Lane (W)	1	485	53	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Walker Road	B - B585 - Beveridge Lane (E)	C - B585 - West Lane (S)	D - Beveridge Lane (W)
From	A - Walker Road	0	23	57	0
	B - B585 - Beveridge Lane (E)	50	25	18	11
	C - B585 - West Lane (S)	50	13	0	17
	D - Beveridge Lane (W)	0	8	16	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Walker Road	0.05	3.71	0.1	A
B - B585 - Beveridge Lane (E)	0.23	1.68	0.3	A
C - B585 - West Lane (S)	0.17	2.26	0.2	A
D - Beveridge Lane (W)	0.30	2.88	0.5	A

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	47	619	1423	0.033	47	0.0	3.243	A
B - B585 - Beveridge Lane (E)	496	56	3193	0.155	495	0.2	1.527	A
C - B585 - West Lane (S)	260	298	2288	0.114	260	0.1	2.026	A
D - Beveridge Lane (W)	406	229	2013	0.202	405	0.3	2.433	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	56	740	1359	0.041	56	0.1	3.426	A
B - B585 - Beveridge Lane (E)	592	66	3185	0.186	592	0.3	1.589	A
C - B585 - West Lane (S)	311	356	2250	0.138	311	0.2	2.119	A
D - Beveridge Lane (W)	485	274	1986	0.244	484	0.3	2.605	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	68	907	1271	0.054	68	0.1	3.712	A
B - B585 - Beveridge Lane (E)	726	81	3173	0.229	725	0.3	1.683	A
C - B585 - West Lane (S)	381	436	2198	0.173	381	0.2	2.261	A
D - Beveridge Lane (W)	593	336	1950	0.304	593	0.5	2.883	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	68	907	1270	0.054	68	0.1	3.713	A
B - B585 - Beveridge Lane (E)	726	81	3173	0.229	726	0.3	1.683	A
C - B585 - West Lane (S)	381	436	2198	0.173	381	0.2	2.261	A
D - Beveridge Lane (W)	593	336	1950	0.304	593	0.5	2.884	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	56	741	1358	0.041	56	0.1	3.430	A
B - B585 - Beveridge Lane (E)	592	67	3185	0.186	593	0.3	1.589	A
C - B585 - West Lane (S)	311	356	2250	0.138	311	0.2	2.121	A
D - Beveridge Lane (W)	485	274	1986	0.244	485	0.4	2.607	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	47	621	1422	0.033	47	0.0	3.248	A
B - B585 - Beveridge Lane (E)	496	56	3193	0.155	496	0.2	1.530	A
C - B585 - West Lane (S)	260	298	2287	0.114	261	0.1	2.029	A
D - Beveridge Lane (W)	406	230	2013	0.202	406	0.3	2.438	A

2030 | Future Year + Committed Dev | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.10	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2030	Future Year + Committed Dev	AM	ONE HOUR	06:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Walker Road		✓	83	100.000
B - B585 - Beveridge Lane (E)		✓	1430	100.000
C - B585 - West Lane (S)		✓	674	100.000
D - Beveridge Lane (W)		✓	907	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Walker Road	B - B585 - Beveridge Lane (E)	C - B585 - West Lane (S)	D - Beveridge Lane (W)
From	A - Walker Road	0	54	17	12
	B - B585 - Beveridge Lane (E)	67	30	693	640
	C - B585 - West Lane (S)	27	535	0	112
	D - Beveridge Lane (W)	68	688	151	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Walker Road	B - B585 - Beveridge Lane (E)	C - B585 - West Lane (S)	D - Beveridge Lane (W)
From	A - Walker Road	0	34	60	0
	B - B585 - Beveridge Lane (E)	13	4	31	9
	C - B585 - West Lane (S)	56	44	0	37
	D - Beveridge Lane (W)	3	17	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Walker Road	0.10	5.65	0.1	A
B - B585 - Beveridge Lane (E)	0.51	2.83	1.2	A
C - B585 - West Lane (S)	0.38	4.28	0.9	A
D - Beveridge Lane (W)	0.58	5.81	1.6	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	62	1053	1193	0.052	62	0.1	4.197	A
B - B585 - Beveridge Lane (E)	1077	135	3132	0.344	1074	0.6	2.074	A
C - B585 - West Lane (S)	507	563	2116	0.240	506	0.4	3.199	A
D - Beveridge Lane (W)	683	494	1857	0.368	680	0.7	3.560	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	75	1261	1083	0.069	75	0.1	4.707	A
B - B585 - Beveridge Lane (E)	1286	162	3111	0.413	1285	0.8	2.339	A
C - B585 - West Lane (S)	606	673	2044	0.296	605	0.6	3.580	A
D - Beveridge Lane (W)	815	592	1800	0.453	814	1.0	4.256	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	91	1543	934	0.098	91	0.1	5.634	A
B - B585 - Beveridge Lane (E)	1574	198	3083	0.511	1573	1.2	2.828	A
C - B585 - West Lane (S)	742	824	1947	0.381	741	0.9	4.273	A
D - Beveridge Lane (W)	999	725	1722	0.580	996	1.6	5.766	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	91	1546	932	0.098	91	0.1	5.647	A
B - B585 - Beveridge Lane (E)	1574	198	3083	0.511	1574	1.2	2.833	A
C - B585 - West Lane (S)	742	825	1946	0.381	742	0.9	4.282	A
D - Beveridge Lane (W)	999	726	1721	0.580	999	1.6	5.809	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	75	1265	1081	0.069	75	0.1	4.722	A
B - B585 - Beveridge Lane (E)	1286	162	3111	0.413	1287	0.8	2.347	A
C - B585 - West Lane (S)	606	674	2044	0.296	607	0.6	3.593	A
D - Beveridge Lane (W)	815	593	1799	0.453	818	1.0	4.291	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	62	1059	1190	0.053	63	0.1	4.210	A
B - B585 - Beveridge Lane (E)	1077	136	3131	0.344	1077	0.6	2.083	A
C - B585 - West Lane (S)	507	564	2115	0.240	508	0.5	3.211	A
D - Beveridge Lane (W)	683	497	1856	0.368	684	0.7	3.588	A

2030 | Future Year + Committed Dev | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	2.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.65	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2030	Future Year + Committed Dev	PM	ONE HOUR	17:45	19:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Walker Road		✓	62	100.000
B - B585 - Beveridge Lane (E)		✓	869	100.000
C - B585 - West Lane (S)		✓	569	100.000
D - Beveridge Lane (W)		✓	578	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Walker Road	B - B585 - Beveridge Lane (E)	C - B585 - West Lane (S)	D - Beveridge Lane (W)
From	A - Walker Road	0	41	12	9
	B - B585 - Beveridge Lane (E)	13	5	474	377
	C - B585 - West Lane (S)	6	468	0	95
	D - Beveridge Lane (W)	1	485	92	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Walker Road	B - B585 - Beveridge Lane (E)	C - B585 - West Lane (S)	D - Beveridge Lane (W)
From	A - Walker Road	0	23	57	0
	B - B585 - Beveridge Lane (E)	50	25	31	10
	C - B585 - West Lane (S)	50	26	0	13
	D - Beveridge Lane (W)	0	8	12	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Walker Road	0.06	4.17	0.1	A
B - B585 - Beveridge Lane (E)	0.30	2.00	0.5	A
C - B585 - West Lane (S)	0.29	2.85	0.5	A
D - Beveridge Lane (W)	0.35	3.28	0.6	A

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	47	788	1334	0.035	46	0.0	3.469	A
B - B585 - Beveridge Lane (E)	654	85	3171	0.206	653	0.3	1.732	A
C - B585 - West Lane (S)	428	304	2284	0.188	427	0.3	2.400	A
D - Beveridge Lane (W)	435	369	1930	0.225	434	0.3	2.610	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	56	943	1251	0.045	56	0.1	3.734	A
B - B585 - Beveridge Lane (E)	781	102	3158	0.247	781	0.4	1.834	A
C - B585 - West Lane (S)	512	363	2245	0.228	511	0.4	2.570	A
D - Beveridge Lane (W)	520	442	1888	0.275	519	0.4	2.857	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	68	1155	1139	0.060	68	0.1	4.169	A
B - B585 - Beveridge Lane (E)	957	124	3140	0.305	956	0.5	1.997	A
C - B585 - West Lane (S)	626	445	2193	0.286	626	0.5	2.845	A
D - Beveridge Lane (W)	636	541	1829	0.348	636	0.6	3.273	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	68	1156	1139	0.060	68	0.1	4.172	A
B - B585 - Beveridge Lane (E)	957	124	3140	0.305	957	0.5	1.997	A
C - B585 - West Lane (S)	626	445	2192	0.286	626	0.5	2.846	A
D - Beveridge Lane (W)	636	542	1829	0.348	636	0.6	3.276	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	56	945	1250	0.045	56	0.1	3.737	A
B - B585 - Beveridge Lane (E)	781	102	3157	0.247	782	0.4	1.838	A
C - B585 - West Lane (S)	512	363	2245	0.228	512	0.4	2.572	A
D - Beveridge Lane (W)	520	443	1887	0.275	520	0.4	2.860	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	47	791	1332	0.035	47	0.0	3.474	A
B - B585 - Beveridge Lane (E)	654	85	3170	0.206	655	0.3	1.735	A
C - B585 - West Lane (S)	428	304	2283	0.188	429	0.3	2.405	A
D - Beveridge Lane (W)	435	371	1930	0.226	436	0.3	2.616	A

2030 | Future Year + Committed Dev + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.33	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2030	Future Year + Committed Dev + Development	AM	ONE HOUR	06:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Walker Road		✓	83	100.000
B - B585 - Beveridge Lane (E)		✓	1618	100.000
C - B585 - West Lane (S)		✓	691	100.000
D - Beveridge Lane (W)		✓	914	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Walker Road	B - B585 - Beveridge Lane (E)	C - B585 - West Lane (S)	D - Beveridge Lane (W)
From	A - Walker Road	0	54	17	12
	B - B585 - Beveridge Lane (E)	67	30	881	640
	C - B585 - West Lane (S)	27	552	0	112
	D - Beveridge Lane (W)	68	688	158	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Walker Road	B - B585 - Beveridge Lane (E)	C - B585 - West Lane (S)	D - Beveridge Lane (W)
From	A - Walker Road	0	34	60	0
	B - B585 - Beveridge Lane (E)	13	4	29	9
	C - B585 - West Lane (S)	56	46	0	37
	D - Beveridge Lane (W)	3	17	21	100

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Walker Road	0.10	5.74	0.1	A
B - B585 - Beveridge Lane (E)	0.58	3.31	1.6	A
C - B585 - West Lane (S)	0.39	4.40	0.9	A
D - Beveridge Lane (W)	0.59	5.96	1.7	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	62	1071	1184	0.053	62	0.1	4.233	A
B - B585 - Beveridge Lane (E)	1218	140	3128	0.389	1215	0.8	2.238	A
C - B585 - West Lane (S)	520	562	2116	0.246	518	0.5	3.261	A
D - Beveridge Lane (W)	688	507	1849	0.372	685	0.7	3.595	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	75	1282	1072	0.070	75	0.1	4.761	A
B - B585 - Beveridge Lane (E)	1455	168	3106	0.468	1453	1.0	2.593	A
C - B585 - West Lane (S)	621	673	2045	0.304	621	0.6	3.659	A
D - Beveridge Lane (W)	822	607	1791	0.459	820	1.0	4.316	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	91	1569	920	0.099	91	0.1	5.728	A
B - B585 - Beveridge Lane (E)	1781	205	3077	0.579	1779	1.6	3.298	A
C - B585 - West Lane (S)	761	824	1947	0.391	760	0.9	4.387	A
D - Beveridge Lane (W)	1006	743	1711	0.588	1004	1.6	5.908	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	91	1572	918	0.100	91	0.1	5.743	A
B - B585 - Beveridge Lane (E)	1781	206	3077	0.579	1781	1.6	3.309	A
C - B585 - West Lane (S)	761	825	1946	0.391	761	0.9	4.398	A
D - Beveridge Lane (W)	1006	744	1710	0.588	1006	1.7	5.957	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	75	1287	1069	0.070	75	0.1	4.775	A
B - B585 - Beveridge Lane (E)	1455	169	3106	0.468	1457	1.1	2.606	A
C - B585 - West Lane (S)	621	674	2043	0.304	622	0.6	3.673	A
D - Beveridge Lane (W)	822	609	1790	0.459	824	1.0	4.354	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	62	1077	1181	0.053	63	0.1	4.247	A
B - B585 - Beveridge Lane (E)	1218	141	3127	0.390	1219	0.8	2.248	A
C - B585 - West Lane (S)	520	564	2115	0.246	521	0.5	3.271	A
D - Beveridge Lane (W)	688	510	1848	0.372	689	0.7	3.624	A

2030 | Future Year + Committed Dev + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	2.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.83	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2030	Future Year + Committed Dev + Development	PM	ONE HOUR	17:45	19:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Walker Road		✓	62	100.000
B - B585 - Beveridge Lane (E)		✓	987	100.000
C - B585 - West Lane (S)		✓	711	100.000
D - Beveridge Lane (W)		✓	584	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Walker Road	B - B585 - Beveridge Lane (E)	C - B585 - West Lane (S)	D - Beveridge Lane (W)
From	A - Walker Road	0	41	12	9
	B - B585 - Beveridge Lane (E)	13	5	592	377
	C - B585 - West Lane (S)	6	603	0	102
	D - Beveridge Lane (W)	1	485	98	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Walker Road	B - B585 - Beveridge Lane (E)	C - B585 - West Lane (S)	D - Beveridge Lane (W)
From	A - Walker Road	0	23	57	0
	B - B585 - Beveridge Lane (E)	50	25	26	10
	C - B585 - West Lane (S)	50	22	0	12
	D - Beveridge Lane (W)	0	8	12	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Walker Road	0.06	4.52	0.1	A
B - B585 - Beveridge Lane (E)	0.35	2.10	0.6	A
C - B585 - West Lane (S)	0.36	3.08	0.7	A
D - Beveridge Lane (W)	0.37	3.56	0.6	A

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	47	894	1277	0.037	46	0.0	3.627	A
B - B585 - Beveridge Lane (E)	743	89	3167	0.235	742	0.4	1.775	A
C - B585 - West Lane (S)	535	304	2284	0.234	534	0.4	2.479	A
D - Beveridge Lane (W)	440	471	1871	0.235	438	0.3	2.727	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	56	1070	1184	0.047	56	0.1	3.957	A
B - B585 - Beveridge Lane (E)	887	107	3153	0.281	887	0.5	1.898	A
C - B585 - West Lane (S)	639	363	2245	0.285	639	0.5	2.703	A
D - Beveridge Lane (W)	525	563	1817	0.289	525	0.4	3.027	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	68	1310	1057	0.065	68	0.1	4.516	A
B - B585 - Beveridge Lane (E)	1087	131	3135	0.347	1086	0.6	2.101	A
C - B585 - West Lane (S)	783	445	2193	0.357	782	0.7	3.077	A
D - Beveridge Lane (W)	643	690	1742	0.369	642	0.6	3.554	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	68	1311	1056	0.065	68	0.1	4.519	A
B - B585 - Beveridge Lane (E)	1087	131	3135	0.347	1087	0.6	2.101	A
C - B585 - West Lane (S)	783	445	2192	0.357	783	0.7	3.080	A
D - Beveridge Lane (W)	643	690	1742	0.369	643	0.6	3.558	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	56	1072	1183	0.047	56	0.1	3.963	A
B - B585 - Beveridge Lane (E)	887	107	3153	0.281	888	0.5	1.903	A
C - B585 - West Lane (S)	639	363	2245	0.285	640	0.5	2.706	A
D - Beveridge Lane (W)	525	564	1816	0.289	526	0.4	3.034	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Walker Road	47	897	1276	0.037	47	0.0	3.633	A
B - B585 - Beveridge Lane (E)	743	90	3167	0.235	743	0.4	1.776	A
C - B585 - West Lane (S)	535	304	2283	0.234	536	0.4	2.487	A
D - Beveridge Lane (W)	440	472	1870	0.235	440	0.3	2.737	A

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.0.0.2177
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Filename: Junction 10_ B585 - Interlink Way - Roundabout REV B.j11
Path: P:\25000's\25435\Junction Modelling\Junctions 11 Models\REV A
Report generation date: 28/08/2025 13:33:58

»2024 | Base | AM
»2024 | Base | PM
»2030 | Future Year | AM
»2030 | Future Year | PM
»2030 | Future Year + Committed Dev | AM
»2030 | Future Year + Committed Dev | PM
»2030 | Future Year + Committed Dev + Development | AM
»2030 | Future Year + Committed Dev + Development | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	[Lane Simulation] - 2024 - Base									
A - B585 (N)	D1	1.4	7.07	0.28	A	D2	0.5	5.16	0.17	A
B - Access Road		0.0	5.49	0.01	A		0.1	4.21	0.04	A
C - B585 (S)		0.7	4.47	0.32	A		0.3	3.09	0.14	A
D - Interlink Way (E)		0.3	6.39	0.11	A		0.2	4.36	0.12	A
	[Lane Simulation] - 2030 - Future Year									
A - B585 (N)	D3	1.3	7.61	0.30	A	D4	0.6	5.24	0.18	A
B - Access Road		0.1	5.50	0.01	A		0.1	4.02	0.05	A
C - B585 (S)		0.8	4.86	0.34	A		0.2	3.01	0.15	A
D - Interlink Way (E)		0.2	6.47	0.12	A		0.2	4.56	0.14	A
	[Lane Simulation] - 2030 - Future Year + Committed Dev									
A - B585 (N)	D5	4.9	17.94	0.52	C	D6	1.7	7.89	0.31	A
B - Access Road		0.1	6.39	0.02	A		0.1	4.77	0.06	A
C - B585 (S)		1.4	6.18	0.46	A		0.8	4.42	0.31	A
D - Interlink Way (E)		0.3	7.39	0.13	A		0.2	5.10	0.15	A
	[Lane Simulation] - 2030 - Future Year + Committed Dev + Development									
A - B585 (N)	D7	17.9	58.19	0.68	F	D8	2.4	10.92	0.42	B
B - Access Road		0.0	7.74	0.02	A		0.1	5.70	0.06	A
C - B585 (S)		1.3	6.21	0.47	A		0.7	4.88	0.41	A
D - Interlink Way (E)		0.3	7.87	0.13	A		0.3	5.95	0.16	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Arm and junction delays are averages for all movements, including movements with zero delay.

File summary

File Description

Title	
Location	
Site number	
Date	05/03/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Bradley
Description	

Units

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

Analysis Options

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

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Calculate RFCs	Relaxation factor for capacity/RFC runs	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials	t
Delay	1.00	100000	100000	Calculate for all arms	3.00	-1	3	1	60	✓			85090003	101	

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2024	Base	PM	ONE HOUR	17:45	19:15	15	✓
D3	2030	Future Year	AM	ONE HOUR	06:45	08:15	15	✓
D4	2030	Future Year	PM	ONE HOUR	17:45	19:15	15	✓
D5	2030	Future Year + Committed Dev	AM	ONE HOUR	06:45	08:15	15	✓
D6	2030	Future Year + Committed Dev	PM	ONE HOUR	17:45	19:15	15	✓
D7	2030	Future Year + Committed Dev + Development	AM	ONE HOUR	06:45	08:15	15	✓
D8	2030	Future Year + Committed Dev + Development	PM	ONE HOUR	17:45	19:15	15	✓

Analysis Set Details

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

2024 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.92	A

Arms

Arms

Arm	Name	Description	No give-way line
A	B585 (N)		
B	Access Road		
C	B585 (S)		
D	Interlink Way (E)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - B585 (N)	6.38	7.49	9.9	19.3	39.8	47.0		
B - Access Road	4.23	4.24	1.0	22.9	39.8	20.0		
C - B585 (S)	3.81	7.10	16.0	19.7	39.8	46.0		
D - Interlink Way (E)	3.15	4.46	13.0	20.2	39.8	30.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - B585 (N)	0.693	2048
B - Access Road	0.582	1337
C - B585 (S)	0.617	1657
D - Interlink Way (E)	0.554	1255

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

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic considering secondary lanes (%)
A - B585 (N)	Directly entered	10.00
B - Access Road	Evenly split	10.00
C - B585 (S)	Evenly split	10.00
D - Interlink Way (E)	Evenly split	10.00

Lanes

Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Has obstruction	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Signalised
A - B585 (N)	Entry	1	1	B, C		Infinity			0	99999	
			2	A, D		Infinity			0	99999	
	Exit	1	1			Infinity					
B - Access Road	Entry	1	1	A, B, C, D		Infinity			0	99999	
	Exit	1	1			Infinity					
C - B585 (S)	Entry	1	1	A, B, C, D		Infinity			0	99999	
	Exit	1	1			Infinity					
D - Interlink Way (E)	Entry	1	1	A, B, C, D		Infinity			0	99999	
	Exit	1	1			Infinity					

Entry Lane slope and intercept

Arm	Side	Lane level	Lane	Slope	Intercept (PCU/hr)	Final slope	Final intercept (PCU/hr)
A - B585 (N)	Entry	1	1	0.530	1126	0.530	1126
			2	0.347	1024	0.347	1024
B - Access Road	Entry	1	1			0.582	1337
C - B585 (S)	Entry	1	1			0.617	1657
D - Interlink Way (E)	Entry	1	1			0.554	1255

Summary of Entry Lane allowed movements

Arm	Lane Level	Lane	Destination arm			
			B585 (N)	Access Road	B585 (S)	Interlink Way (E)
A - B585 (N)	1	1		✓	✓	
		2	✓			✓
B - Access Road	1	1	✓	✓	✓	✓
C - B585 (S)	1	1	✓	✓	✓	✓
D - Interlink Way (E)	1	1	✓	✓	✓	✓

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Base	AM	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (N)		ONE HOUR	✓	529	100.000
B - Access Road		ONE HOUR	✓	8	100.000
C - B585 (S)		ONE HOUR	✓	441	100.000
D - Interlink Way (E)		ONE HOUR	✓	93	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	1	24	413	91
	B - Access Road	8	0	0	0
	C - B585 (S)	406	1	0	34
	D - Interlink Way (E)	63	0	28	2

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	0	20	22	28
	B - Access Road	33	0	0	0
	C - B585 (S)	30	0	0	10
	D - Interlink Way (E)	75	7	27	100

Cyclist %

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	0	0	0	0
	B - Access Road	0	0	0	0
	C - B585 (S)	0	0	0	0
	D - Interlink Way (E)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - B585 (N)	0.28	7.07	1.4	A	485	727
B - Access Road	0.01	5.49	0.0	A	9	14
C - B585 (S)	0.32	4.47	0.7	A	409	613
D - Interlink Way (E)	0.11	6.39	0.3	A	87	131

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	387	97	24	2160	0.179	386	392	365	0.0	0.7	5.929	A
B - Access Road	5	1	393	1166	0.004	5	8	18	0.0	0.0	4.066	A
C - B585 (S)	339	85	74	1578	0.214	338	337	323	0.0	0.4	3.806	A
D - Interlink Way (E)	74	18	316	1053	0.070	73	74	96	0.0	0.3	5.807	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	473	118	28	2134	0.221	472	483	425	0.7	0.9	6.278	A
B - Access Road	11	3	476	1049	0.010	11	14	24	0.0	0.0	4.446	A
C - B585 (S)	393	98	95	1629	0.241	389	400	392	0.4	0.6	3.965	A
D - Interlink Way (E)	82	20	370	1044	0.078	83	94	114	0.3	0.1	6.014	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	575	144	36	2078	0.277	578	594	543	0.9	1.1	7.067	A
B - Access Road	11	3	584	1010	0.011	11	16	29	0.0	0.0	4.805	A
C - B585 (S)	496	124	117	1573	0.316	498	503	478	0.6	0.7	4.471	A
D - Interlink Way (E)	108	27	471	964	0.112	108	111	144	0.1	0.0	6.388	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	580	145	34	2099	0.276	575	585	530	1.1	1.4	6.767	A
B - Access Road	13	3	583	1002	0.013	13	18	26	0.0	0.0	5.489	A
C - B585 (S)	490	123	120	1607	0.305	491	489	476	0.7	0.7	4.346	A
D - Interlink Way (E)	99	25	466	991	0.100	98	112	144	0.0	0.1	6.364	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	481	120	30	2156	0.223	485	492	452	1.4	0.8	6.253	A
B - Access Road	9	2	492	1067	0.008	9	14	23	0.0	0.0	4.527	A
C - B585 (S)	407	102	96	1636	0.249	409	410	405	0.7	0.4	4.068	A
D - Interlink Way (E)	93	23	389	1044	0.089	94	99	117	0.1	0.1	5.920	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	411	103	21	2090	0.197	413	410	363	0.8	0.6	5.728	A
B - Access Road	8	2	416	1094	0.007	8	13	18	0.0	0.0	4.285	A
C - B585 (S)	328	82	74	1599	0.205	329	343	350	0.4	0.3	3.705	A
D - Interlink Way (E)	70	17	314	1103	0.063	69	78	88	0.1	0.1	5.729	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

06:45 - 07:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	320	1113	0.287	320	327	0.0	0.6	6.112	A
			2	A, D	67	1016	0.066	67	64	0.0	0.1	4.943	A
	Exit	1	1		365			365	369	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	5	1108	0.004	5	8	0.0	0.0	4.066	A
	Exit	1	1		18			18	18	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	339	1611	0.210	338	337	0.0	0.4	3.806	A
	Exit	1	1		323			323	333	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	74	1080	0.068	73	74	0.0	0.3	5.807	A
	Exit	1	1		96			96	91	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	390	1111	0.351	389	401	0.6	0.8	6.556	A
			2	A, D	82	1014	0.081	83	82	0.1	0.1	4.852	A
	Exit	1	1		425			425	447	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	11	1060	0.010	11	14	0.0	0.0	4.446	A
	Exit	1	1		24			24	23	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	393	1598	0.246	389	400	0.4	0.6	3.965	A
	Exit	1	1		392			392	406	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	82	1050	0.078	83	94	0.3	0.1	6.014	A
	Exit	1	1		114			114	113	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	471	1107	0.425	473	485	0.8	1.0	7.527	A
			2	A, D	105	1012	0.104	105	108	0.1	0.1	4.909	A
	Exit	1	1		543			543	556	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	11	997	0.011	11	16	0.0	0.0	4.805	A
	Exit	1	1		29			29	27	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	496	1584	0.313	498	503	0.6	0.7	4.471	A
	Exit	1	1		478			478	494	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	108	994	0.108	108	111	0.1	0.0	6.388	A
	Exit	1	1		144			144	146	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	474	1108	0.428	471	481	1.0	1.1	7.118	A
			2	A, D	106	1012	0.105	104	104	0.1	0.2	5.072	A
	Exit	1	1		530			530	544	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	13	998	0.013	13	18	0.0	0.0	5.489	A
	Exit	1	1		26			26	27	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	490	1583	0.310	491	489	0.7	0.7	4.346	A
	Exit	1	1		476			476	490	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	99	997	0.099	98	112	0.0	0.1	6.364	A
	Exit	1	1		144			144	143	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	397	1110	0.358	400	407	1.1	0.7	6.510	A
			2	A, D	85	1013	0.083	85	85	0.2	0.1	4.978	A
	Exit	1	1		452			452	458	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	9	1051	0.009	9	14	0.0	0.0	4.527	A
	Exit	1	1		23			23	24	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	407	1597	0.255	409	410	0.7	0.4	4.068	A
	Exit	1	1		405			405	417	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	93	1040	0.089	94	99	0.1	0.1	5.920	A
	Exit	1	1		117			117	117	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	346	1115	0.310	349	339	0.7	0.5	5.952	A
			2	A, D	65	1017	0.064	65	71	0.1	0.1	4.594	A
	Exit	1	1		363			363	386	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	8	1095	0.007	8	13	0.0	0.0	4.285	A
	Exit	1	1		18			18	17	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	328	1611	0.203	329	343	0.4	0.3	3.705	A
	Exit	1	1		350			350	345	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	70	1081	0.065	69	78	0.1	0.1	5.729	A
	Exit	1	1		88			88	96	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

06:45 - 07:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	17	4	1093	1081	0.016	17	17	0.0	0.0	5.964	A
				C	302	76	1126	1113	0.271	302	310	0.0	0.6	6.121	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	1	0.30	182	181	0.007	1	0.79	0.0	0.0	3.188	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	66	17	1024	1016	0.065	66	64	0.0	0.1	4.971	A
B - Access Road	Entry	1	1	A	5	1	1205	993	0.005	5	8	0.0	0.0	4.066	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	310	78	1657	1610	0.193	309	310	0.0	0.4	3.857	A
				B	0.83	0.21	344	330	0.003	0.83	0.87	0.0	0.0	2.341	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	27	7	1640	1595	0.017	27	26	0.0	0.0	3.348	A
D - Interlink Way (E)	Entry	1	1	A	51	13	1255	1081	0.047	50	50	0.0	0.2	6.648	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	21	5	1243	1075	0.019	21	22	0.0	0.1	4.485	A
				D	3	0.65	286	248	0.011	3	2	0.0	0.0	5.603	A

07:00 - 07:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	23	6	1115	1099	0.021	23	22	0.0	0.0	6.324	A
				C	368	92	1126	1111	0.331	366	379	0.6	0.8	6.570	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.48	0.12	101	100	0.005	0.48	0.44	0.0	0.0	3.709	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	82	20	1024	1014	0.081	82	82	0.1	0.1	4.860	A
B - Access Road	Entry	1	1	A	11	3	1297	1030	0.011	11	14	0.0	0.0	4.446	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	360	90	1657	1599	0.225	357	368	0.4	0.5	3.994	A
				B	0.95	0.24	443	427	0.002	0.95	1	0.0	0.0	3.041	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	31	8	1657	1600	0.020	31	31	0.0	0.1	3.714	A
D - Interlink Way (E)	Entry	1	1	A	55	14	1255	1048	0.053	56	65	0.2	0.1	6.537	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	26	6	1255	1044	0.024	26	28	0.1	0.0	5.060	A
				D	1	0.30	199	165	0.007	1	1	0.0	0.0	8.400	A

07:15 - 07:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	29	7	1126	1108	0.026	28	26	0.0	0.1	7.730	A
				C	442	110	1126	1107	0.399	445	459	0.8	0.9	7.515	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.83	0.21	304	301	0.003	0.83	1	0.0	0.0	4.481	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	104	26	1024	1012	0.103	104	107	0.1	0.1	4.916	A
B - Access Road	Entry	1	1	A	11	3	1311	977	0.011	11	16	0.0	0.0	4.805	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	457	114	1657	1585	0.288	458	465	0.5	0.6	4.501	A
				B	1	0.27	377	360	0.003	1	0.99	0.0	0.0	3.569	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	39	10	1657	1583	0.024	39	38	0.1	0.1	4.172	A
D - Interlink Way (E)	Entry	1	1	A	73	18	1255	992	0.073	73	74	0.1	0.0	6.943	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	34	8	1255	992	0.034	34	35	0.0	0.0	5.478	A
				D	1	0.36	261	208	0.007	1	2	0.0	0.0	7.837	A

07:30 - 07:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	25	6	1115	1098	0.023	25	25	0.1	0.1	7.324	A
				C	450	112	1126	1108	0.406	445	455	0.9	1.1	7.106	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	2	0.45	284	281	0.006	2	1	0.0	0.0	4.105	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	104	26	1024	1012	0.103	103	103	0.1	0.2	5.087	A
B - Access Road	Entry	1	1	A	13	3	1324	978	0.013	13	18	0.0	0.0	5.489	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	450	113	1657	1582	0.285	450	449	0.6	0.6	4.366	A
				B	1	0.27	426	406	0.003	1	1	0.0	0.0	5.022	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	39	10	1657	1581	0.025	39	38	0.1	0.0	4.126	A
D - Interlink Way (E)	Entry	1	1	A	66	16	1255	1000	0.066	65	75	0.0	0.1	6.756	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	31	8	1255	997	0.031	31	35	0.0	0.0	5.704	A
				D	2	0.53	261	207	0.010	2	2	0.0	0.0	6.996	A

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	22	5	1126	1108	0.020	22	22	0.1	0.0	6.988	A
				C	375	94	1126	1109	0.338	378	385	1.1	0.7	6.481	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.83	0.21	193	190	0.004	0.83	0.87	0.0	0.0	3.554	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	84	21	1024	1013	0.083	84	84	0.2	0.1	4.997	A
B - Access Road	Entry	1	1	A	9	2	1337	1029	0.009	9	14	0.0	0.0	4.527	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	376	94	1657	1598	0.235	377	378	0.6	0.4	4.121	A
				B	1	0.27	459	443	0.002	1	1	0.0	0.0	3.407	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	30	8	1657	1598	0.019	30	30	0.0	0.0	3.552	A
D - Interlink Way (E)	Entry	1	1	A	64	16	1255	1040	0.062	64	64	0.1	0.1	6.408	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	26	7	1255	1038	0.025	27	32	0.0	0.0	5.153	A
				D	3	0.65	348	280	0.009	3	3	0.0	0.0	6.482	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	17	4	1104	1091	0.016	18	17	0.0	0.0	6.034	A
				C	328	82	1126	1114	0.295	331	323	0.7	0.5	5.948	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	2	0.39	182	181	0.009	2	0.83	0.0	0.0	3.537	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	63	16	1024	1016	0.062	63	70	0.1	0.1	4.610	A
B - Access Road	Entry	1	1	A	8	2	1271	1038	0.007	8	13	0.0	0.0	4.285	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	303	76	1657	1611	0.188	305	318	0.4	0.2	3.748	A
				B	0.48	0.12	295	286	0.002	0.48	0.71	0.0	0.0	3.203	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	24	6	1640	1593	0.015	24	24	0.0	0.0	3.237	A
D - Interlink Way (E)	Entry	1	1	A	48	12	1255	1080	0.045	49	54	0.1	0.0	6.253	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	20	5	1243	1069	0.019	19	22	0.0	0.1	4.620	A
				D	1	0.30	236	198	0.006	1	2	0.0	0.0	10.135	B

2024 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.37	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.37	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024	Base	PM	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (N)		ONE HOUR	✓	323	100.000
B - Access Road		ONE HOUR	✓	47	100.000
C - B585 (S)		ONE HOUR	✓	193	100.000
D - Interlink Way (E)		ONE HOUR	✓	120	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	1	18	218	86
	B - Access Road	42	0	5	0
	C - B585 (S)	179	1	0	13
	D - Interlink Way (E)	95	0	25	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	0	64	12	28
	B - Access Road	20	0	0	9
	C - B585 (S)	12	0	0	8
	D - Interlink Way (E)	17	0	4	0

Cyclist %

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	0	0	0	0
	B - Access Road	0	0	0	0
	C - B585 (S)	0	0	0	0
	D - Interlink Way (E)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - B585 (N)	0.17	5.16	0.5	A	294	442
B - Access Road	0.04	4.21	0.1	A	42	63
C - B585 (S)	0.14	3.09	0.3	A	177	265
D - Interlink Way (E)	0.12	4.36	0.2	A	109	164

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	235	59	19	2135	0.110	235	239	254	0.0	0.4	4.553	A
B - Access Road	38	9	241	1207	0.031	38	37	13	0.0	0.0	3.841	A
C - B585 (S)	154	39	102	1609	0.096	155	149	177	0.0	0.1	2.826	A
D - Interlink Way (E)	95	24	179	1109	0.086	94	96	78	0.0	0.2	4.081	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	294	73	21	2074	0.142	294	293	282	0.4	0.3	4.538	A
B - Access Road	39	10	298	1189	0.033	39	46	18	0.0	0.0	3.812	A
C - B585 (S)	174	43	114	1561	0.111	173	179	223	0.1	0.2	2.859	A
D - Interlink Way (E)	105	26	198	1143	0.092	105	113	89	0.2	0.2	3.914	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	352	88	28	2158	0.163	350	358	340	0.3	0.5	5.162	A
B - Access Road	49	12	354	1093	0.045	49	58	24	0.0	0.1	3.913	A
C - B585 (S)	215	54	142	1579	0.136	215	217	261	0.2	0.2	3.085	A
D - Interlink Way (E)	126	31	243	1115	0.113	125	139	114	0.2	0.2	4.308	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	345	86	28	2074	0.166	345	355	342	0.5	0.4	4.920	A
B - Access Road	50	13	357	1134	0.044	51	59	17	0.1	0.0	4.209	A
C - B585 (S)	202	50	141	1592	0.127	200	215	267	0.2	0.3	3.041	A
D - Interlink Way (E)	136	34	235	1088	0.125	136	139	107	0.2	0.2	4.361	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	292	73	22	2146	0.136	289	292	275	0.4	0.5	4.807	A
B - Access Road	38	10	295	1188	0.032	38	46	16	0.0	0.0	3.858	A
C - B585 (S)	170	42	115	1604	0.106	168	177	219	0.3	0.2	2.812	A
D - Interlink Way (E)	103	26	193	1132	0.091	103	109	91	0.2	0.1	3.929	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	249	62	17	2136	0.117	250	252	241	0.5	0.4	4.529	A
B - Access Road	36	9	252	1198	0.030	35	42	15	0.0	0.1	3.942	A
C - B585 (S)	144	36	103	1581	0.091	145	153	185	0.2	0.1	2.766	A
D - Interlink Way (E)	92	23	166	1143	0.080	92	99	81	0.1	0.2	3.959	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	167	1116	0.150	167	173	0.0	0.3	4.358	A
			2	A, D	68	1017	0.067	68	66	0.0	0.1	5.121	A
	Exit	1	1		254			254	249	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	38	1197	0.031	38	37	0.0	0.0	3.841	A
	Exit	1	1		13			13	14	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	154	1594	0.097	155	149	0.0	0.1	2.826	A
	Exit	1	1		177			177	182	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	95	1156	0.082	94	96	0.0	0.2	4.081	A
	Exit	1	1		78			78	75	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	216	1115	0.194	216	214	0.3	0.2	4.387	A
			2	A, D	77	1017	0.076	78	78	0.1	0.1	5.001	A
	Exit	1	1		282			282	300	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	39	1164	0.034	39	46	0.0	0.0	3.812	A
	Exit	1	1		18			18	18	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	174	1586	0.110	173	179	0.1	0.2	2.859	A
	Exit	1	1		223			223	225	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	105	1145	0.092	105	113	0.2	0.2	3.914	A
	Exit	1	1		89			89	89	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	252	1111	0.227	251	258	0.2	0.4	5.210	A
			2	A, D	100	1014	0.098	99	100	0.1	0.1	5.023	A
	Exit	1	1		340			340	366	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	49	1131	0.043	49	58	0.0	0.1	3.913	A
	Exit	1	1		24			24	22	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	215	1569	0.137	215	217	0.2	0.2	3.085	A
	Exit	1	1		261			261	272	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	126	1121	0.112	125	139	0.2	0.2	4.308	A
	Exit	1	1		114			114	113	0.0	0.0	0.000	A

18:30 - 18:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	249	1111	0.224	249	258	0.4	0.3	4.851	A
			2	A, D	96	1014	0.094	96	97	0.1	0.1	5.127	A
	Exit	1	1		342			342	364	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	50	1129	0.044	51	59	0.1	0.0	4.209	A
	Exit	1	1		17			17	20	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	202	1570	0.129	200	215	0.2	0.3	3.041	A
	Exit	1	1		267			267	274	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	136	1125	0.121	136	139	0.2	0.2	4.361	A
	Exit	1	1		107			107	111	0.0	0.0	0.000	A

18:45 - 19:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	211	1115	0.190	209	213	0.3	0.5	4.774	A
			2	A, D	81	1017	0.079	81	80	0.1	0.0	4.907	A
	Exit	1	1		275			275	292	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	38	1165	0.033	38	46	0.0	0.0	3.858	A
	Exit	1	1		16			16	16	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	170	1586	0.107	168	177	0.3	0.2	2.812	A
	Exit	1	1		219			219	226	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	103	1148	0.090	103	109	0.2	0.1	3.929	A
	Exit	1	1		91			91	90	0.0	0.0	0.000	A

19:00 - 19:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	179	1117	0.160	179	183	0.5	0.2	4.455	A
			2	A, D	70	1018	0.069	71	70	0.0	0.1	4.744	A
	Exit	1	1		241			241	259	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	36	1190	0.030	35	42	0.0	0.1	3.942	A
	Exit	1	1		15			15	14	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	144	1593	0.091	145	153	0.2	0.1	2.766	A
	Exit	1	1		185			185	194	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	92	1163	0.079	92	99	0.1	0.2	3.959	A
	Exit	1	1		81			81	79	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	12	3	925	916	0.013	12	13	0.0	0.0	6.245	A
				C	156	39	1126	1115	0.139	155	160	0.0	0.2	4.256	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	1	0.33	193	192	0.007	1	0.75	0.0	0.0	5.043	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	66	17	1024	1017	0.065	66	65	0.0	0.1	5.122	A
B - Access Road	Entry	1	1	A	34	9	1337	1197	0.029	34	33	0.0	0.0	3.869	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	3	0.83	741	666	0.005	3	4	0.0	0.0	3.631	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	142	36	1657	1594	0.089	142	139	0.0	0.1	2.847	A
				B	0.71	0.18	361	346	0.002	0.71	0.91	0.0	0.0	2.242	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	12	3	1378	1325	0.009	12	10	0.0	0.0	2.604	A
D - Interlink Way (E)	Entry	1	1	A	77	19	1255	1158	0.066	76	77	0.0	0.2	4.183	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	19	5	1243	1147	0.016	19	19	0.0	0.0	3.709	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	17	4	1048	1038	0.016	17	17	0.0	0.0	6.404	A
				C	199	50	1126	1115	0.179	199	198	0.2	0.2	4.272	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.12	0.03	101	100	0.001	0.12	0.44	0.0	0.0	4.095	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	77	19	1024	1017	0.076	78	78	0.1	0.1	5.008	A
B - Access Road	Entry	1	1	A	36	9	1337	1170	0.031	36	42	0.0	0.0	3.880	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	3	0.83	847	743	0.004	3	5	0.0	0.0	3.291	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	162	41	1657	1587	0.102	162	167	0.1	0.2	2.861	A
				B	0.59	0.15	279	267	0.002	0.59	0.87	0.0	0.0	2.080	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	11	3	1525	1461	0.008	11	11	0.0	0.0	2.904	A
D - Interlink Way (E)	Entry	1	1	A	84	21	1255	1146	0.074	85	91	0.2	0.1	3.992	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	21	5	1255	1147	0.018	21	22	0.0	0.0	3.629	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	22	5	1070	1055	0.021	22	21	0.0	0.0	7.489	A
				C	231	58	1126	1111	0.208	229	237	0.2	0.4	5.077	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.71	0.18	223	221	0.003	0.71	1	0.0	0.0	4.806	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	99	25	1024	1014	0.098	98	99	0.1	0.1	5.026	A
B - Access Road	Entry	1	1	A	44	11	1337	1128	0.039	43	52	0.0	0.1	3.960	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	5	1	1059	890	0.006	5	6	0.0	0.0	3.582	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	198	50	1657	1569	0.126	198	202	0.2	0.2	3.108	A
				B	1	0.36	394	373	0.004	1	1	0.0	0.0	2.678	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	15	4	1624	1534	0.010	16	14	0.0	0.0	2.806	A
D - Interlink Way (E)	Entry	1	1	A	99	25	1255	1121	0.089	99	111	0.1	0.1	4.327	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	26	7	1255	1122	0.024	26	28	0.0	0.0	4.241	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:30 - 18:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	15	4	1037	1022	0.015	15	18	0.0	0.0	5.737	A
				C	233	58	1126	1112	0.210	234	240	0.4	0.3	4.803	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.95	0.24	243	241	0.004	0.95	1	0.0	0.0	4.511	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	95	24	1024	1015	0.093	95	96	0.1	0.1	5.135	A
B - Access Road	Entry	1	1	A	45	11	1337	1130	0.040	46	53	0.1	0.0	4.272	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	5	1	1019	859	0.006	5	6	0.0	0.0	3.725	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	188	47	1657	1569	0.120	187	198	0.2	0.2	3.041	A
				B	1	0.30	476	447	0.003	1	2	0.0	0.0	1.613	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	12	3	1558	1469	0.008	12	15	0.0	0.0	3.189	A
D - Interlink Way (E)	Entry	1	1	A	109	27	1255	1126	0.097	109	111	0.1	0.1	4.482	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	27	7	1255	1124	0.024	27	28	0.0	0.0	3.935	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:45 - 19:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	15	4	1003	992	0.016	15	15	0.0	0.0	6.313	A
				C	196	49	1126	1115	0.176	194	198	0.3	0.4	4.689	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.59	0.15	182	181	0.003	0.59	1	0.0	0.0	3.334	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	80	20	1024	1017	0.079	80	79	0.1	0.0	4.934	A
B - Access Road	Entry	1	1	A	34	9	1337	1169	0.029	34	40	0.0	0.0	3.953	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	4	1	927	801	0.005	4	5	0.0	0.0	3.252	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	158	40	1657	1587	0.100	158	165	0.2	0.2	2.821	A
				B	0.59	0.15	344	327	0.002	0.59	0.99	0.0	0.0	1.769	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	11	3	1575	1508	0.007	10	12	0.0	0.0	2.798	A
D - Interlink Way (E)	Entry	1	1	A	82	21	1255	1150	0.072	83	86	0.1	0.1	3.980	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	21	5	1255	1149	0.018	21	23	0.0	0.0	3.763	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

19:00 - 19:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	14	3	992	982	0.014	14	13	0.0	0.0	5.923	A
				C	166	41	1126	1117	0.148	165	170	0.4	0.2	4.377	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.83	0.21	142	141	0.006	0.83	0.67	0.0	0.0	3.469	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	70	17	1024	1018	0.068	70	69	0.0	0.1	4.760	A
B - Access Road	Entry	1	1	A	32	8	1337	1187	0.027	32	37	0.0	0.0	4.020	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	4	0.98	980	863	0.005	4	5	0.0	0.0	3.487	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	133	33	1657	1595	0.083	133	142	0.2	0.1	2.805	A
				B	0.48	0.12	262	250	0.002	0.59	0.67	0.0	0.0	2.715	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	12	3	1493	1434	0.008	12	10	0.0	0.0	2.248	A
D - Interlink Way (E)	Entry	1	1	A	75	19	1255	1164	0.065	76	79	0.1	0.1	4.036	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	16	4	1243	1147	0.014	16	19	0.0	0.0	3.675	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2030 | Future Year | AM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	6.37	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.37	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030	Future Year	AM	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (N)		ONE HOUR	✓	564	100.000
B - Access Road		ONE HOUR	✓	9	100.000
C - B585 (S)		ONE HOUR	✓	470	100.000
D - Interlink Way (E)		ONE HOUR	✓	99	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	1	26	440	97
	B - Access Road	9	0	0	0
	C - B585 (S)	433	1	0	36
	D - Interlink Way (E)	67	0	30	2

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	0	20	22	28
	B - Access Road	33	0	0	0
	C - B585 (S)	30	0	0	10
	D - Interlink Way (E)	75	7	27	100

Cyclist %

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	0	0	0	0
	B - Access Road	0	0	0	0
	C - B585 (S)	0	0	0	0
	D - Interlink Way (E)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - B585 (N)	0.30	7.61	1.3	A	520	780
B - Access Road	0.01	5.50	0.1	A	11	16
C - B585 (S)	0.34	4.86	0.8	A	428	642
D - Interlink Way (E)	0.12	6.47	0.2	A	90	136

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	416	104	23	2056	0.202	420	419	367	0.0	0.4	5.718	A
B - Access Road	5	1	422	1080	0.005	5	10	21	0.0	0.0	4.703	A
C - B585 (S)	338	84	77	1628	0.208	340	350	350	0.0	0.2	3.796	A
D - Interlink Way (E)	74	19	318	1063	0.070	73	79	98	0.0	0.2	5.453	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	487	122	30	2147	0.227	491	503	476	0.4	0.8	6.243	A
B - Access Road	12	3	498	1046	0.011	11	14	22	0.0	0.1	4.611	A
C - B585 (S)	425	106	93	1592	0.267	425	429	417	0.2	0.5	4.208	A
D - Interlink Way (E)	95	24	410	1036	0.092	95	100	108	0.2	0.2	5.956	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	637	159	42	2134	0.299	639	630	556	0.8	1.3	7.610	A
B - Access Road	12	3	650	928	0.013	12	18	31	0.1	0.0	4.703	A
C - B585 (S)	506	127	129	1598	0.317	509	520	533	0.5	0.7	4.858	A
D - Interlink Way (E)	115	29	484	957	0.120	114	121	154	0.2	0.2	6.311	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	624	156	37	2110	0.296	624	633	565	1.3	1.3	7.368	A
B - Access Road	12	3	628	960	0.013	12	17	33	0.0	0.0	5.064	A
C - B585 (S)	524	131	125	1559	0.336	522	526	515	0.7	0.8	4.439	A
D - Interlink Way (E)	104	26	498	987	0.106	104	119	149	0.2	0.2	6.475	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	522	131	30	2119	0.246	523	520	470	1.3	0.9	6.165	A
B - Access Road	12	3	532	1049	0.012	13	16	21	0.0	0.0	5.504	A
C - B585 (S)	428	107	110	1551	0.276	430	432	435	0.8	0.4	4.019	A
D - Interlink Way (E)	87	22	414	1025	0.085	86	99	126	0.2	0.1	6.209	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	434	109	24	2102	0.207	437	439	375	0.9	0.5	5.862	A
B - Access Road	12	3	440	1137	0.010	11	15	20	0.0	0.0	4.196	A
C - B585 (S)	348	87	95	1574	0.221	347	357	357	0.4	0.4	3.889	A
D - Interlink Way (E)	68	17	331	1054	0.065	68	82	111	0.1	0.1	5.704	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

06:45 - 07:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	346	1114	0.311	349	349	0.0	0.4	5.912	A
			2	A, D	70	1016	0.069	70	70	0.0	0.0	4.697	A
	Exit	1	1		367			367	389	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	5	1091	0.005	5	10	0.0	0.0	4.703	A
	Exit	1	1		21			21	21	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	338	1609	0.210	340	350	0.0	0.2	3.796	A
	Exit	1	1		350			350	351	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	74	1079	0.069	73	79	0.0	0.2	5.453	A
	Exit	1	1		98			98	96	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	409	1110	0.369	412	419	0.4	0.7	6.484	A
			2	A, D	78	1014	0.077	79	84	0.0	0.1	5.001	A
	Exit	1	1		476			476	480	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	12	1047	0.011	11	14	0.0	0.1	4.611	A
	Exit	1	1		22			22	25	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	425	1599	0.266	425	429	0.2	0.5	4.208	A
	Exit	1	1		417			417	424	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	95	1028	0.092	95	100	0.2	0.2	5.956	A
	Exit	1	1		108			108	116	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	523	1104	0.474	525	522	0.7	1.0	8.106	A
			2	A, D	113	1009	0.112	114	109	0.1	0.2	5.162	A
	Exit	1	1		556			556	577	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	12	959	0.013	12	18	0.1	0.0	4.703	A
	Exit	1	1		31			31	28	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	506	1577	0.321	509	520	0.5	0.7	4.858	A
	Exit	1	1		533			533	533	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	115	987	0.116	114	121	0.2	0.2	6.311	A
	Exit	1	1		154			154	150	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	511	1106	0.462	513	519	1.0	1.1	7.790	A
			2	A, D	112	1011	0.111	111	114	0.2	0.2	5.327	A
	Exit	1	1		565			565	584	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	12	971	0.013	12	17	0.0	0.0	5.064	A
	Exit	1	1		33			33	30	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	524	1579	0.332	522	526	0.7	0.8	4.439	A
	Exit	1	1		515			515	526	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	104	979	0.107	104	119	0.2	0.2	6.475	A
	Exit	1	1		149			149	154	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	428	1110	0.386	427	430	1.1	0.8	6.399	A
			2	A, D	94	1013	0.093	95	90	0.2	0.1	5.008	A
	Exit	1	1		470			470	481	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	12	1027	0.012	13	16	0.0	0.0	5.504	A
	Exit	1	1		21			21	24	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	428	1589	0.269	430	432	0.8	0.4	4.019	A
	Exit	1	1		435			435	438	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	87	1026	0.085	86	99	0.2	0.1	6.209	A
	Exit	1	1		126			126	124	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	355	1113	0.319	356	365	0.8	0.4	6.059	A
			2	A, D	80	1016	0.079	80	75	0.1	0.1	4.851	A
	Exit	1	1		375			375	398	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	12	1081	0.011	11	15	0.0	0.0	4.196	A
	Exit	1	1		20			20	21	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	348	1598	0.218	347	357	0.4	0.4	3.889	A
	Exit	1	1		357			357	369	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	68	1072	0.064	68	82	0.1	0.1	5.704	A
	Exit	1	1		111			111	105	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

06:45 - 07:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	20	5	1115	1101	0.018	20	21	0.0	0.0	6.133	A
				C	326	82	1126	1114	0.293	330	328	0.0	0.3	5.898	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.83	0.21	172	171	0.005	0.83	0.79	0.0	0.0	3.739	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	69	17	1024	1016	0.068	69	69	0.0	0.0	4.711	A
B - Access Road	Entry	1	1	A	5	1	1258	1023	0.005	5	10	0.0	0.0	4.703	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	310	78	1657	1608	0.193	312	323	0.0	0.2	3.835	A
				B	0.71	0.18	213	208	0.003	0.71	0.63	0.0	0.0	1.699	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	27	7	1657	1609	0.017	27	26	0.0	0.0	3.438	A
D - Interlink Way (E)	Entry	1	1	A	51	13	1255	1069	0.048	50	54	0.0	0.2	5.842	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	21	5	1230	1041	0.020	21	23	0.0	0.0	4.772	A
				D	2	0.42	174	146	0.011	2	1	0.0	0.0	5.836	A

07:00 - 07:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	21	5	1126	1110	0.019	22	25	0.0	0.0	6.499	A
				C	389	97	1126	1111	0.350	390	394	0.3	0.7	6.483	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.83	0.21	243	241	0.003	0.83	0.99	0.0	0.0	3.803	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	77	19	1024	1014	0.076	78	83	0.0	0.1	5.020	A
B - Access Road	Entry	1	1	A	12	3	1271	993	0.012	11	14	0.0	0.1	4.611	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	397	99	1657	1600	0.248	397	397	0.2	0.5	4.223	A
				B	0.71	0.18	279	269	0.003	0.71	0.71	0.0	0.0	5.169	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	27	7	1657	1596	0.017	27	32	0.0	0.0	4.029	A
D - Interlink Way (E)	Entry	1	1	A	66	16	1255	1036	0.063	66	68	0.2	0.2	6.900	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	27	7	1255	1034	0.026	26	30	0.0	0.0	4.512	A
				D	3	0.65	199	161	0.016	3	1	0.0	0.0	5.058	A

07:15 - 07:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	29	7	1126	1105	0.027	30	27	0.0	0.0	8.628	A
				C	494	124	1126	1104	0.448	495	494	0.7	1.0	8.076	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	1	0.27	233	230	0.005	1	1	0.0	0.0	4.082	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	112	28	1024	1010	0.111	113	107	0.1	0.2	5.176	A
B - Access Road	Entry	1	1	A	12	3	1337	967	0.013	12	18	0.1	0.0	4.703	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	467	117	1657	1578	0.296	469	479	0.5	0.6	4.916	A
				B	1	0.30	394	377	0.003	1	1	0.0	0.0	4.452	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	39	10	1657	1576	0.025	39	40	0.0	0.1	4.285	A
D - Interlink Way (E)	Entry	1	1	A	74	19	1255	986	0.075	73	79	0.2	0.1	7.055	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	37	9	1255	984	0.038	38	39	0.0	0.0	5.155	A
				D	3	0.77	336	263	0.012	3	2	0.0	0.0	7.985	A

07:30 - 07:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	32	8	1115	1098	0.030	32	29	0.0	0.1	7.845	A
				C	479	120	1126	1106	0.433	481	490	1.0	1.0	7.787	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.48	0.12	213	210	0.002	0.48	1	0.0	0.0	3.305	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	112	28	1024	1012	0.110	110	113	0.2	0.2	5.351	A
B - Access Road	Entry	1	1	A	12	3	1337	957	0.013	12	17	0.0	0.0	5.064	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	487	122	1657	1579	0.309	485	486	0.6	0.8	4.467	A
				B	1	0.27	394	376	0.003	1	1	0.0	0.0	3.405	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	36	9	1657	1578	0.023	36	39	0.1	0.0	4.177	A
D - Interlink Way (E)	Entry	1	1	A	68	17	1255	977	0.070	68	80	0.1	0.1	6.955	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	34	8	1255	976	0.035	34	36	0.0	0.1	5.574	A
				D	2	0.53	336	263	0.008	2	3	0.0	0.0	9.390	A

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	19	5	1126	1110	0.017	20	23	0.1	0.0	6.661	A
				C	409	102	1126	1110	0.368	408	406	1.0	0.8	6.384	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	1	0.30	264	260	0.005	1	1	0.0	0.0	3.542	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	93	23	1024	1013	0.092	94	89	0.2	0.1	5.031	A
B - Access Road	Entry	1	1	A	12	3	1337	1025	0.012	13	16	0.0	0.0	5.504	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	398	99	1657	1589	0.250	399	398	0.8	0.4	4.057	A
				B	1	0.30	394	377	0.003	1	1	0.0	0.0	2.391	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	30	7	1640	1577	0.019	30	33	0.0	0.0	3.688	A
D - Interlink Way (E)	Entry	1	1	A	58	14	1255	1029	0.056	58	66	0.1	0.1	6.880	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	27	7	1255	1027	0.026	27	31	0.1	0.0	5.139	A
				D	2	0.48	298	240	0.008	2	2	0.0	0.0	6.617	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	19	5	1093	1081	0.017	19	20	0.0	0.0	6.077	A
				C	336	84	1126	1113	0.301	337	345	0.8	0.4	6.058	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.59	0.15	132	131	0.005	0.59	0.51	0.0	0.0	3.867	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	79	20	1024	1016	0.078	80	74	0.1	0.1	4.859	A
B - Access Road	Entry	1	1	A	12	3	1337	1075	0.011	11	15	0.0	0.0	4.196	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	319	80	1657	1599	0.200	319	327	0.4	0.4	3.922	A
				B	0.95	0.24	361	350	0.003	0.95	1	0.0	0.0	4.530	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	28	7	1657	1600	0.017	28	29	0.0	0.0	3.532	A
D - Interlink Way (E)	Entry	1	1	A	45	11	1255	1069	0.042	45	56	0.1	0.1	6.222	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	20	5	1243	1053	0.019	20	24	0.0	0.1	4.853	A
				D	3	0.71	273	228	0.013	3	2	0.0	0.0	5.507	A

2030 | Future Year | PM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.40	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	Future Year	PM	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (N)		ONE HOUR	✓	345	100.000
B - Access Road		ONE HOUR	✓	50	100.000
C - B585 (S)		ONE HOUR	✓	206	100.000
D - Interlink Way (E)		ONE HOUR	✓	128	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	1	19	233	92
	B - Access Road	45	0	5	0
	C - B585 (S)	191	1	0	14
	D - Interlink Way (E)	101	0	27	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	0	64	12	28
	B - Access Road	20	0	0	0
	C - B585 (S)	12	0	0	8
	D - Interlink Way (E)	17	0	4	0

Cyclist %

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	0	0	0	0
	B - Access Road	0	0	0	0
	C - B585 (S)	0	0	0	0
	D - Interlink Way (E)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - B585 (N)	0.18	5.24	0.6	A	314	471
B - Access Road	0.05	4.02	0.1	A	46	69
C - B585 (S)	0.15	3.01	0.2	A	190	285
D - Interlink Way (E)	0.14	4.56	0.2	A	118	177

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	260	65	21	2137	0.122	260	256	265	0.0	0.3	4.527	A
B - Access Road	42	10	266	1179	0.035	41	41	16	0.0	0.1	3.806	A
C - B585 (S)	161	40	105	1616	0.100	161	159	202	0.0	0.1	2.748	A
D - Interlink Way (E)	99	25	189	1180	0.084	98	99	78	0.0	0.1	4.015	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	312	78	23	2179	0.143	314	316	300	0.3	0.3	4.920	A
B - Access Road	40	10	322	1099	0.037	40	49	15	0.1	0.0	3.796	A
C - B585 (S)	185	46	123	1592	0.116	186	189	239	0.1	0.1	2.995	A
D - Interlink Way (E)	113	28	209	1135	0.099	113	123	100	0.1	0.1	3.990	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	378	94	27	2104	0.179	376	386	365	0.3	0.6	5.022	A
B - Access Road	56	14	385	1053	0.053	56	64	18	0.0	0.1	3.970	A
C - B585 (S)	221	55	156	1566	0.141	221	236	285	0.1	0.2	3.011	A
D - Interlink Way (E)	135	34	257	1112	0.121	135	144	119	0.1	0.2	4.357	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	381	95	33	2116	0.180	382	388	378	0.6	0.5	5.237	A
B - Access Road	56	14	392	1081	0.051	55	61	23	0.1	0.0	4.016	A
C - B585 (S)	231	58	148	1583	0.146	230	235	300	0.2	0.2	2.950	A
D - Interlink Way (E)	147	37	264	1073	0.137	147	146	113	0.2	0.2	4.559	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	302	76	26	2105	0.144	304	317	313	0.5	0.4	4.879	A
B - Access Road	47	12	314	1114	0.042	47	53	15	0.0	0.0	3.965	A
C - B585 (S)	188	47	124	1597	0.118	189	196	238	0.2	0.2	2.932	A
D - Interlink Way (E)	119	30	218	1155	0.103	120	123	94	0.2	0.1	4.253	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	249	62	20	2143	0.116	249	266	251	0.4	0.3	4.613	A
B - Access Road	37	9	254	1146	0.032	38	45	15	0.0	0.0	3.967	A
C - B585 (S)	154	39	103	1544	0.100	153	164	188	0.2	0.2	2.774	A
D - Interlink Way (E)	95	24	175	1153	0.082	95	103	81	0.1	0.1	4.095	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	192	1115	0.172	192	187	0.0	0.2	4.429	A
			2	A, D	69	1017	0.068	68	68	0.0	0.1	4.823	A
	Exit	1	1		265			265	263	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	42	1182	0.035	41	41	0.0	0.1	3.806	A
	Exit	1	1		16			16	15	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	161	1592	0.101	161	159	0.0	0.1	2.748	A
	Exit	1	1		202			202	198	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	99	1151	0.086	98	99	0.0	0.1	4.015	A
	Exit	1	1		78			78	78	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	225	1114	0.202	227	233	0.2	0.2	4.883	A
			2	A, D	87	1016	0.085	87	83	0.1	0.1	5.039	A
	Exit	1	1		300			300	317	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	40	1149	0.035	40	49	0.1	0.0	3.796	A
	Exit	1	1		15			15	18	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	185	1581	0.117	186	189	0.1	0.1	2.995	A
	Exit	1	1		239			239	248	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	113	1139	0.099	113	123	0.1	0.1	3.990	A
	Exit	1	1		100			100	96	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	271	1112	0.244	272	281	0.2	0.4	4.984	A
			2	A, D	106	1015	0.105	105	106	0.1	0.2	5.134	A
	Exit	1	1		365			365	391	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	56	1113	0.050	56	64	0.0	0.1	3.970	A
	Exit	1	1		18			18	22	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	221	1561	0.142	221	236	0.1	0.2	3.011	A
	Exit	1	1		285			285	295	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	135	1113	0.121	135	144	0.1	0.2	4.357	A
	Exit	1	1		119			119	121	0.0	0.0	0.000	A

18:30 - 18:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	284	1108	0.256	284	286	0.4	0.4	5.265	A
			2	A, D	97	1013	0.096	98	102	0.2	0.2	5.152	A
	Exit	1	1		378			378	389	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	56	1109	0.050	55	61	0.1	0.0	4.016	A
	Exit	1	1		23			23	22	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	231	1566	0.147	230	235	0.2	0.2	2.950	A
	Exit	1	1		300			300	301	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	147	1109	0.133	147	146	0.2	0.2	4.559	A
	Exit	1	1		113			113	118	0.0	0.0	0.000	A

18:45 - 19:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	220	1112	0.198	221	233	0.4	0.2	4.808	A
			2	A, D	82	1015	0.081	82	84	0.2	0.1	5.101	A
	Exit	1	1		313			313	326	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	47	1154	0.040	47	53	0.0	0.0	3.965	A
	Exit	1	1		15			15	17	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	188	1580	0.119	189	196	0.2	0.2	2.932	A
	Exit	1	1		238			238	248	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	119	1134	0.105	120	123	0.2	0.1	4.253	A
	Exit	1	1		94			94	98	0.0	0.0	0.000	A

19:00 - 19:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	180	1116	0.161	179	191	0.2	0.2	4.438	A
			2	A, D	70	1017	0.069	70	75	0.1	0.1	5.121	A
	Exit	1	1		251			251	274	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	37	1189	0.031	38	45	0.0	0.0	3.967	A
	Exit	1	1		15			15	16	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	154	1593	0.097	153	164	0.2	0.2	2.774	A
	Exit	1	1		188			188	202	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	95	1158	0.082	95	103	0.1	0.1	4.095	A
	Exit	1	1		81			81	86	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	15	4	1048	1038	0.015	15	15	0.0	0.0	6.745	A
				C	177	44	1126	1115	0.159	177	173	0.0	0.2	4.298	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.48	0.12	172	171	0.003	0.48	0.75	0.0	0.0	3.994	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	68	17	1024	1017	0.067	68	68	0.0	0.1	4.834	A
B - Access Road	Entry	1	1	A	38	9	1337	1187	0.032	37	36	0.0	0.1	3.826	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	4	1	966	848	0.005	4	4	0.0	0.0	3.671	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	150	38	1657	1591	0.094	150	148	0.0	0.0	2.767	A
				B	0.83	0.21	328	311	0.003	0.83	0.91	0.0	0.0	3.253	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	10	3	1476	1421	0.007	10	11	0.0	0.0	2.444	A
D - Interlink Way (E)	Entry	1	1	A	79	20	1255	1154	0.068	77	78	0.0	0.1	4.053	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	20	5	1243	1140	0.018	21	21	0.0	0.0	3.891	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	14	3	1003	991	0.014	14	17	0.0	0.0	7.177	A
				C	211	53	1126	1113	0.190	213	217	0.2	0.2	4.761	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.83	0.21	203	201	0.004	0.83	0.83	0.0	0.0	6.432	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	86	22	1024	1016	0.085	86	82	0.1	0.1	5.021	A
B - Access Road	Entry	1	1	A	36	9	1337	1149	0.032	36	44	0.1	0.0	3.896	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	4	0.98	1019	883	0.004	4	5	0.0	0.0	3.022	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	170	43	1657	1580	0.108	171	175	0.0	0.1	3.006	A
				B	0.71	0.18	394	374	0.002	0.71	1	0.0	0.0	2.901	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	14	3	1624	1553	0.009	14	13	0.0	0.0	2.861	A
D - Interlink Way (E)	Entry	1	1	A	91	23	1255	1141	0.080	91	97	0.1	0.1	4.029	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	22	5	1255	1140	0.019	22	26	0.0	0.0	3.862	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	17	4	1070	1055	0.016	17	21	0.0	0.0	6.802	A
				C	254	64	1126	1111	0.229	255	259	0.2	0.3	4.885	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.83	0.21	213	211	0.004	0.83	0.99	0.0	0.0	3.270	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	106	26	1024	1014	0.104	103	105	0.1	0.2	5.156	A
B - Access Road	Entry	1	1	A	51	13	1337	1110	0.046	51	58	0.0	0.1	4.049	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	4	1	980	814	0.005	4	5	0.0	0.0	3.223	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	205	51	1657	1561	0.131	204	218	0.1	0.2	3.012	A
				B	1	0.27	443	416	0.003	1	1	0.0	0.0	2.630	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	15	4	1607	1512	0.010	15	16	0.0	0.0	3.034	A
D - Interlink Way (E)	Entry	1	1	A	109	27	1255	1111	0.098	108	113	0.1	0.1	4.469	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	26	7	1255	1112	0.024	26	30	0.0	0.0	3.981	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:30 - 18:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	22	6	1059	1044	0.021	22	21	0.0	0.0	6.480	A
				C	262	65	1126	1109	0.236	262	265	0.3	0.3	5.200	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	1	0.30	213	211	0.006	1	0.99	0.0	0.0	2.727	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	95	24	1024	1012	0.094	97	101	0.2	0.2	5.182	A
B - Access Road	Entry	1	1	A	49	12	1337	1110	0.045	49	55	0.1	0.0	4.064	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	6	2	980	812	0.007	6	6	0.0	0.0	3.642	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	213	53	1657	1565	0.136	212	218	0.2	0.2	2.964	A
				B	1	0.30	344	323	0.004	1	0.99	0.0	0.0	3.150	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	16	4	1624	1529	0.011	16	16	0.0	0.0	2.747	A
D - Interlink Way (E)	Entry	1	1	A	115	29	1255	1111	0.103	115	116	0.1	0.2	4.674	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	32	8	1255	1110	0.029	32	30	0.0	0.0	4.159	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:45 - 19:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	15	4	1048	1035	0.015	15	17	0.0	0.0	6.122	A
				C	205	51	1126	1112	0.185	206	216	0.3	0.2	4.739	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.71	0.18	152	151	0.005	0.71	0.71	0.0	0.0	3.874	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	81	20	1024	1015	0.080	82	84	0.2	0.1	5.115	A
B - Access Road	Entry	1	1	A	41	10	1337	1151	0.036	42	47	0.0	0.0	4.083	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	5	1	993	846	0.006	5	6	0.0	0.0	3.160	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	176	44	1657	1580	0.111	176	182	0.2	0.1	2.932	A
				B	0.36	0.09	246	233	0.002	0.24	0.55	0.0	0.0	4.169	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	12	3	1591	1515	0.008	12	14	0.0	0.0	2.880	A
D - Interlink Way (E)	Entry	1	1	A	93	23	1255	1134	0.082	94	96	0.2	0.1	4.392	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	26	6	1255	1133	0.023	26	26	0.0	0.0	3.804	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

19:00 - 19:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	14	4	1070	1060	0.013	14	16	0.0	0.0	5.366	A
				C	165	41	1126	1115	0.148	165	176	0.2	0.2	4.382	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.12	0.03	91	90	0.001	0.12	0.36	0.0	0.0	3.643	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	70	17	1024	1017	0.069	70	74	0.1	0.1	5.130	A
B - Access Road	Entry	1	1	A	33	8	1337	1187	0.028	33	41	0.0	0.0	4.060	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	5	1	874	767	0.006	4	4	0.0	0.0	3.207	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	142	36	1657	1592	0.089	141	152	0.1	0.2	2.783	A
				B	0.95	0.24	230	220	0.004	0.95	0.63	0.0	0.0	3.489	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	11	3	1542	1475	0.008	11	12	0.0	0.0	2.621	A
D - Interlink Way (E)	Entry	1	1	A	76	19	1255	1158	0.065	76	81	0.1	0.1	4.214	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	19	5	1243	1146	0.017	19	22	0.0	0.0	3.711	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2030 | Future Year + Committed Dev | AM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	12.51	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.51	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	Future Year + Committed Dev	AM	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (N)		ONE HOUR	✓	853	100.000
B - Access Road		ONE HOUR	✓	9	100.000
C - B585 (S)		ONE HOUR	✓	648	100.000
D - Interlink Way (E)		ONE HOUR	✓	99	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	1	26	729	97
	B - Access Road	9	0	0	0
	C - B585 (S)	611	1	0	36
	D - Interlink Way (E)	67	0	30	2

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	0	20	31	28
	B - Access Road	33	0	0	0
	C - B585 (S)	40	0	0	10
	D - Interlink Way (E)	75	7	27	100

Cyclist %

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	0	0	0	0
	B - Access Road	0	0	0	0
	C - B585 (S)	0	0	0	0
	D - Interlink Way (E)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - B585 (N)	0.52	17.94	4.9	C	788	1182
B - Access Road	0.02	6.39	0.1	A	11	17
C - B585 (S)	0.46	6.18	1.4	A	590	886
D - Interlink Way (E)	0.13	7.39	0.3	A	92	138

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	633	158	23	1826	0.347	635	643	509	0.0	1.3	8.157	A
B - Access Road	8	2	637	966	0.008	7	10	21	0.0	0.0	4.950	A
C - B585 (S)	483	121	85	1555	0.310	483	486	560	0.0	0.8	4.687	A
D - Interlink Way (E)	72	18	461	1011	0.071	70	74	106	0.0	0.2	6.300	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	756	189	29	1836	0.412	757	766	608	1.3	2.3	10.977	B
B - Access Road	11	3	761	902	0.012	11	15	26	0.0	0.0	5.920	A
C - B585 (S)	574	143	101	1559	0.368	571	583	671	0.8	0.9	4.924	A
D - Interlink Way (E)	86	21	552	947	0.091	86	98	120	0.2	0.1	6.763	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	950	238	38	1830	0.519	960	938	756	2.3	4.6	17.499	C
B - Access Road	11	3	970	782	0.015	12	19	29	0.0	0.0	5.984	A
C - B585 (S)	706	176	123	1564	0.451	705	714	857	0.9	1.4	5.960	A
D - Interlink Way (E)	114	28	681	845	0.135	113	118	147	0.1	0.3	7.386	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	952	238	41	1915	0.498	951	953	756	4.6	4.9	17.943	C
B - Access Road	14	4	965	769	0.018	14	18	27	0.0	0.1	6.386	A
C - B585 (S)	709	177	122	1547	0.458	709	708	858	1.4	1.3	6.182	A
D - Interlink Way (E)	112	28	686	868	0.129	111	119	145	0.3	0.2	7.385	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	776	194	27	1823	0.426	773	791	634	4.9	2.9	12.606	B
B - Access Road	12	3	774	907	0.013	13	16	25	0.1	0.0	6.158	A
C - B585 (S)	589	147	103	1587	0.371	589	596	685	1.3	0.8	5.132	A
D - Interlink Way (E)	91	23	570	960	0.095	91	99	122	0.2	0.2	7.093	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	659	165	28	1857	0.355	660	659	516	2.9	1.7	9.117	A
B - Access Road	12	3	669	963	0.012	12	15	20	0.0	0.0	5.465	A
C - B585 (S)	482	120	91	1615	0.298	482	494	589	0.8	0.5	4.466	A
D - Interlink Way (E)	77	19	467	981	0.079	77	86	106	0.2	0.1	6.306	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

06:45 - 07:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	558	1114	0.501	559	566	0.0	1.2	8.599	A
			2	A, D	76	1016	0.074	77	77	0.0	0.1	4.913	A
	Exit	1	1		509			509	518	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	8	966	0.008	7	10	0.0	0.0	4.950	A
	Exit	1	1		21			21	20	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	483	1604	0.301	483	486	0.0	0.8	4.687	A
	Exit	1	1		560			560	570	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	72	1000	0.072	70	74	0.0	0.2	6.300	A
	Exit	1	1		106			106	106	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	668	1110	0.601	669	679	1.2	2.2	11.778	B
			2	A, D	88	1014	0.087	89	87	0.1	0.1	4.899	A
	Exit	1	1		608			608	632	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	11	894	0.012	11	15	0.0	0.0	5.920	A
	Exit	1	1		26			26	26	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	574	1594	0.360	571	583	0.8	0.9	4.924	A
	Exit	1	1		671			671	684	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	86	950	0.090	86	98	0.2	0.1	6.763	A
	Exit	1	1		120			120	121	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	841	1106	0.761	852	831	2.2	4.4	19.145	C
			2	A, D	109	1011	0.108	108	107	0.1	0.2	4.907	A
	Exit	1	1		756			756	774	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	11	773	0.015	12	19	0.0	0.0	5.984	A
	Exit	1	1		29			29	31	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	706	1581	0.447	705	714	0.9	1.4	5.960	A
	Exit	1	1		857			857	837	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	114	878	0.130	113	118	0.1	0.3	7.386	A
	Exit	1	1		147			147	148	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	847	1104	0.767	846	846	4.4	4.7	19.596	C
			2	A, D	106	1010	0.105	105	107	0.2	0.2	5.290	A
	Exit	1	1		756			756	767	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	14	775	0.018	14	18	0.0	0.1	6.386	A
	Exit	1	1		27			27	29	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	709	1582	0.449	709	708	1.4	1.3	6.182	A
	Exit	1	1		858			858	855	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	112	875	0.128	111	119	0.3	0.2	7.385	A
	Exit	1	1		145			145	148	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	687	1112	0.618	685	701	4.7	2.8	13.580	B
			2	A, D	88	1015	0.087	88	90	0.2	0.1	5.285	A
	Exit	1	1		634			634	648	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	12	886	0.014	13	16	0.1	0.0	6.158	A
	Exit	1	1		25			25	24	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	589	1593	0.370	589	596	1.3	0.8	5.132	A
	Exit	1	1		685			685	706	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	91	939	0.097	91	99	0.2	0.2	7.093	A
	Exit	1	1		122			122	125	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	580	1111	0.522	582	583	2.8	1.6	9.704	A
			2	A, D	79	1014	0.078	78	76	0.1	0.2	4.793	A
	Exit	1	1		516			516	538	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	12	948	0.012	12	15	0.0	0.0	5.465	A
	Exit	1	1		20			20	20	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	482	1600	0.301	482	494	0.8	0.5	4.466	A
	Exit	1	1		589			589	590	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	77	997	0.077	77	86	0.2	0.1	6.306	A
	Exit	1	1		106			106	107	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

06:45 - 07:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	21	5	1108	1095	0.019	20	19	0.0	0.1	8.403	A
				C	537	134	1126	1114	0.482	539	547	0.0	1.2	8.607	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.59	0.15	183	182	0.003	0.59	0.75	0.0	0.0	4.373	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	75	19	1024	1016	0.074	76	76	0.0	0.1	4.920	A
B - Access Road	Entry	1	1	A	8	2	1218	886	0.008	7	10	0.0	0.0	4.950	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	453	113	1657	1604	0.282	453	457	0.0	0.7	4.744	A
				B	0.68	0.17	256	246	0.003	0.68	0.65	0.0	0.0	3.742	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	29	7	1657	1603	0.018	29	28	0.0	0.1	3.997	A
D - Interlink Way (E)	Entry	1	1	A	50	12	1255	996	0.050	48	51	0.0	0.2	7.137	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	21	5	1224	979	0.022	21	22	0.0	0.0	4.816	A
				D	1	0.29	184	142	0.008	1	1	0.0	0.0	9.854	A

07:00 - 07:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	25	6	1126	1111	0.022	25	25	0.1	0.0	11.660	B
				C	643	161	1126	1111	0.579	644	654	1.2	2.2	11.782	B
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.78	0.20	208	206	0.004	0.78	0.94	0.0	0.0	2.823	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	88	22	1024	1013	0.087	88	87	0.1	0.1	4.928	A
B - Access Road	Entry	1	1	A	11	3	1326	883	0.012	11	15	0.0	0.0	5.920	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	541	135	1657	1595	0.339	539	549	0.7	0.9	4.979	A
				B	0.98	0.24	337	325	0.003	0.98	0.85	0.0	0.0	2.896	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	31	8	1657	1595	0.019	31	33	0.1	0.0	4.247	A
				A	57	14	1255	952	0.060	58	67	0.2	0.1	7.663	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	27	7	1255	946	0.029	27	29	0.0	0.0	5.232	A
				D	1	0.29	265	200	0.006	1	2	0.0	0.0	8.690	A

07:15 - 07:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	28	7	1126	1106	0.025	28	30	0.0	0.1	19.458	C
				C	813	203	1126	1106	0.736	824	801	2.2	4.3	19.133	C
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	1	0.37	266	263	0.006	1	1	0.0	0.0	3.988	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	107	27	1024	1011	0.106	107	106	0.1	0.2	4.920	A
B - Access Road	Entry	1	1	A	11	3	1337	796	0.014	12	19	0.0	0.0	5.984	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	667	167	1657	1582	0.422	667	673	0.9	1.3	5.999	A
				B	0.98	0.24	431	411	0.002	1	1	0.0	0.0	5.557	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	38	9	1657	1582	0.024	37	39	0.0	0.1	5.442	A
D - Interlink Way (E)	Entry	1	1	A	76	19	1255	876	0.087	75	80	0.1	0.2	8.069	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	35	9	1255	881	0.039	34	36	0.0	0.1	6.201	A
				D	3	0.78	337	235	0.013	3	2	0.0	0.0	8.614	A

07:30 - 07:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	25	6	1117	1097	0.023	25	28	0.1	0.1	19.762	C
				C	822	206	1126	1104	0.744	821	818	4.3	4.6	19.590	C
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.98	0.24	241	239	0.004	0.98	1	0.0	0.0	3.293	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	104	26	1024	1010	0.103	104	106	0.2	0.2	5.317	A
B - Access Road	Entry	1	1	A	14	4	1326	768	0.018	14	18	0.0	0.1	6.386	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	670	167	1657	1581	0.424	669	669	1.3	1.2	6.229	A
				B	1	0.37	364	346	0.004	1	0.98	0.0	0.0	4.775	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	38	9	1657	1578	0.024	38	39	0.1	0.1	5.587	A
D - Interlink Way (E)	Entry	1	1	A	72	18	1255	877	0.082	71	79	0.2	0.1	7.937	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	37	9	1255	875	0.042	37	37	0.1	0.1	6.430	A
				D	3	0.68	378	258	0.011	3	3	0.0	0.0	9.374	A

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	23	6	1117	1103	0.021	24	23	0.1	0.0	14.594	B
				C	664	166	1126	1112	0.598	660	678	4.6	2.7	13.543	B
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	1	0.34	233	230	0.006	2	1	0.0	0.0	6.266	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	87	22	1024	1015	0.085	87	89	0.2	0.1	5.270	A
B - Access Road	Entry	1	1	A	12	3	1337	871	0.014	13	16	0.1	0.0	6.158	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	554	139	1657	1594	0.348	554	561	1.2	0.8	5.209	A
				B	1	0.29	404	387	0.003	1	1	0.0	0.0	4.629	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	34	8	1657	1594	0.021	34	35	0.1	0.0	4.165	A
D - Interlink Way (E)	Entry	1	1	A	66	16	1255	937	0.070	65	70	0.1	0.2	7.882	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	24	6	1245	928	0.026	24	28	0.1	0.0	5.729	A
				D	1	0.34	235	174	0.008	1	1	0.0	0.0	6.596	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	19	5	1108	1095	0.017	19	20	0.0	0.1	9.178	A
				C	561	140	1126	1111	0.505	563	563	2.7	1.5	9.725	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.59	0.15	183	181	0.003	0.68	0.75	0.0	0.0	4.612	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	78	20	1024	1015	0.077	77	76	0.1	0.2	4.796	A
B - Access Road	Entry	1	1	A	12	3	1326	931	0.013	12	15	0.0	0.0	5.465	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	453	113	1657	1601	0.283	454	465	0.8	0.5	4.499	A
				B	0.98	0.24	256	247	0.004	0.98	0.65	0.0	0.0	6.449	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	28	7	1657	1599	0.018	28	29	0.0	0.0	3.991	A
D - Interlink Way (E)	Entry	1	1	A	50	13	1255	990	0.051	51	58	0.2	0.1	6.964	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	26	6	1235	969	0.027	26	27	0.0	0.0	5.333	A
				D	1	0.29	265	207	0.006	1	2	0.0	0.0	5.624	A

2030 | Future Year + Committed Dev | PM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	6.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.21	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	Future Year + Committed Dev	PM	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (N)		ONE HOUR	✓	585	100.000
B - Access Road		ONE HOUR	✓	50	100.000
C - B585 (S)		ONE HOUR	✓	429	100.000
D - Interlink Way (E)		ONE HOUR	✓	128	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	1	19	473	92
	B - Access Road	45	0	5	0
	C - B585 (S)	414	1	0	14
	D - Interlink Way (E)	101	0	27	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	0	64	27	28
	B - Access Road	20	0	0	9
	C - B585 (S)	27	0	0	8
	D - Interlink Way (E)	17	0	4	0

Cyclist %

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	0	0	0	0
	B - Access Road	0	0	0	0
	C - B585 (S)	0	0	0	0
	D - Interlink Way (E)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - B585 (N)	0.31	7.89	1.7	A	534	801
B - Access Road	0.06	4.77	0.1	A	46	69
C - B585 (S)	0.31	4.42	0.8	A	389	583
D - Interlink Way (E)	0.15	5.10	0.2	A	119	179

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	431	108	19	2076	0.208	430	437	429	0.0	0.9	6.496	A
B - Access Road	41	10	434	1085	0.037	40	40	15	0.0	0.1	4.313	A
C - B585 (S)	323	81	101	1556	0.208	323	330	373	0.0	0.5	3.599	A
D - Interlink Way (E)	99	25	351	1103	0.090	98	101	74	0.0	0.2	4.444	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	534	134	28	2072	0.258	536	531	513	0.9	1.2	6.920	A
B - Access Road	47	12	544	1027	0.046	46	53	20	0.1	0.1	4.390	A
C - B585 (S)	396	99	126	1567	0.253	397	399	465	0.5	0.5	4.100	A
D - Interlink Way (E)	112	28	427	1034	0.108	113	123	96	0.2	0.1	4.406	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	629	157	29	2024	0.311	629	638	606	1.2	1.5	7.595	A
B - Access Road	56	14	638	965	0.058	55	63	20	0.1	0.1	4.610	A
C - B585 (S)	458	115	145	1554	0.295	456	478	547	0.5	0.8	4.250	A
D - Interlink Way (E)	143	36	493	993	0.144	143	152	109	0.1	0.2	5.095	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	656	164	34	2118	0.310	655	652	616	1.5	1.7	7.892	A
B - Access Road	56	14	668	964	0.058	56	60	21	0.1	0.1	4.774	A
C - B585 (S)	470	117	144	1528	0.307	469	483	579	0.8	0.6	4.417	A
D - Interlink Way (E)	145	36	504	967	0.150	146	149	109	0.2	0.2	5.009	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	522	130	25	2107	0.248	520	539	498	1.7	1.0	6.591	A
B - Access Road	45	11	529	1027	0.044	43	51	16	0.1	0.1	4.334	A
C - B585 (S)	386	97	120	1556	0.248	386	396	452	0.6	0.4	4.044	A
D - Interlink Way (E)	114	28	411	1024	0.111	113	124	96	0.2	0.2	4.826	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	430	108	22	2096	0.205	432	451	402	1.0	0.8	6.316	A
B - Access Road	33	8	438	1083	0.030	33	44	15	0.1	0.0	4.078	A
C - B585 (S)	300	75	95	1595	0.188	303	328	377	0.4	0.3	3.691	A
D - Interlink Way (E)	103	26	322	1071	0.096	102	103	76	0.2	0.1	4.424	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	368	1116	0.330	366	367	0.0	0.9	6.816	A
			2	A, D	64	1017	0.062	64	70	0.0	0.1	4.796	A
	Exit	1	1		429			429	435	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	41	1084	0.037	40	40	0.0	0.1	4.313	A
	Exit	1	1		15			15	16	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	323	1594	0.203	323	330	0.0	0.5	3.599	A
	Exit	1	1		373			373	376	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	99	1061	0.094	98	101	0.0	0.2	4.444	A
	Exit	1	1		74			74	80	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	451	1111	0.406	453	446	0.9	1.1	7.299	A
			2	A, D	83	1014	0.082	83	85	0.1	0.1	4.967	A
	Exit	1	1		513			513	531	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	47	1020	0.046	46	53	0.1	0.1	4.390	A
	Exit	1	1		20			20	19	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	396	1579	0.251	397	399	0.5	0.5	4.100	A
	Exit	1	1		465			465	459	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	112	1018	0.110	113	123	0.2	0.1	4.406	A
	Exit	1	1		96			96	97	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	532	1110	0.479	532	539	1.1	1.3	8.059	A
			2	A, D	97	1014	0.096	97	100	0.1	0.2	5.064	A
	Exit	1	1		606			606	640	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	56	966	0.058	55	63	0.1	0.1	4.610	A
	Exit	1	1		20			20	23	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	458	1567	0.292	456	478	0.5	0.8	4.250	A
	Exit	1	1		547			547	553	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	143	982	0.145	143	152	0.1	0.2	5.095	A
	Exit	1	1		109			109	115	0.0	0.0	0.000	A

18:30 - 18:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	563	1108	0.508	562	549	1.3	1.6	8.395	A
			2	A, D	93	1012	0.091	94	103	0.2	0.1	5.194	A
	Exit	1	1		616			616	638	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	56	948	0.059	56	60	0.1	0.1	4.774	A
	Exit	1	1		21			21	21	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	470	1568	0.300	469	483	0.8	0.6	4.417	A
	Exit	1	1		579			579	565	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	145	976	0.149	146	149	0.2	0.2	5.009	A
	Exit	1	1		109			109	118	0.0	0.0	0.000	A

18:45 - 19:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	442	1113	0.398	439	451	1.6	0.9	6.995	A
			2	A, D	80	1015	0.079	82	87	0.1	0.1	4.516	A
	Exit	1	1		498			498	524	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	45	1029	0.044	43	51	0.1	0.1	4.334	A
	Exit	1	1		16			16	20	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	386	1582	0.244	386	396	0.6	0.4	4.044	A
	Exit	1	1		452			452	464	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	114	1028	0.111	113	124	0.2	0.2	4.826	A
	Exit	1	1		96			96	101	0.0	0.0	0.000	A

19:00 - 19:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	364	1114	0.327	366	381	0.9	0.7	6.660	A
			2	A, D	66	1016	0.065	66	70	0.1	0.1	4.494	A
	Exit	1	1		402			402	437	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	33	1082	0.030	33	44	0.1	0.0	4.078	A
	Exit	1	1		15			15	17	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	300	1598	0.188	303	328	0.4	0.3	3.691	A
	Exit	1	1		377			377	391	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	103	1077	0.095	102	103	0.2	0.1	4.424	A
	Exit	1	1		76			76	81	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	15	4	1006	997	0.015	15	15	0.0	0.0	9.404	A
				C	353	88	1126	1115	0.316	351	352	0.0	0.9	6.733	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.96	0.24	164	163	0.006	0.96	0.75	0.0	0.0	4.150	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	63	16	1024	1017	0.061	63	69	0.0	0.1	4.805	A
B - Access Road	Entry	1	1	A	38	9	1337	1073	0.035	37	36	0.0	0.1	4.501	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	3	0.76	838	683	0.004	3	4	0.0	0.0	3.030	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	313	78	1657	1594	0.196	312	318	0.0	0.5	3.631	A
				B	0	0	309	299	0.000	0	0.80	0.0	0.0	3.239	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	11	3	1546	1489	0.007	11	11	0.0	0.0	2.826	A
D - Interlink Way (E)	Entry	1	1	A	80	20	1255	1059	0.076	79	81	0.0	0.2	4.554	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	20	5	1222	1028	0.019	19	20	0.0	0.0	4.044	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	19	5	1096	1082	0.018	19	18	0.0	0.0	8.530	A
				C	432	108	1126	1111	0.389	435	428	0.9	1.0	7.258	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.96	0.24	191	189	0.005	0.96	0.80	0.0	0.0	4.190	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	82	21	1024	1013	0.081	82	84	0.1	0.1	4.976	A
B - Access Road	Entry	1	1	A	43	11	1337	1023	0.042	43	48	0.1	0.1	4.499	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	4	1	998	763	0.005	4	5	0.0	0.0	3.531	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	382	95	1657	1578	0.242	383	386	0.5	0.5	4.123	A
				B	1	0.32	420	399	0.003	1	1	0.0	0.0	4.065	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	13	3	1568	1495	0.009	14	12	0.0	0.0	3.507	A
D - Interlink Way (E)	Entry	1	1	A	86	21	1255	1019	0.084	87	97	0.2	0.1	4.470	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	26	6	1238	999	0.026	26	26	0.0	0.0	4.190	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	19	5	1126	1110	0.017	19	22	0.0	0.0	7.841	A
				C	513	128	1126	1111	0.462	513	516	1.0	1.3	8.067	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.96	0.24	205	203	0.005	0.96	0.96	0.0	0.0	5.321	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	96	24	1024	1013	0.095	96	99	0.1	0.2	5.061	A
B - Access Road	Entry	1	1	A	49	12	1337	967	0.051	49	56	0.1	0.1	4.619	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	6	1	1070	769	0.007	6	6	0.0	0.0	4.545	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	444	111	1657	1568	0.283	442	461	0.5	0.8	4.270	A
				B	0.96	0.24	287	270	0.004	1	0.80	0.0	0.0	3.535	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	13	3	1590	1501	0.009	13	16	0.0	0.0	3.786	A
D - Interlink Way (E)	Entry	1	1	A	114	29	1255	980	0.116	114	121	0.1	0.2	5.102	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	29	7	1255	973	0.029	28	31	0.0	0.1	5.070	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:30 - 18:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	20	5	1081	1063	0.019	20	20	0.0	0.1	9.788	A
				C	543	136	1126	1108	0.490	541	529	1.3	1.6	8.352	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.64	0.16	205	203	0.003	0.64	0.96	0.0	0.0	6.435	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	92	23	1024	1011	0.091	93	102	0.2	0.1	5.179	A
B - Access Road	Entry	1	1	A	50	13	1337	943	0.053	50	54	0.1	0.0	4.803	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	5	1	1016	718	0.008	5	5	0.0	0.0	4.531	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	452	113	1657	1568	0.288	452	466	0.8	0.6	4.452	A
				B	0.80	0.20	420	396	0.002	0.80	1	0.0	0.0	3.161	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	17	4	1657	1562	0.011	16	16	0.0	0.0	3.632	A
D - Interlink Way (E)	Entry	1	1	A	111	28	1255	976	0.114	112	117	0.2	0.1	5.188	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	33	8	1255	966	0.034	33	31	0.1	0.0	4.414	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:45 - 19:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	16	4	1051	1038	0.015	15	19	0.1	0.1	7.830	A
				C	427	107	1126	1113	0.383	423	432	1.6	0.9	6.968	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	2	0.40	218	217	0.007	2	0.85	0.0	0.0	4.262	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	78	20	1024	1016	0.077	80	87	0.1	0.1	4.519	A
B - Access Road	Entry	1	1	A	40	10	1337	1029	0.039	39	46	0.0	0.1	4.396	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	5	1	927	690	0.007	5	5	0.0	0.0	3.842	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	370	92	1657	1583	0.234	370	381	0.6	0.4	4.074	A
				B	0.64	0.16	331	315	0.002	0.64	0.91	0.0	0.0	3.389	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	16	4	1657	1574	0.010	16	15	0.0	0.0	3.414	A
D - Interlink Way (E)	Entry	1	1	A	89	22	1255	1024	0.087	88	97	0.1	0.2	4.996	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	25	6	1255	1028	0.024	25	26	0.0	0.1	4.260	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

19:00 - 19:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	14	4	991	979	0.015	15	16	0.1	0.0	9.153	A
				C	350	87	1126	1114	0.314	351	365	0.9	0.7	6.579	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.64	0.16	191	189	0.003	0.64	0.80	0.0	0.0	3.964	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	66	16	1024	1016	0.065	65	69	0.1	0.1	4.501	A
B - Access Road	Entry	1	1	A	28	7	1337	1078	0.026	29	39	0.1	0.0	4.125	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	5	1	802	635	0.007	5	4	0.0	0.0	3.718	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	289	72	1657	1598	0.181	292	316	0.4	0.3	3.694	A
				B	0.96	0.24	287	276	0.003	0.96	0.75	0.0	0.0	3.137	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	10	2	1502	1443	0.007	10	11	0.0	0.0	3.652	A
D - Interlink Way (E)	Entry	1	1	A	82	20	1255	1074	0.076	81	81	0.2	0.1	4.577	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	21	5	1255	1076	0.019	21	22	0.1	0.0	3.914	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2030 | Future Year + Committed Dev + Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	36.40	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	36.40	E

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2030	Future Year + Committed Dev + Development	AM	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (N)		ONE HOUR	✓	1047	100.000
B - Access Road		ONE HOUR	✓	9	100.000
C - B585 (S)		ONE HOUR	✓	664	100.000
D - Interlink Way (E)		ONE HOUR	✓	99	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	1	26	923	97
	B - Access Road	9	0	0	0
	C - B585 (S)	627	1	0	36
	D - Interlink Way (E)	67	0	30	2

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

From	To	A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
	A - B585 (N)	0	20	29	28
	B - Access Road	33	0	0	0
	C - B585 (S)	41	0	0	10
	D - Interlink Way (E)	75	7	27	100

Cyclist %

From	To	A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
	A - B585 (N)	0	0	0	0
	B - Access Road	0	0	0	0
	C - B585 (S)	0	0	0	0
	D - Interlink Way (E)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - B585 (N)	0.68	58.19	17.9	F	969	1453
B - Access Road	0.02	7.74	0.0	A	12	17
C - B585 (S)	0.47	6.21	1.3	A	603	904
D - Interlink Way (E)	0.13	7.87	0.3	A	90	136

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	794	198	25	1749	0.454	787	782	522	0.0	3.0	10.935	B
B - Access Road	7	2	794	877	0.008	7	9	17	0.0	0.0	5.294	A
C - B585 (S)	488	122	80	1625	0.300	489	497	721	0.0	0.6	4.588	A
D - Interlink Way (E)	75	19	471	971	0.078	76	77	99	0.0	0.2	6.306	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	947	237	30	1761	0.538	941	942	633	3.0	5.2	18.264	C
B - Access Road	13	3	949	772	0.017	13	15	22	0.0	0.0	6.146	A
C - B585 (S)	588	147	104	1594	0.369	590	598	859	0.6	0.7	5.252	A
D - Interlink Way (E)	92	23	571	924	0.100	92	96	123	0.2	0.2	6.758	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	1172	293	39	1775	0.660	1143	1125	760	5.2	16.9	41.846	E
B - Access Road	12	3	1151	669	0.019	12	18	30	0.0	0.0	7.743	A
C - B585 (S)	713	178	127	1624	0.439	713	722	1037	0.7	1.3	6.208	A
D - Interlink Way (E)	109	27	689	862	0.127	110	118	151	0.2	0.2	7.571	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	1141	285	35	1682	0.679	1150	1150	789	16.9	17.9	58.191	F
B - Access Road	13	3	1154	645	0.021	14	18	31	0.0	0.0	7.467	A
C - B585 (S)	741	185	124	1580	0.469	743	745	1044	1.3	1.3	6.210	A
D - Interlink Way (E)	107	27	718	888	0.120	106	114	150	0.2	0.3	7.873	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	965	241	30	1735	0.556	964	999	628	17.9	6.7	31.403	D
B - Access Road	13	3	969	778	0.016	12	16	25	0.0	0.0	6.706	A
C - B585 (S)	592	148	104	1603	0.369	589	605	877	1.3	1.1	5.288	A
D - Interlink Way (E)	87	22	570	941	0.093	88	99	123	0.3	0.1	6.943	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	792	198	23	1699	0.466	792	805	530	6.7	2.9	13.103	B
B - Access Road	11	3	795	873	0.013	11	14	19	0.0	0.0	6.788	A
C - B585 (S)	496	124	87	1613	0.307	496	515	720	1.1	0.8	4.787	A
D - Interlink Way (E)	72	18	481	1005	0.071	71	83	102	0.1	0.1	6.713	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

06:45 - 07:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	723	1113	0.649	715	710	0.0	3.0	11.556	B
			2	A, D	71	1016	0.070	72	72	0.0	0.1	4.889	A
	Exit	1	1		522			522	531	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	7	875	0.008	7	9	0.0	0.0	5.294	A
	Exit	1	1		17			17	20	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	488	1607	0.304	489	497	0.0	0.6	4.588	A
	Exit	1	1		721			721	715	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	75	994	0.076	76	77	0.0	0.2	6.306	A
	Exit	1	1		99			99	99	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	857	1110	0.772	853	855	3.0	4.9	19.609	C
			2	A, D	90	1014	0.089	89	87	0.1	0.2	5.256	A
	Exit	1	1		633			633	646	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	13	784	0.017	13	15	0.0	0.0	6.146	A
	Exit	1	1		22			22	22	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	588	1593	0.370	590	598	0.6	0.7	5.252	A
	Exit	1	1		859			859	863	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	92	939	0.098	92	96	0.2	0.2	6.758	A
	Exit	1	1		123			123	120	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	1060	1106	0.959	1031	1017	4.9	16.6	45.633	E
			2	A, D	112	1011	0.111	112	109	0.2	0.3	5.257	A
	Exit	1	1		760			760	782	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	12	667	0.019	12	18	0.0	0.0	7.743	A
	Exit	1	1		30			30	30	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	713	1579	0.451	713	722	0.7	1.3	6.208	A
	Exit	1	1		1037			1037	1025	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	109	874	0.125	110	118	0.2	0.2	7.571	A
	Exit	1	1		151			151	147	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	1034	1107	0.934	1043	1040	16.6	17.7	63.751	F
			2	A, D	107	1012	0.106	108	110	0.3	0.1	5.139	A
	Exit	1	1		789			789	799	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	13	665	0.020	14	18	0.0	0.0	7.467	A
	Exit	1	1		31			31	30	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	741	1580	0.469	743	745	1.3	1.3	6.210	A
	Exit	1	1		1044			1044	1046	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	107	858	0.124	106	114	0.2	0.3	7.873	A
	Exit	1	1		150			150	152	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	876	1110	0.789	875	908	17.7	6.6	34.161	D
			2	A, D	89	1014	0.088	89	91	0.1	0.1	5.156	A
	Exit	1	1		628			628	653	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	13	773	0.016	12	16	0.0	0.0	6.706	A
	Exit	1	1		25			25	26	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	592	1593	0.371	589	605	1.3	1.1	5.288	A
	Exit	1	1		877			877	914	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	87	940	0.093	88	99	0.3	0.1	6.943	A
	Exit	1	1		123			123	126	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	717	1114	0.643	718	730	6.6	2.7	14.013	B
			2	A, D	75	1016	0.074	74	75	0.1	0.2	4.664	A
	Exit	1	1		530			530	556	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	11	874	0.013	11	14	0.0	0.0	6.788	A
	Exit	1	1		19			19	20	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	496	1603	0.309	496	515	1.1	0.8	4.787	A
	Exit	1	1		720			720	737	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	72	989	0.072	71	83	0.1	0.1	6.713	A
	Exit	1	1		102			102	104	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

06:45 - 07:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	17	4	1090	1078	0.016	17	19	0.0	0.0	9.883	A
				C	706	177	1126	1113	0.634	698	690	0.0	2.9	11.607	B
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.19	0.05	172	171	0.001	0.19	0.74	0.0	0.0	3.728	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	71	18	1024	1016	0.070	72	72	0.0	0.1	4.904	A
B - Access Road	Entry	1	1	A	7	2	1209	810	0.008	7	9	0.0	0.0	5.294	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	462	115	1657	1607	0.287	463	471	0.0	0.5	4.616	A
				B	0.29	0.07	265	256	0.001	0.29	0.70	0.0	0.0	3.695	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	26	7	1657	1605	0.016	26	25	0.0	0.0	4.217	A
D - Interlink Way (E)	Entry	1	1	A	52	13	1255	988	0.053	51	51	0.0	0.2	6.980	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	22	6	1235	972	0.023	23	25	0.0	0.0	5.200	A
				D	1	0.34	251	199	0.007	1	2	0.0	0.0	7.965	A

07:00 - 07:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	22	5	1126	1110	0.019	21	21	0.0	0.1	20.354	C
				C	835	209	1126	1110	0.753	831	834	2.9	4.8	19.588	C
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	2	0.43	270	268	0.006	2	1	0.0	0.0	3.677	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	88	22	1024	1013	0.087	87	86	0.1	0.2	5.283	A
B - Access Road	Entry	1	1	A	13	3	1294	763	0.017	13	15	0.0	0.0	6.146	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	553	138	1657	1592	0.347	555	565	0.5	0.7	5.314	A
				B	0.77	0.19	318	307	0.003	0.86	0.86	0.0	0.0	3.764	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	35	9	1643	1582	0.022	34	32	0.0	0.0	4.446	A
D - Interlink Way (E)	Entry	1	1	A	64	16	1255	938	0.068	63	65	0.2	0.2	7.447	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	27	7	1255	930	0.029	27	29	0.0	0.0	5.669	A
				D	2	0.43	271	201	0.009	2	2	0.0	0.0	6.298	A

07:15 - 07:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	28	7	1126	1106	0.025	29	28	0.1	0.4	46.529	E
				C	1032	258	1126	1105	0.934	1002	988	4.8	16.2	45.606	E
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.67	0.17	262	259	0.003	0.77	1	0.0	0.0	3.818	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	111	28	1024	1011	0.110	111	107	0.2	0.3	5.277	A
B - Access Road	Entry	1	1	A	12	3	1337	696	0.018	12	18	0.0	0.0	7.743	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	674	169	1657	1579	0.427	674	683	0.7	1.3	6.259	A
				B	1	0.26	358	344	0.003	1	1	0.0	0.0	6.024	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	37	9	1657	1582	0.023	37	38	0.0	0.0	5.495	A
D - Interlink Way (E)	Entry	1	1	A	72	18	1255	873	0.083	72	80	0.2	0.1	8.210	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	35	9	1255	875	0.040	35	36	0.0	0.1	6.361	A
				D	2	0.58	331	230	0.010	2	2	0.0	0.0	12.673	B

07:30 - 07:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	29	7	1126	1107	0.026	30	29	0.4	0.5	65.250	F
				C	1005	251	1126	1107	0.908	1012	1012	16.2	17.2	63.705	F
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.48	0.12	221	219	0.002	0.48	0.96	0.0	0.0	4.090	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	107	27	1024	1012	0.106	107	109	0.3	0.1	5.151	A
B - Access Road	Entry	1	1	A	13	3	1326	659	0.020	14	18	0.0	0.0	7.467	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	702	175	1657	1580	0.444	703	704	1.3	1.3	6.260	A
				B	0.67	0.17	451	428	0.002	0.67	1	0.0	0.0	5.817	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	39	10	1657	1580	0.025	40	40	0.0	0.1	5.539	A
D - Interlink Way (E)	Entry	1	1	A	72	18	1255	857	0.085	72	77	0.1	0.2	8.714	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	32	8	1255	865	0.037	32	34	0.1	0.0	6.432	A
				D	3	0.67	371	250	0.011	3	3	0.0	0.0	9.390	A

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	24	6	1126	1111	0.021	23	25	0.5	0.2	32.776	D
				C	853	213	1126	1110	0.768	852	883	17.2	6.3	34.203	D
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	1	0.31	180	178	0.007	1	0.96	0.0	0.0	3.948	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	87	22	1024	1014	0.086	88	90	0.1	0.1	5.173	A
B - Access Road	Entry	1	1	A	13	3	1326	745	0.017	12	16	0.0	0.0	6.706	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	557	139	1657	1592	0.350	555	571	1.3	1.0	5.337	A
				B	2	0.43	424	407	0.004	2	1	0.0	0.0	5.278	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	33	8	1657	1595	0.020	33	33	0.1	0.0	4.622	A
D - Interlink Way (E)	Entry	1	1	A	59	15	1255	934	0.063	60	66	0.2	0.0	7.786	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	26	6	1255	934	0.027	26	30	0.0	0.1	5.602	A
				D	2	0.62	392	284	0.009	2	3	0.0	0.0	7.092	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	18	5	1081	1068	0.017	18	19	0.2	0.0	14.983	B
				C	699	175	1126	1114	0.627	700	711	6.3	2.7	13.986	B
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.58	0.14	156	154	0.004	0.58	0.61	0.0	0.0	4.256	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	75	19	1024	1016	0.073	74	75	0.1	0.2	4.668	A
B - Access Road	Entry	1	1	A	11	3	1305	833	0.013	11	14	0.0	0.0	6.788	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	468	117	1657	1603	0.292	468	486	1.0	0.7	4.837	A
				B	1	0.26	331	321	0.003	1	0.83	0.0	0.0	4.783	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	26	7	1657	1606	0.016	27	28	0.0	0.0	4.114	A
D - Interlink Way (E)	Entry	1	1	A	50	13	1255	986	0.051	50	55	0.0	0.1	7.677	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	20	5	1255	984	0.021	20	26	0.1	0.0	5.167	A
				D	1	0.29	211	164	0.007	1	1	0.0	0.0	8.295	A

2030 | Future Year + Committed Dev + Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	7.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.95	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2030	Future Year + Committed Dev + Development	PM	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (N)		ONE HOUR	✓	708	100.000
B - Access Road		ONE HOUR	✓	50	100.000
C - B585 (S)		ONE HOUR	✓	571	100.000
D - Interlink Way (E)		ONE HOUR	✓	128	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	1	19	596	92
	B - Access Road	45	0	5	0
	C - B585 (S)	556	1	0	14
	D - Interlink Way (E)	101	0	27	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	0	64	23	28
	B - Access Road	20	0	0	0
	C - B585 (S)	21	0	0	8
	D - Interlink Way (E)	17	0	4	0

Cyclist %

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	0	0	0	0
	B - Access Road	0	0	0	0
	C - B585 (S)	0	0	0	0
	D - Interlink Way (E)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - B585 (N)	0.42	10.92	2.4	B	653	980
B - Access Road	0.06	5.70	0.1	A	45	67
C - B585 (S)	0.41	4.88	0.7	A	524	786
D - Interlink Way (E)	0.16	5.95	0.3	A	114	170

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	530	132	20	1888	0.281	526	523	536	0.0	1.3	6.450	A
B - Access Road	36	9	531	1004	0.036	37	38	16	0.0	0.0	4.233	A
C - B585 (S)	442	110	100	1576	0.280	440	430	468	0.0	0.7	3.891	A
D - Interlink Way (E)	94	23	463	973	0.096	93	97	77	0.0	0.1	4.535	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	642	161	24	1933	0.332	644	655	642	1.3	1.6	8.287	A
B - Access Road	41	10	651	925	0.045	42	50	16	0.0	0.0	4.577	A
C - B585 (S)	528	132	123	1551	0.340	528	525	570	0.7	0.7	4.307	A
D - Interlink Way (E)	110	27	557	922	0.119	109	120	94	0.1	0.2	4.991	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	783	196	29	1884	0.415	785	786	760	1.6	2.3	10.449	B
B - Access Road	52	13	794	878	0.059	51	60	20	0.0	0.1	4.885	A
C - B585 (S)	620	155	148	1519	0.408	621	640	697	0.7	0.6	4.702	A
D - Interlink Way (E)	134	34	655	900	0.149	134	144	114	0.2	0.3	5.713	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	783	196	31	1937	0.404	787	794	765	2.3	2.4	10.923	B
B - Access Road	55	14	793	890	0.062	54	60	24	0.1	0.1	5.701	A
C - B585 (S)	619	155	150	1562	0.396	623	635	697	0.6	0.5	4.879	A
D - Interlink Way (E)	136	34	660	863	0.158	136	147	114	0.3	0.3	5.952	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	640	160	21	1926	0.332	646	652	640	2.4	1.4	8.666	A
B - Access Road	49	12	647	966	0.051	48	52	20	0.1	0.1	5.095	A
C - B585 (S)	521	130	132	1636	0.319	525	524	563	0.5	0.4	4.256	A
D - Interlink Way (E)	107	27	556	909	0.118	106	123	101	0.3	0.2	4.991	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	541	135	24	1919	0.282	540	544	514	1.4	1.0	7.123	A
B - Access Road	36	9	547	1036	0.034	35	47	16	0.1	0.0	4.449	A
C - B585 (S)	415	104	95	1628	0.255	414	438	489	0.4	0.5	3.916	A
D - Interlink Way (E)	100	25	436	1010	0.099	102	103	73	0.2	0.1	4.863	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	463	1115	0.415	459	454	0.0	1.1	6.631	A
			2	A, D	67	1017	0.066	66	69	0.0	0.2	5.226	A
	Exit	1	1		536			536	529	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	36	1028	0.035	37	38	0.0	0.0	4.233	A
	Exit	1	1		16			16	15	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	442	1595	0.277	440	430	0.0	0.7	3.891	A
	Exit	1	1		468			468	464	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	94	999	0.094	93	97	0.0	0.1	4.535	A
	Exit	1	1		77			77	79	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	559	1113	0.502	559	568	1.1	1.5	8.794	A
			2	A, D	84	1016	0.083	84	88	0.2	0.1	4.876	A
	Exit	1	1		642			642	652	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	41	958	0.043	42	50	0.0	0.0	4.577	A
	Exit	1	1		16			16	17	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	528	1581	0.334	528	525	0.7	0.7	4.307	A
	Exit	1	1		570			570	581	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	110	947	0.116	109	120	0.1	0.2	4.991	A
	Exit	1	1		94			94	99	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	682	1111	0.614	684	685	1.5	2.1	11.232	B
			2	A, D	101	1014	0.099	102	101	0.1	0.1	4.968	A
	Exit	1	1		760			760	794	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	52	875	0.059	51	60	0.0	0.1	4.885	A
	Exit	1	1		20			20	24	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	620	1565	0.396	621	640	0.7	0.6	4.702	A
	Exit	1	1		697			697	699	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	134	892	0.150	134	144	0.2	0.3	5.713	A
	Exit	1	1		114			114	115	0.0	0.0	0.000	A

18:30 - 18:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	681	1110	0.613	686	690	2.1	2.2	11.757	B
			2	A, D	102	1013	0.101	101	104	0.1	0.2	5.235	A
	Exit	1	1		765			765	789	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	55	875	0.063	54	60	0.1	0.1	5.701	A
	Exit	1	1		24			24	23	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	619	1564	0.396	623	635	0.6	0.5	4.879	A
	Exit	1	1		697			697	708	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	136	890	0.153	136	147	0.3	0.3	5.952	A
	Exit	1	1		114			114	116	0.0	0.0	0.000	A

18:45 - 19:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	550	1115	0.494	557	562	2.2	1.3	9.196	A
			2	A, D	90	1017	0.088	89	90	0.2	0.2	5.241	A
	Exit	1	1		640			640	656	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	49	960	0.051	48	52	0.1	0.1	5.095	A
	Exit	1	1		20			20	19	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	521	1575	0.331	525	524	0.5	0.4	4.256	A
	Exit	1	1		563			563	573	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	107	947	0.113	106	123	0.3	0.2	4.991	A
	Exit	1	1		101			101	103	0.0	0.0	0.000	A

19:00 - 19:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	479	1113	0.430	478	475	1.3	1.0	7.386	A
			2	A, D	62	1016	0.061	62	69	0.2	0.1	5.240	A
	Exit	1	1		514			514	550	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	36	1018	0.035	35	47	0.1	0.0	4.449	A
	Exit	1	1		16			16	15	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	415	1598	0.260	414	438	0.4	0.5	3.916	A
	Exit	1	1		489			489	487	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	100	1014	0.099	102	103	0.2	0.1	4.863	A
	Exit	1	1		73			73	79	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	15	4	1026	1016	0.015	15	15	0.0	0.0	8.194	A
				C	448	112	1126	1115	0.402	444	439	0.0	1.1	6.591	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.59	0.15	152	151	0.004	0.59	0.67	0.0	0.0	4.579	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	66	17	1024	1017	0.065	66	68	0.0	0.2	5.234	A
B - Access Road	Entry	1	1	A	33	8	1337	1020	0.032	33	33	0.0	0.0	4.303	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	4	0.89	834	641	0.006	4	4	0.0	0.0	3.768	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	430	108	1657	1595	0.270	429	419	0.0	0.6	3.893	A
				B	0.59	0.15	279	270	0.002	0.59	0.71	0.0	0.0	2.886	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	11	3	1443	1390	0.008	11	11	0.0	0.0	3.880	A
D - Interlink Way (E)	Entry	1	1	A	74	18	1255	994	0.074	73	76	0.0	0.1	4.691	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	20	5	1243	992	0.020	20	21	0.0	0.0	4.016	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	16	4	1026	1014	0.016	16	17	0.0	0.1	9.831	A
				C	543	136	1126	1113	0.488	543	551	1.1	1.4	8.770	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.95	0.24	213	211	0.005	0.95	0.83	0.0	0.0	4.427	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	83	21	1024	1016	0.082	83	87	0.2	0.1	4.882	A
B - Access Road	Entry	1	1	A	38	9	1337	955	0.039	39	45	0.0	0.0	4.586	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	4	0.95	927	663	0.006	4	5	0.0	0.0	4.509	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	516	129	1657	1582	0.327	516	513	0.6	0.7	4.313	A
				B	0.71	0.18	246	234	0.003	0.71	0.63	0.0	0.0	3.951	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	11	3	1558	1487	0.007	11	12	0.0	0.0	4.109	A
D - Interlink Way (E)	Entry	1	1	A	86	22	1255	948	0.091	86	94	0.1	0.1	5.120	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	24	6	1255	953	0.025	23	26	0.0	0.0	4.574	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	20	5	1070	1054	0.019	20	23	0.1	0.0	12.760	B
				C	662	166	1126	1111	0.596	664	662	1.4	2.1	11.192	B
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	1	0.36	172	171	0.008	1	0.79	0.0	0.0	4.095	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	99	25	1024	1014	0.098	100	100	0.1	0.1	4.976	A
B - Access Road	Entry	1	1	A	47	12	1337	880	0.053	47	54	0.0	0.0	4.882	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	5	1	940	620	0.007	4	6	0.0	0.0	4.911	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	605	151	1657	1565	0.387	607	625	0.7	0.6	4.709	A
				B	0.24	0.06	426	402	0.001	0.24	1	0.0	0.0	3.964	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	14	4	1575	1486	0.010	14	14	0.0	0.0	4.506	A
D - Interlink Way (E)	Entry	1	1	A	105	26	1255	893	0.117	105	114	0.1	0.3	5.820	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	29	7	1255	883	0.033	29	30	0.0	0.1	5.355	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:30 - 18:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	24	6	1093	1076	0.022	23	22	0.0	0.2	13.310	B
				C	657	164	1126	1110	0.592	662	669	2.1	2.0	11.718	B
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.71	0.18	284	281	0.003	0.71	1	0.0	0.0	3.749	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	101	25	1024	1014	0.100	101	102	0.1	0.2	5.257	A
B - Access Road	Entry	1	1	A	50	13	1337	881	0.057	49	54	0.0	0.1	5.735	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	5	1	1059	686	0.007	5	6	0.0	0.0	5.453	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	605	151	1657	1565	0.386	609	620	0.6	0.5	4.900	A
				B	1	0.27	426	402	0.003	1	1	0.0	0.0	4.619	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	13	3	1558	1473	0.009	13	14	0.0	0.0	4.091	A
D - Interlink Way (E)	Entry	1	1	A	107	27	1255	888	0.120	106	114	0.3	0.2	6.042	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	30	7	1255	881	0.034	29	32	0.1	0.1	5.667	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:45 - 19:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	19	5	1037	1026	0.018	19	18	0.2	0.0	10.732	B
				C	530	133	1126	1115	0.476	538	544	2.0	1.2	9.159	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.83	0.21	223	221	0.004	0.83	0.99	0.0	0.0	4.217	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	89	22	1024	1016	0.087	89	89	0.2	0.2	5.256	A
B - Access Road	Entry	1	1	A	43	11	1337	957	0.045	42	48	0.1	0.1	5.208	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	6	1	900	640	0.009	6	5	0.0	0.0	4.167	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	508	127	1657	1576	0.322	511	509	0.5	0.4	4.258	A
				B	1	0.36	394	373	0.004	1	1	0.0	0.0	5.347	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	12	3	1591	1511	0.008	12	13	0.0	0.0	4.069	A
D - Interlink Way (E)	Entry	1	1	A	87	22	1255	947	0.091	86	99	0.2	0.1	5.218	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	20	5	1255	951	0.021	20	24	0.1	0.1	4.181	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

19:00 - 19:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	16	4	1003	993	0.016	15	15	0.0	0.0	8.374	A
				C	463	116	1126	1113	0.416	462	460	1.2	0.9	7.363	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.71	0.18	182	181	0.004	0.71	0.75	0.0	0.0	2.617	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	61	15	1024	1016	0.060	62	69	0.2	0.1	5.277	A
B - Access Road	Entry	1	1	A	33	8	1337	1017	0.032	32	42	0.1	0.0	4.560	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	3	0.74	966	729	0.004	3	4	0.0	0.0	3.571	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	403	101	1657	1598	0.252	402	427	0.4	0.5	3.916	A
				B	0.71	0.18	197	189	0.004	0.71	0.51	0.0	0.0	3.729	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	11	3	1509	1449	0.008	11	11	0.0	0.0	3.928	A
D - Interlink Way (E)	Entry	1	1	A	77	19	1255	1014	0.076	78	81	0.1	0.1	4.951	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	23	6	1255	1004	0.023	23	23	0.1	0.0	4.585	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.0.0.2177
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Filename: Junction 10_ B585 - Interlink Way - Roundabout REV B (Mitigation).j11
Path: P:\25000's\25435\Junction Modelling\Junctions 11 Models\REV A
Report generation date: 28/08/2025 13:52:26

»2024 | Base | AM
»2024 | Base | PM
»2030 | Future Year | AM
»2030 | Future Year | PM
»2030 | Future Year + Committed Dev | AM
»2030 | Future Year + Committed Dev | PM
»2030 | Future Year + Committed Dev + Development | AM
»2030 | Future Year + Committed Dev + Development | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	[Lane Simulation] - 2024 - Base									
A - B585 (N)	D1	1.2	6.53	0.27	A	D2	0.6	4.91	0.17	A
B - Access Road		0.0	5.34	0.01	A		0.1	4.20	0.05	A
C - B585 (S)		0.9	4.48	0.32	A		0.2	3.10	0.14	A
D - Interlink Way (E)		0.3	6.71	0.11	A		0.2	4.27	0.12	A
	[Lane Simulation] - 2030 - Future Year									
A - B585 (N)	D3	1.3	6.91	0.30	A	D4	0.7	4.97	0.18	A
B - Access Road		0.1	5.42	0.01	A		0.1	4.02	0.05	A
C - B585 (S)		0.7	4.57	0.33	A		0.2	3.22	0.15	A
D - Interlink Way (E)		0.2	6.74	0.11	A		0.2	4.57	0.13	A
	[Lane Simulation] - 2030 - Future Year + Committed Dev									
A - B585 (N)	D5	3.4	12.36	0.44	B	D6	1.6	7.54	0.31	A
B - Access Road		0.1	6.60	0.02	A		0.1	4.96	0.06	A
C - B585 (S)		1.2	5.93	0.46	A		0.7	4.58	0.30	A
D - Interlink Way (E)		0.3	7.77	0.12	A		0.2	5.33	0.15	A
	[Lane Simulation] - 2030 - Future Year + Committed Dev + Development									
A - B585 (N)	D7	8.5	25.60	0.55	D	D8	2.0	8.70	0.39	A
B - Access Road		0.0	7.75	0.02	A		0.1	5.11	0.06	A
C - B585 (S)		1.4	6.26	0.46	A		1.0	5.11	0.40	A
D - Interlink Way (E)		0.3	7.91	0.13	A		0.3	5.89	0.17	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Arm and junction delays are averages for all movements, including movements with zero delay.

File summary

File Description

Title	
Location	
Site number	
Date	05/03/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Bradley
Description	

Units

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

Analysis Options

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

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Calculate RFCs	Relaxation factor for capacity/RFC runs	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials
Delay	1.00	100000	100000	Calculate for all arms	3.00	-1	3	1	60	✓			1739667451	101

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2024	Base	PM	ONE HOUR	17:45	19:15	15	✓
D3	2030	Future Year	AM	ONE HOUR	06:45	08:15	15	✓
D4	2030	Future Year	PM	ONE HOUR	17:45	19:15	15	✓
D5	2030	Future Year + Committed Dev	AM	ONE HOUR	06:45	08:15	15	✓
D6	2030	Future Year + Committed Dev	PM	ONE HOUR	17:45	19:15	15	✓
D7	2030	Future Year + Committed Dev + Development	AM	ONE HOUR	06:45	08:15	15	✓
D8	2030	Future Year + Committed Dev + Development	PM	ONE HOUR	17:45	19:15	15	✓

Analysis Set Details

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

2024 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.69	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.69	A

Arms

Arms

Arm	Name	Description	No give-way line
A	B585 (N)		
B	Access Road		
C	B585 (S)		
D	Interlink Way (E)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - B585 (N)	6.38	7.49	9.9	19.3	39.8	47.0		
B - Access Road	4.23	4.24	1.0	22.9	39.8	20.0		
C - B585 (S)	3.81	7.10	16.0	19.7	39.8	46.0		
D - Interlink Way (E)	3.15	4.46	13.0	20.2	39.8	30.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - B585 (N)	0.693	2048
B - Access Road	0.582	1337
C - B585 (S)	0.617	1657
D - Interlink Way (E)	0.554	1255

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

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic considering secondary lanes (%)
A - B585 (N)	Directly entered	10.00
B - Access Road	Evenly split	10.00
C - B585 (S)	Evenly split	10.00
D - Interlink Way (E)	Evenly split	10.00

Lanes

Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Has obstruction	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Signalised
A - B585 (N)	Entry	1	1	B, C		Infinity			0	99999	
			2	A, (C), D		Infinity			0	99999	
	Exit	1	1			Infinity					
B - Access Road	Entry	1	1	A, B, C, D		Infinity			0	99999	
	Exit	1	1			Infinity					
C - B585 (S)	Entry	1	1	A, B, C, D		Infinity			0	99999	
	Exit	1	1			Infinity					
D - Interlink Way (E)	Entry	1	1	A, B, C, D		Infinity			0	99999	
	Exit	1	1			Infinity					

Entry Lane slope and intercept

Arm	Side	Lane level	Lane	Slope	Intercept (PCU/hr)	Final slope	Final intercept (PCU/hr)
A - B585 (N)	Entry	1	1	0.530	1126	0.530	1126
			2	0.347	1024	0.347	1024
B - Access Road	Entry	1	1			0.582	1337
C - B585 (S)	Entry	1	1			0.617	1657
D - Interlink Way (E)	Entry	1	1			0.554	1255

Summary of Entry Lane allowed movements

Arm	Lane Level	Lane	Destination arm			
			B585 (N)	Access Road	B585 (S)	Interlink Way (E)
A - B585 (N)	1	1		✓	✓	
		2	✓			✓
B - Access Road	1	1	✓	✓	✓	✓
C - B585 (S)	1	1	✓	✓	✓	✓
D - Interlink Way (E)	1	1	✓	✓	✓	✓

Summary of Entry Lane allowed secondary movements

Arm	Lane Level	Lane	Destination arm			
			B585 (N)	Access Road	B585 (S)	Interlink Way (E)
A - B585 (N)	1	1				
		2			✓	
B - Access Road	1	1				
C - B585 (S)	1	1				
D - Interlink Way (E)	1	1				

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Base	AM	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (N)		ONE HOUR	✓	529	100.000
B - Access Road		ONE HOUR	✓	8	100.000
C - B585 (S)		ONE HOUR	✓	441	100.000
D - Interlink Way (E)		ONE HOUR	✓	93	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	1	24	413	91
	B - Access Road	8	0	0	0
	C - B585 (S)	406	1	0	34
	D - Interlink Way (E)	63	0	28	2

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	0	20	22	28
	B - Access Road	33	0	0	0
	C - B585 (S)	30	0	0	10
	D - Interlink Way (E)	75	7	27	100

Cyclist %

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	0	0	0	0
	B - Access Road	0	0	0	0
	C - B585 (S)	0	0	0	0
	D - Interlink Way (E)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - B585 (N)	0.27	6.53	1.2	A	487	731
B - Access Road	0.01	5.34	0.0	A	10	15
C - B585 (S)	0.32	4.48	0.9	A	409	614
D - Interlink Way (E)	0.11	6.71	0.3	A	86	129

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	403	101	27	2114	0.190	402	398	350	0.0	0.7	5.252	A
B - Access Road	6	2	409	1136	0.006	6	9	20	0.0	0.0	4.473	A
C - B585 (S)	331	83	79	1619	0.204	329	329	337	0.0	0.5	3.674	A
D - Interlink Way (E)	68	17	309	1102	0.062	68	72	100	0.0	0.1	5.827	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	484	121	26	2113	0.229	480	485	439	0.7	1.0	5.953	A
B - Access Road	12	3	485	1067	0.011	11	14	21	0.0	0.0	4.568	A
C - B585 (S)	395	99	100	1620	0.244	396	407	396	0.5	0.6	4.028	A
D - Interlink Way (E)	87	22	377	1023	0.085	87	98	118	0.1	0.1	6.134	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	582	145	33	2122	0.274	583	584	558	1.0	0.8	6.442	A
B - Access Road	12	3	587	1033	0.011	12	17	29	0.0	0.0	5.139	A
C - B585 (S)	516	129	122	1591	0.325	515	501	478	0.6	0.7	4.479	A
D - Interlink Way (E)	99	25	493	980	0.101	99	108	144	0.1	0.3	6.302	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	573	143	34	2131	0.269	574	588	544	0.8	1.2	6.530	A
B - Access Road	12	3	581	1013	0.012	12	18	27	0.0	0.0	5.339	A
C - B585 (S)	497	124	120	1585	0.314	497	498	474	0.7	0.9	4.458	A
D - Interlink Way (E)	108	27	469	1027	0.106	109	117	148	0.3	0.2	6.712	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	482	121	28	2125	0.227	484	475	435	1.2	0.9	5.759	A
B - Access Road	9	2	492	1052	0.008	9	15	20	0.0	0.0	4.520	A
C - B585 (S)	393	98	96	1589	0.247	396	406	405	0.9	0.4	3.975	A
D - Interlink Way (E)	87	22	376	1046	0.084	87	94	115	0.2	0.2	6.325	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	400	100	22	2120	0.189	397	401	352	0.9	0.8	5.501	A
B - Access Road	8	2	401	1032	0.008	9	13	18	0.0	0.0	4.228	A
C - B585 (S)	322	81	84	1609	0.200	322	336	326	0.4	0.4	3.664	A
D - Interlink Way (E)	66	17	309	1090	0.061	64	79	97	0.2	0.2	5.745	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

06:45 - 07:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	314	1111	0.282	314	310	0.0	0.5	5.351	A
			2	A, (C), D	89	1014	0.088	89	88	0.0	0.2	4.889	A
	Exit	1	1		350			350	357	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	6	1099	0.006	6	9	0.0	0.0	4.473	A
	Exit	1	1		20			20	19	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	331	1608	0.206	329	329	0.0	0.5	3.674	A
	Exit	1	1		337			337	334	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	68	1084	0.063	68	72	0.0	0.1	5.827	A
	Exit	1	1		100			100	97	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	367	1112	0.330	365	375	0.5	0.7	6.301	A
			2	A, (C), D	117	1015	0.115	115	110	0.2	0.3	4.737	A
	Exit	1	1		439			439	457	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	12	1055	0.011	11	14	0.0	0.0	4.568	A
	Exit	1	1		21			21	23	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	395	1595	0.248	396	407	0.5	0.6	4.028	A
	Exit	1	1		396			396	408	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	87	1046	0.083	87	98	0.1	0.1	6.134	A
	Exit	1	1		118			118	117	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	447	1108	0.403	449	452	0.7	0.6	6.837	A
			2	A, (C), D	135	1012	0.133	134	132	0.3	0.3	5.034	A
	Exit	1	1		558			558	553	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	12	995	0.012	12	17	0.0	0.0	5.139	A
	Exit	1	1		29			29	29	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	516	1582	0.326	515	501	0.6	0.7	4.479	A
	Exit	1	1		478			478	487	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	99	983	0.101	99	108	0.1	0.3	6.302	A
	Exit	1	1		144			144	141	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	440	1108	0.397	440	453	0.6	1.0	6.938	A
			2	A, (C), D	133	1012	0.132	134	135	0.3	0.2	5.112	A
	Exit	1	1		544			544	559	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	12	999	0.012	12	18	0.0	0.0	5.339	A
	Exit	1	1		27			27	26	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	497	1583	0.314	497	498	0.7	0.9	4.458	A
	Exit	1	1		474			474	490	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	108	996	0.109	109	117	0.3	0.2	6.712	A
	Exit	1	1		148			148	145	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	373	1111	0.336	376	367	1.0	0.7	5.988	A
			2	A, (C), D	109	1014	0.107	108	108	0.2	0.2	4.933	A
	Exit	1	1		435			435	454	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	9	1051	0.008	9	15	0.0	0.0	4.520	A
	Exit	1	1		20			20	20	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	393	1598	0.246	396	406	0.9	0.4	3.975	A
	Exit	1	1		405			405	399	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	87	1047	0.084	87	94	0.2	0.2	6.325	A
	Exit	1	1		115			115	116	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	310	1114	0.278	307	314	0.7	0.7	5.641	A
			2	A, (C), D	90	1016	0.088	90	88	0.2	0.1	4.978	A
	Exit	1	1		352			352	377	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	8	1103	0.008	9	13	0.0	0.0	4.228	A
	Exit	1	1		18			18	19	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	322	1605	0.201	322	336	0.4	0.4	3.664	A
	Exit	1	1		326			326	337	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	66	1084	0.061	64	79	0.2	0.2	5.745	A
	Exit	1	1		97			97	97	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

06:45 - 07:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	19	5	1104	1091	0.017	19	18	0.0	0.0	5.400	A
				C	295	74	1126	1112	0.265	295	292	0.0	0.5	5.348	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.36	0.09	152	151	0.002	0.36	0.59	0.0	0.0	5.702	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	19	5	1004	996	0.019	19	18	0.0	0.0	4.493	A
				D	70	18	1024	1015	0.069	70	69	0.0	0.1	4.988	A
B - Access Road	Entry	1	1	A	6	2	1165	959	0.007	6	9	0.0	0.0	4.473	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	301	75	1657	1608	0.187	301	302	0.0	0.4	3.741	A
				B	2	0.48	459	447	0.004	2	1	0.0	0.0	3.532	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	27	7	1657	1606	0.017	27	26	0.0	0.0	3.025	A
D - Interlink Way (E)	Entry	1	1	A	43	11	1255	1089	0.039	42	46	0.0	0.1	6.530	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	23	6	1205	1043	0.022	23	23	0.0	0.0	4.829	A
				D	2	0.59	286	247	0.010	3	2	0.0	0.0	5.246	A

07:00 - 07:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	21	5	1093	1079	0.019	20	22	0.0	0.0	6.470	A
				C	346	86	1126	1112	0.311	345	354	0.5	0.6	6.291	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	1	0.27	253	250	0.004	1	1	0.0	0.0	3.835	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	27	7	1014	1003	0.027	27	25	0.0	0.0	4.221	A
				D	89	22	1024	1014	0.088	86	84	0.1	0.3	4.912	A
B - Access Road	Entry	1	1	A	12	3	1324	1044	0.011	11	14	0.0	0.0	4.568	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	364	91	1657	1595	0.228	365	375	0.4	0.6	4.061	A
				B	0.83	0.21	426	409	0.002	0.83	1	0.0	0.0	3.578	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	30	8	1657	1597	0.019	31	31	0.0	0.0	3.717	A
D - Interlink Way (E)	Entry	1	1	A	61	15	1255	1046	0.059	62	67	0.1	0.1	6.856	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	24	6	1255	1041	0.024	24	29	0.0	0.0	5.020	A
				D	1	0.36	273	226	0.006	1	2	0.0	0.0	4.910	A

07:15 - 07:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	29	7	1126	1108	0.026	28	28	0.0	0.0	6.811	A
				C	418	105	1126	1108	0.377	421	424	0.6	0.6	6.839	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	1	0.36	284	280	0.005	1	1	0.0	0.0	6.278	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	28	7	1024	1011	0.027	28	30	0.0	0.0	4.910	A
				D	106	27	1024	1013	0.105	105	101	0.3	0.2	5.052	A
B - Access Road	Entry	1	1	A	12	3	1311	978	0.012	12	17	0.0	0.0	5.139	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	479	120	1657	1582	0.303	478	463	0.6	0.7	4.517	A
				B	1	0.27	377	361	0.003	0.95	1	0.0	0.0	4.215	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	36	9	1657	1585	0.023	37	37	0.0	0.0	4.094	A
D - Interlink Way (E)	Entry	1	1	A	66	17	1255	986	0.067	66	72	0.1	0.2	6.971	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	30	7	1255	992	0.030	30	33	0.0	0.0	5.164	A
				D	3	0.77	323	260	0.012	3	3	0.0	0.0	8.075	A

07:30 - 07:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	25	6	1115	1098	0.023	26	25	0.0	0.0	6.745	A
				C	415	104	1126	1108	0.375	415	428	0.6	1.0	6.949	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	1	0.36	253	250	0.006	1	1	0.0	0.0	5.871	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	28	7	1014	1002	0.028	28	29	0.0	0.0	4.506	A
				D	104	26	1024	1013	0.103	105	105	0.2	0.2	5.282	A
B - Access Road	Entry	1	1	A	12	3	1337	993	0.012	12	18	0.0	0.0	5.339	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	455	114	1657	1582	0.287	453	458	0.7	0.9	4.507	A
				B	2	0.39	344	325	0.005	2	1	0.0	0.0	5.114	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	41	10	1657	1586	0.026	42	38	0.0	0.0	3.941	A
D - Interlink Way (E)	Entry	1	1	A	75	19	1255	995	0.076	76	82	0.2	0.1	7.298	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	31	8	1255	997	0.031	31	33	0.0	0.0	5.590	A
				D	2	0.42	224	175	0.010	1	2	0.0	0.0	8.767	A

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	19	5	1126	1110	0.017	19	20	0.0	0.0	5.960	A
				C	354	89	1126	1111	0.319	356	348	1.0	0.7	5.990	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	1	0.30	253	250	0.005	1	1	0.0	0.0	2.736	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	24	6	1024	1013	0.023	24	23	0.0	0.0	4.958	A
				D	84	21	1024	1014	0.083	84	84	0.2	0.1	4.960	A
B - Access Road	Entry	1	1	A	9	2	1311	1026	0.009	9	15	0.0	0.0	4.520	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	363	91	1657	1598	0.227	365	375	0.9	0.4	4.018	A
				B	0.83	0.21	344	332	0.003	0.71	0.87	0.0	0.0	3.828	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	29	7	1657	1597	0.018	30	30	0.0	0.0	3.540	A
D - Interlink Way (E)	Entry	1	1	A	60	15	1255	1045	0.057	59	64	0.1	0.1	6.954	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	26	7	1255	1047	0.025	25	28	0.0	0.1	5.162	A
				D	2	0.42	360	293	0.006	2	2	0.0	0.0	9.100	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	17	4	1115	1104	0.016	17	19	0.0	0.0	5.830	A
				C	293	73	1126	1114	0.263	290	295	0.7	0.6	5.629	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	1	0.36	253	251	0.006	1	1	0.0	0.0	2.774	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	17	4	1004	995	0.017	17	19	0.0	0.0	4.506	A
				D	72	18	1024	1017	0.070	72	68	0.1	0.0	5.166	A
B - Access Road	Entry	1	1	A	8	2	1271	1050	0.008	9	13	0.0	0.0	4.228	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	299	75	1657	1604	0.186	298	309	0.4	0.4	3.719	A
				B	0.48	0.12	262	253	0.002	0.48	0.67	0.0	0.0	2.982	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	23	6	1657	1606	0.014	23	27	0.0	0.0	3.135	A
D - Interlink Way (E)	Entry	1	1	A	45	11	1255	1079	0.041	43	54	0.1	0.2	6.273	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	20	5	1255	1079	0.018	20	23	0.1	0.0	4.718	A
				D	2	0.48	286	245	0.008	2	2	0.0	0.0	8.255	A

2024 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.24	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024	Base	PM	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (N)		ONE HOUR	✓	323	100.000
B - Access Road		ONE HOUR	✓	47	100.000
C - B585 (S)		ONE HOUR	✓	193	100.000
D - Interlink Way (E)		ONE HOUR	✓	120	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	1	18	218	86
	B - Access Road	42	0	5	0
	C - B585 (S)	179	1	0	13
	D - Interlink Way (E)	95	0	25	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To				
From		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
	A - B585 (N)	0	64	12	28
	B - Access Road	20	0	0	9
	C - B585 (S)	12	0	0	8
	D - Interlink Way (E)	17	0	4	0

Cyclist %

	To				
From		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
	A - B585 (N)	0	0	0	0
	B - Access Road	0	0	0	0
	C - B585 (S)	0	0	0	0
	D - Interlink Way (E)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - B585 (N)	0.17	4.91	0.6	A	297	446
B - Access Road	0.05	4.20	0.1	A	43	65
C - B585 (S)	0.14	3.10	0.2	A	175	262
D - Interlink Way (E)	0.12	4.27	0.2	A	107	160

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	245	61	20	2179	0.113	246	245	231	0.0	0.2	4.539	A
B - Access Road	37	9	253	1264	0.029	37	40	12	0.0	0.0	3.530	A
C - B585 (S)	144	36	94	1612	0.089	142	146	196	0.0	0.2	2.794	A
D - Interlink Way (E)	84	21	166	1180	0.072	85	89	70	0.0	0.1	3.979	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	293	73	23	2126	0.138	292	299	276	0.2	0.4	4.702	A
B - Access Road	38	10	299	1121	0.034	38	48	16	0.0	0.1	3.781	A
C - B585 (S)	170	42	112	1614	0.105	169	179	225	0.2	0.2	2.961	A
D - Interlink Way (E)	108	27	190	1137	0.095	109	114	91	0.1	0.1	3.868	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	354	88	29	2095	0.169	353	359	362	0.4	0.5	4.881	A
B - Access Road	55	14	362	1142	0.048	55	59	20	0.1	0.0	4.181	A
C - B585 (S)	220	55	143	1577	0.139	221	220	275	0.2	0.1	3.100	A
D - Interlink Way (E)	130	33	259	1116	0.117	131	140	104	0.1	0.1	4.270	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	355	89	28	2172	0.163	355	367	341	0.5	0.3	4.908	A
B - Access Road	52	13	361	1109	0.047	51	60	22	0.0	0.1	4.203	A
C - B585 (S)	210	53	145	1547	0.136	210	216	268	0.1	0.2	2.977	A
D - Interlink Way (E)	126	32	243	1116	0.113	126	136	112	0.1	0.2	4.225	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	293	73	25	2139	0.137	291	295	283	0.3	0.5	4.516	A
B - Access Road	43	11	302	1155	0.037	43	51	14	0.1	0.1	4.054	A
C - B585 (S)	169	42	119	1578	0.107	169	178	227	0.2	0.2	2.904	A
D - Interlink Way (E)	108	27	199	1116	0.097	109	115	89	0.2	0.1	4.097	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	244	61	20	2138	0.114	241	251	223	0.5	0.6	4.663	A
B - Access Road	33	8	244	1212	0.028	34	41	17	0.1	0.0	3.684	A
C - B585 (S)	137	34	95	1627	0.084	137	150	182	0.2	0.1	2.837	A
D - Interlink Way (E)	84	21	159	1150	0.073	84	95	73	0.1	0.1	3.743	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	176	1116	0.158	176	172	0.0	0.2	4.446	A
			2	A, (C), D	70	1017	0.068	70	73	0.0	0.1	4.777	A
	Exit	1	1		231			231	242	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	37	1190	0.031	37	40	0.0	0.0	3.530	A
	Exit	1	1		12			12	13	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	144	1599	0.090	142	146	0.0	0.2	2.794	A
	Exit	1	1		196			196	191	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	84	1163	0.073	85	89	0.0	0.1	3.979	A
	Exit	1	1		70			70	74	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	203	1114	0.182	201	206	0.2	0.4	4.664	A
			2	A, (C), D	90	1016	0.089	91	93	0.1	0.1	4.791	A
	Exit	1	1		276			276	301	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	38	1163	0.033	38	48	0.0	0.1	3.781	A
	Exit	1	1		16			16	17	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	170	1588	0.107	169	179	0.2	0.2	2.961	A
	Exit	1	1		225			225	230	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	108	1150	0.094	109	114	0.1	0.1	3.868	A
	Exit	1	1		91			91	93	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	250	1111	0.225	249	249	0.4	0.4	4.858	A
			2	A, (C), D	104	1014	0.102	104	110	0.1	0.2	4.936	A
	Exit	1	1		362			362	371	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	55	1126	0.049	55	59	0.1	0.0	4.181	A
	Exit	1	1		20			20	19	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	220	1569	0.140	221	220	0.2	0.1	3.100	A
	Exit	1	1		275			275	279	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	130	1111	0.117	131	140	0.1	0.1	4.270	A
	Exit	1	1		104			104	110	0.0	0.0	0.000	A

18:30 - 18:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	241	1111	0.217	242	252	0.4	0.2	4.910	A
			2	A, (C), D	114	1014	0.112	113	115	0.2	0.1	4.902	A
	Exit	1	1		341			341	361	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	52	1127	0.046	51	60	0.0	0.1	4.203	A
	Exit	1	1		22			22	21	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	210	1568	0.134	210	216	0.1	0.2	2.977	A
	Exit	1	1		268			268	281	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	126	1121	0.112	126	136	0.1	0.2	4.225	A
	Exit	1	1		112			112	115	0.0	0.0	0.000	A

18:45 - 19:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	202	1113	0.182	202	205	0.2	0.3	4.460	A
			2	A, (C), D	91	1015	0.089	89	89	0.1	0.2	4.657	A
	Exit	1	1		283			283	303	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	43	1161	0.037	43	51	0.1	0.1	4.054	A
	Exit	1	1		14			14	16	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	169	1584	0.107	169	178	0.2	0.2	2.904	A
	Exit	1	1		227			227	229	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	108	1145	0.095	109	115	0.2	0.1	4.097	A
	Exit	1	1		89			89	90	0.0	0.0	0.000	A

19:00 - 19:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	169	1116	0.152	168	176	0.3	0.4	4.558	A
			2	A, (C), D	75	1017	0.073	74	76	0.2	0.2	4.923	A
	Exit	1	1		223			223	251	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	33	1195	0.028	34	41	0.1	0.0	3.684	A
	Exit	1	1		17			17	16	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	137	1598	0.086	137	150	0.2	0.1	2.837	A
	Exit	1	1		182			182	195	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	84	1167	0.072	84	95	0.1	0.1	3.743	A
	Exit	1	1		73			73	76	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	12	3	1003	995	0.012	12	13	0.0	0.0	6.151	A
				C	164	41	1126	1116	0.147	164	159	0.0	0.1	4.353	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.59	0.15	223	221	0.003	0.59	0.91	0.0	0.0	2.559	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	9	2	842	836	0.011	9	8	0.0	0.0	4.756	A
				D	60	15	1024	1018	0.059	60	64	0.0	0.1	4.820	A
B - Access Road	Entry	1	1	A	34	8	1337	1193	0.028	33	35	0.0	0.0	3.603	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	4	0.92	927	823	0.004	4	5	0.0	0.0	3.055	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	132	33	1657	1601	0.083	132	135	0.0	0.1	2.805	A
				B	0.48	0.12	164	157	0.003	0.36	0.40	0.0	0.0	3.968	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	11	3	1525	1469	0.007	10	10	0.0	0.0	2.600	A
D - Interlink Way (E)	Entry	1	1	A	65	16	1255	1164	0.056	66	70	0.0	0.1	4.092	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	19	5	1218	1131	0.017	19	19	0.0	0.0	3.615	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	15	4	1037	1026	0.015	15	16	0.0	0.0	6.419	A
				C	188	47	1126	1114	0.169	186	190	0.1	0.3	4.567	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	2	0.39	253	251	0.006	1	1	0.0	0.0	3.194	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	11	3	983	976	0.011	11	12	0.0	0.0	4.318	A
				D	78	19	1024	1016	0.076	78	80	0.1	0.0	4.899	A
B - Access Road	Entry	1	1	A	33	8	1337	1161	0.028	32	42	0.0	0.0	3.878	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	6	1	993	869	0.007	6	6	0.0	0.0	3.197	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	156	39	1657	1585	0.098	156	166	0.1	0.2	2.976	A
				B	0.71	0.18	328	315	0.002	0.71	0.91	0.0	0.0	2.750	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	13	3	1575	1505	0.008	13	13	0.0	0.0	2.789	A
D - Interlink Way (E)	Entry	1	1	A	86	21	1255	1148	0.075	86	91	0.1	0.1	3.936	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	22	6	1255	1145	0.019	22	22	0.0	0.0	3.620	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	19	5	1059	1046	0.019	19	18	0.0	0.1	6.891	A
				C	231	58	1126	1111	0.208	230	231	0.3	0.3	4.746	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	1	0.36	264	261	0.005	1	1	0.0	0.0	4.031	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	12	3	973	964	0.012	12	14	0.0	0.0	4.164	A
				D	91	23	1024	1014	0.089	91	95	0.0	0.1	5.075	A
B - Access Road	Entry	1	1	A	50	13	1337	1131	0.045	50	53	0.0	0.0	4.278	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	5	1	1086	917	0.005	5	6	0.0	0.0	3.463	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	206	51	1657	1569	0.131	207	204	0.2	0.1	3.101	A
				B	0.83	0.21	377	358	0.002	0.83	1	0.0	0.0	2.338	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	13	3	1591	1509	0.009	13	15	0.0	0.0	3.136	A
D - Interlink Way (E)	Entry	1	1	A	102	26	1255	1116	0.092	104	112	0.1	0.1	4.376	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	28	7	1243	1108	0.025	28	28	0.0	0.0	3.893	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:30 - 18:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	21	5	1104	1089	0.019	21	20	0.1	0.0	6.539	A
				C	220	55	1126	1111	0.198	221	233	0.3	0.2	4.816	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	2	0.45	264	261	0.007	2	1	0.0	0.0	3.732	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	14	4	994	983	0.015	14	14	0.0	0.0	3.981	A
				D	97	24	1024	1014	0.096	98	100	0.1	0.1	5.063	A
B - Access Road	Entry	1	1	A	46	11	1337	1125	0.041	46	54	0.0	0.1	4.317	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	6	2	1033	861	0.007	6	6	0.0	0.0	3.322	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	195	49	1657	1569	0.124	194	199	0.1	0.2	2.996	A
				B	0.83	0.21	377	357	0.002	1	1	0.0	0.0	3.069	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	15	4	1640	1547	0.010	15	15	0.0	0.0	2.735	A
D - Interlink Way (E)	Entry	1	1	A	99	25	1255	1122	0.089	99	107	0.1	0.2	4.264	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	27	7	1255	1125	0.024	27	29	0.0	0.0	4.097	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:45 - 19:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	13	3	1003	992	0.013	13	16	0.0	0.0	6.072	A
				C	189	47	1126	1113	0.170	189	190	0.2	0.2	4.371	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	1	0.27	223	221	0.005	1	1	0.0	0.0	2.478	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	10	3	933	925	0.011	10	10	0.0	0.0	3.815	A
				D	80	20	1024	1015	0.078	78	78	0.1	0.2	4.822	A
B - Access Road	Entry	1	1	A	39	10	1337	1157	0.034	40	46	0.1	0.1	4.168	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	4	1	953	820	0.005	4	5	0.0	0.0	3.200	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	157	39	1657	1584	0.099	157	165	0.2	0.2	2.917	A
				B	0.95	0.24	344	329	0.003	1	0.91	0.0	0.0	2.699	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	11	3	1493	1425	0.007	10	12	0.0	0.0	2.742	A
D - Interlink Way (E)	Entry	1	1	A	85	21	1255	1144	0.074	86	91	0.2	0.1	4.162	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	23	6	1243	1131	0.021	24	25	0.0	0.0	3.882	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

19:00 - 19:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	17	4	959	950	0.018	16	15	0.0	0.0	6.397	A
				C	153	38	1126	1116	0.137	151	161	0.2	0.4	4.444	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.24	0.06	71	70	0.003	0.12	0.24	0.0	0.0	3.260	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	9	2	943	937	0.010	9	10	0.0	0.0	4.088	A
				D	65	16	1024	1018	0.064	65	66	0.2	0.1	5.069	A
B - Access Road	Entry	1	1	A	30	7	1337	1195	0.025	30	37	0.1	0.0	3.738	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	3	0.86	847	752	0.005	3	4	0.0	0.0	3.317	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	128	32	1657	1600	0.080	128	139	0.2	0.1	2.848	A
				B	0.71	0.18	246	236	0.003	0.71	0.63	0.0	0.0	3.035	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	8	2	1509	1457	0.006	8	10	0.0	0.0	2.674	A
D - Interlink Way (E)	Entry	1	1	A	65	16	1255	1167	0.056	65	75	0.1	0.0	3.658	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	19	5	1255	1162	0.016	19	20	0.0	0.0	4.024	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2030 | Future Year | AM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.92	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030	Future Year	AM	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (N)		ONE HOUR	✓	564	100.000
B - Access Road		ONE HOUR	✓	9	100.000
C - B585 (S)		ONE HOUR	✓	470	100.000
D - Interlink Way (E)		ONE HOUR	✓	99	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	1	26	440	97
	B - Access Road	9	0	0	0
	C - B585 (S)	433	1	0	36
	D - Interlink Way (E)	67	0	30	2

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	0	20	22	28
	B - Access Road	33	0	0	0
	C - B585 (S)	30	0	0	10
	D - Interlink Way (E)	75	7	27	100

Cyclist %

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	0	0	0	0
	B - Access Road	0	0	0	0
	C - B585 (S)	0	0	0	0
	D - Interlink Way (E)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - B585 (N)	0.30	6.91	1.3	A	520	781
B - Access Road	0.01	5.42	0.1	A	10	16
C - B585 (S)	0.33	4.57	0.7	A	430	645
D - Interlink Way (E)	0.11	6.74	0.2	A	91	137

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	413	103	24	2111	0.196	412	414	390	0.0	0.7	5.418	A
B - Access Road	7	2	417	1074	0.006	7	9	19	0.0	0.0	4.258	A
C - B585 (S)	362	91	73	1628	0.222	362	356	350	0.0	0.5	3.691	A
D - Interlink Way (E)	73	18	342	1080	0.068	72	77	93	0.0	0.2	5.773	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	520	130	31	2167	0.240	516	522	465	0.7	1.0	6.009	A
B - Access Road	8	2	522	1027	0.008	8	14	24	0.0	0.0	5.264	A
C - B585 (S)	428	107	105	1573	0.272	425	437	425	0.5	0.7	4.291	A
D - Interlink Way (E)	93	23	402	1006	0.092	94	101	128	0.2	0.1	6.526	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	624	156	35	2090	0.298	624	626	562	1.0	1.3	6.653	A
B - Access Road	13	3	631	945	0.013	12	16	28	0.0	0.0	5.418	A
C - B585 (S)	510	127	125	1569	0.325	511	533	519	0.7	0.6	4.573	A
D - Interlink Way (E)	109	27	487	973	0.112	109	117	149	0.1	0.2	6.628	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	632	158	36	2112	0.299	631	638	562	1.3	1.2	6.909	A
B - Access Road	14	3	630	936	0.014	14	19	37	0.0	0.0	4.974	A
C - B585 (S)	514	128	129	1577	0.326	516	519	514	0.6	0.7	4.452	A
D - Interlink Way (E)	110	28	488	1003	0.110	109	122	157	0.2	0.2	6.740	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	511	128	33	2118	0.241	513	513	460	1.2	0.7	5.972	A
B - Access Road	12	3	524	1042	0.012	12	15	23	0.0	0.1	5.056	A
C - B585 (S)	420	105	110	1571	0.267	422	435	425	0.7	0.4	4.348	A
D - Interlink Way (E)	92	23	402	1012	0.091	92	98	130	0.2	0.1	6.206	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	423	106	21	2102	0.201	422	423	376	0.7	0.5	5.506	A
B - Access Road	9	2	427	1089	0.008	9	15	17	0.1	0.0	4.159	A
C - B585 (S)	345	86	84	1634	0.211	344	355	352	0.4	0.5	3.739	A
D - Interlink Way (E)	69	17	327	1057	0.066	70	83	101	0.1	0.1	5.880	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

06:45 - 07:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	325	1113	0.292	326	324	0.0	0.5	5.555	A
			2	A, (C), D	88	1016	0.086	86	90	0.0	0.2	4.908	A
	Exit	1	1		390			390	391	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	7	1094	0.006	7	9	0.0	0.0	4.258	A
	Exit	1	1		19			19	20	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	362	1612	0.225	362	356	0.0	0.5	3.691	A
	Exit	1	1		350			350	348	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	73	1066	0.069	72	77	0.0	0.2	5.773	A
	Exit	1	1		93			93	97	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	403	1110	0.363	400	405	0.5	0.8	6.249	A
			2	A, (C), D	117	1013	0.116	116	116	0.2	0.2	5.136	A
	Exit	1	1		465			465	485	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	8	1033	0.008	8	14	0.0	0.0	5.264	A
	Exit	1	1		24			24	25	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	428	1592	0.269	425	437	0.5	0.7	4.291	A
	Exit	1	1		425			425	437	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	93	1032	0.090	94	101	0.2	0.1	6.526	A
	Exit	1	1		128			128	126	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	481	1107	0.435	481	483	0.8	1.0	7.056	A
			2	A, (C), D	143	1012	0.141	143	143	0.2	0.2	5.251	A
	Exit	1	1		562			562	590	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	13	970	0.013	12	16	0.0	0.0	5.418	A
	Exit	1	1		28			28	29	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	510	1580	0.323	511	533	0.7	0.6	4.573	A
	Exit	1	1		519			519	523	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	109	985	0.110	109	117	0.1	0.2	6.628	A
	Exit	1	1		149			149	150	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	488	1107	0.441	486	495	1.0	1.1	7.443	A
			2	A, (C), D	143	1011	0.142	145	143	0.2	0.1	4.988	A
	Exit	1	1		562			562	580	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	14	970	0.014	14	19	0.0	0.0	4.974	A
	Exit	1	1		37			37	32	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	514	1577	0.326	516	519	0.6	0.7	4.452	A
	Exit	1	1		514			514	534	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	110	985	0.112	109	122	0.2	0.2	6.740	A
	Exit	1	1		157			157	153	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	388	1108	0.350	392	398	1.1	0.4	6.210	A
			2	A, (C), D	123	1012	0.121	121	115	0.1	0.3	5.117	A
	Exit	1	1		460			460	480	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	12	1032	0.012	12	15	0.0	0.1	5.056	A
	Exit	1	1		23			23	24	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	420	1589	0.264	422	435	0.7	0.4	4.348	A
	Exit	1	1		425			425	430	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	92	1033	0.089	92	98	0.2	0.1	6.206	A
	Exit	1	1		130			130	128	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	328	1115	0.294	329	330	0.4	0.4	5.650	A
			2	A, (C), D	94	1017	0.093	94	93	0.3	0.2	4.960	A
	Exit	1	1		376			376	397	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	9	1088	0.008	9	15	0.1	0.0	4.159	A
	Exit	1	1		17			17	20	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	345	1605	0.215	344	355	0.4	0.5	3.739	A
	Exit	1	1		352			352	358	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	69	1074	0.065	70	83	0.1	0.1	5.880	A
	Exit	1	1		101			101	102	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

06:45 - 07:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	18	5	1104	1092	0.017	19	19	0.0	0.0	5.959	A
				C	307	77	1126	1113	0.276	308	305	0.0	0.5	5.530	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.83	0.21	162	160	0.005	0.83	0.63	0.0	0.0	4.295	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	20	5	1014	1006	0.020	20	20	0.0	0.0	4.655	A
				D	67	17	1024	1016	0.066	65	70	0.0	0.2	4.989	A
B - Access Road	Entry	1	1	A	7	2	1178	959	0.007	7	9	0.0	0.0	4.258	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	334	83	1657	1612	0.207	334	329	0.0	0.5	3.738	A
				B	0.59	0.15	312	302	0.002	0.59	0.79	0.0	0.0	2.639	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	28	7	1640	1593	0.017	28	26	0.0	0.0	3.223	A
D - Interlink Way (E)	Entry	1	1	A	50	12	1255	1068	0.046	49	53	0.0	0.1	6.402	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	23	6	1255	1070	0.021	22	23	0.0	0.1	4.687	A
				D	0.71	0.18	162	138	0.005	0.71	1	0.0	0.0	7.462	A

07:00 - 07:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	24	6	1115	1099	0.022	23	24	0.0	0.1	6.275	A
				C	379	95	1126	1110	0.341	376	381	0.5	0.7	6.247	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.48	0.12	213	210	0.002	0.48	0.95	0.0	0.0	3.363	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	22	6	1024	1014	0.022	22	25	0.0	0.0	4.722	A
				D	95	24	1024	1014	0.093	94	90	0.2	0.1	5.284	A
B - Access Road	Entry	1	1	A	8	2	1337	1035	0.008	8	14	0.0	0.0	5.264	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	395	99	1657	1592	0.248	393	402	0.5	0.6	4.316	A
				B	0.83	0.21	312	299	0.003	0.83	0.83	0.0	0.0	2.828	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	32	8	1640	1578	0.020	32	33	0.0	0.0	4.068	A
D - Interlink Way (E)	Entry	1	1	A	63	16	1255	1029	0.062	64	67	0.1	0.1	7.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	27	7	1255	1032	0.026	27	31	0.1	0.0	5.644	A
				D	3	0.65	323	260	0.010	3	3	0.0	0.0	8.953	A

07:15 - 07:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	27	7	1126	1105	0.024	27	28	0.1	0.0	6.903	A
				C	454	113	1126	1107	0.410	453	455	0.7	1.0	7.065	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.95	0.24	213	210	0.005	0.95	0.87	0.0	0.0	4.442	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	33	8	1024	1011	0.032	33	33	0.0	0.1	4.771	A
				D	109	27	1024	1011	0.108	109	109	0.1	0.2	5.412	A
B - Access Road	Entry	1	1	A	13	3	1311	949	0.013	12	16	0.0	0.0	5.418	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	472	118	1657	1580	0.298	473	492	0.6	0.5	4.602	A
				B	0.59	0.15	361	345	0.002	0.71	1	0.0	0.0	4.074	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	38	9	1657	1576	0.024	38	39	0.0	0.1	4.281	A
D - Interlink Way (E)	Entry	1	1	A	74	19	1255	985	0.076	75	81	0.1	0.1	7.233	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	32	8	1255	986	0.032	32	35	0.0	0.0	5.503	A
				D	2	0.53	236	183	0.012	2	2	0.0	0.0	9.570	A

07:30 - 07:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	36	9	1126	1106	0.033	36	31	0.0	0.1	8.045	A
				C	452	113	1126	1107	0.409	450	465	1.0	1.0	7.403	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.83	0.21	223	220	0.004	0.83	0.99	0.0	0.0	4.030	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	31	8	1024	1010	0.031	32	33	0.1	0.0	4.310	A
				D	111	28	1024	1012	0.110	112	109	0.2	0.1	5.220	A
B - Access Road	Entry	1	1	A	14	3	1324	949	0.014	14	19	0.0	0.0	4.974	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	470	117	1657	1578	0.298	473	477	0.5	0.6	4.505	A
				B	1	0.36	459	436	0.003	1	1	0.0	0.0	2.323	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	42	11	1657	1578	0.027	42	41	0.1	0.0	4.008	A
D - Interlink Way (E)	Entry	1	1	A	74	19	1255	981	0.076	74	83	0.1	0.1	7.341	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	33	8	1255	987	0.034	33	36	0.0	0.1	5.668	A
				D	2	0.59	410	319	0.007	2	3	0.0	0.0	7.946	A

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	23	6	1115	1098	0.021	22	24	0.1	0.1	5.998	A
				C	365	91	1126	1108	0.329	369	374	1.0	0.4	6.223	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	1	0.33	274	270	0.005	1	1	0.0	0.0	3.896	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	25	6	1014	1003	0.025	25	23	0.0	0.0	4.252	A
				D	97	24	1024	1013	0.095	95	90	0.1	0.2	5.375	A
B - Access Road	Entry	1	1	A	12	3	1337	1028	0.012	12	15	0.0	0.1	5.056	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	386	97	1657	1589	0.243	388	399	0.6	0.4	4.389	A
				B	0.59	0.15	262	251	0.002	0.59	0.67	0.0	0.0	3.756	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	33	8	1657	1590	0.021	33	36	0.0	0.0	3.970	A
D - Interlink Way (E)	Entry	1	1	A	59	15	1255	1024	0.058	59	65	0.1	0.1	6.811	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	30	8	1255	1032	0.029	31	32	0.1	0.0	5.234	A
				D	2	0.48	236	188	0.010	2	2	0.0	0.0	8.121	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	16	4	1081	1071	0.015	16	18	0.1	0.1	6.284	A
				C	312	78	1126	1115	0.280	313	312	0.4	0.3	5.612	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.71	0.18	182	180	0.004	0.71	0.75	0.0	0.0	4.295	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	20	5	1004	996	0.020	20	21	0.0	0.0	4.395	A
				D	74	18	1024	1016	0.073	73	71	0.2	0.1	5.139	A
B - Access Road	Entry	1	1	A	9	2	1271	1026	0.009	9	15	0.1	0.0	4.159	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	317	79	1657	1606	0.197	316	325	0.4	0.5	3.783	A
				B	1	0.30	459	442	0.003	1	1	0.0	0.0	4.496	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	27	7	1657	1605	0.017	27	29	0.0	0.0	3.284	A
D - Interlink Way (E)	Entry	1	1	A	50	13	1255	1073	0.047	50	56	0.1	0.0	6.343	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	19	5	1230	1051	0.018	19	26	0.0	0.0	5.113	A
				D	1	0.30	224	189	0.006	1	2	0.0	0.0	6.833	A

2030 | Future Year | PM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.33	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	Future Year	PM	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (N)		ONE HOUR	✓	345	100.000
B - Access Road		ONE HOUR	✓	50	100.000
C - B585 (S)		ONE HOUR	✓	206	100.000
D - Interlink Way (E)		ONE HOUR	✓	128	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	1	19	233	92
	B - Access Road	45	0	5	0
	C - B585 (S)	191	1	0	14
	D - Interlink Way (E)	101	0	27	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	0	64	12	28
	B - Access Road	20	0	0	0
	C - B585 (S)	12	0	0	8
	D - Interlink Way (E)	17	0	4	0

Cyclist %

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	0	0	0	0
	B - Access Road	0	0	0	0
	C - B585 (S)	0	0	0	0
	D - Interlink Way (E)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - B585 (N)	0.18	4.97	0.7	A	311	467
B - Access Road	0.05	4.02	0.1	A	45	68
C - B585 (S)	0.15	3.22	0.2	A	189	284
D - Interlink Way (E)	0.13	4.57	0.2	A	115	173

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	246	61	21	2086	0.118	245	251	258	0.0	0.3	4.532	A
B - Access Road	38	9	250	1156	0.033	38	42	16	0.0	0.1	3.879	A
C - B585 (S)	155	39	100	1589	0.098	155	153	188	0.0	0.1	2.789	A
D - Interlink Way (E)	100	25	180	1151	0.087	99	98	75	0.0	0.2	4.092	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	309	77	26	2183	0.142	310	319	294	0.3	0.5	4.696	A
B - Access Road	45	11	318	1139	0.040	46	52	20	0.1	0.0	3.731	A
C - B585 (S)	179	45	130	1600	0.112	179	191	233	0.1	0.2	2.955	A
D - Interlink Way (E)	110	27	210	1105	0.099	110	120	99	0.2	0.2	4.198	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	383	96	30	2124	0.181	383	390	372	0.5	0.7	4.848	A
B - Access Road	47	12	391	1093	0.043	47	58	21	0.0	0.0	3.947	A
C - B585 (S)	232	58	150	1564	0.148	234	239	288	0.2	0.1	3.133	A
D - Interlink Way (E)	141	35	260	1116	0.126	142	153	124	0.2	0.2	4.568	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	373	93	30	2126	0.175	373	385	373	0.7	0.6	4.970	A
B - Access Road	57	14	385	1082	0.053	57	62	18	0.0	0.0	4.020	A
C - B585 (S)	227	57	154	1518	0.150	227	230	288	0.1	0.2	3.220	A
D - Interlink Way (E)	140	35	262	1085	0.129	140	145	119	0.2	0.1	4.276	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	306	77	24	2088	0.147	306	321	299	0.6	0.5	4.717	A
B - Access Road	44	11	314	1153	0.038	43	51	16	0.0	0.1	3.708	A
C - B585 (S)	190	47	119	1598	0.119	189	194	239	0.2	0.2	3.117	A
D - Interlink Way (E)	108	27	215	1109	0.097	108	118	93	0.1	0.1	3.976	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	251	63	22	2098	0.119	250	257	254	0.5	0.4	4.588	A
B - Access Road	41	10	256	1146	0.036	42	48	16	0.1	0.0	3.801	A
C - B585 (S)	154	38	106	1559	0.099	154	165	192	0.2	0.1	2.925	A
D - Interlink Way (E)	94	24	182	1157	0.082	93	101	77	0.1	0.1	4.143	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	172	1115	0.154	171	175	0.0	0.3	4.458	A
			2	A, (C), D	75	1017	0.073	75	76	0.0	0.0	4.718	A
	Exit	1	1		258			258	259	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	38	1191	0.032	38	42	0.0	0.1	3.879	A
	Exit	1	1		16			16	15	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	155	1595	0.097	155	153	0.0	0.1	2.789	A
	Exit	1	1		188			188	194	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	100	1155	0.086	99	98	0.0	0.2	4.092	A
	Exit	1	1		75			75	77	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	213	1112	0.191	213	219	0.3	0.3	4.675	A
			2	A, (C), D	96	1015	0.095	97	100	0.0	0.1	4.746	A
	Exit	1	1		294			294	318	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	45	1152	0.039	46	52	0.1	0.0	3.731	A
	Exit	1	1		20			20	18	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	179	1576	0.113	179	191	0.1	0.2	2.955	A
	Exit	1	1		233			233	245	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	110	1139	0.097	110	120	0.2	0.2	4.198	A
	Exit	1	1		99			99	99	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	262	1110	0.236	263	269	0.3	0.4	4.752	A
			2	A, (C), D	122	1014	0.120	120	121	0.1	0.3	5.079	A
	Exit	1	1		372			372	398	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	47	1109	0.042	47	58	0.0	0.0	3.947	A
	Exit	1	1		21			21	22	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	232	1564	0.148	234	239	0.2	0.1	3.133	A
	Exit	1	1		288			288	298	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	141	1111	0.127	142	153	0.2	0.2	4.568	A
	Exit	1	1		124			124	123	0.0	0.0	0.000	A

18:30 - 18:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	255	1110	0.230	254	264	0.4	0.4	4.872	A
			2	A, (C), D	118	1014	0.116	118	121	0.3	0.2	5.210	A
	Exit	1	1		373			373	386	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	57	1113	0.051	57	62	0.0	0.0	4.020	A
	Exit	1	1		18			18	19	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	227	1561	0.145	227	230	0.1	0.2	3.220	A
	Exit	1	1		288			288	298	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	140	1110	0.126	140	145	0.2	0.1	4.276	A
	Exit	1	1		119			119	119	0.0	0.0	0.000	A

18:45 - 19:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	216	1113	0.194	216	225	0.4	0.3	4.647	A
			2	A, (C), D	90	1016	0.089	90	96	0.2	0.1	4.893	A
	Exit	1	1		299			299	320	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	44	1154	0.038	43	51	0.0	0.1	3.708	A
	Exit	1	1		16			16	20	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	190	1583	0.120	189	194	0.2	0.2	3.117	A
	Exit	1	1		239			239	248	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	108	1136	0.095	108	118	0.1	0.1	3.976	A
	Exit	1	1		93			93	98	0.0	0.0	0.000	A

19:00 - 19:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	175	1115	0.157	175	180	0.3	0.2	4.372	A
			2	A, (C), D	76	1017	0.074	76	77	0.1	0.1	5.129	A
	Exit	1	1		254			254	276	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	41	1188	0.035	42	48	0.1	0.0	3.801	A
	Exit	1	1		16			16	16	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	154	1591	0.097	154	165	0.2	0.1	2.925	A
	Exit	1	1		192			192	200	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	94	1154	0.082	93	101	0.1	0.1	4.143	A
	Exit	1	1		77			77	79	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	15	4	1003	993	0.015	15	14	0.0	0.0	5.849	A
				C	156	39	1126	1115	0.140	156	161	0.0	0.2	4.377	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	1	0.27	213	211	0.005	1	0.91	0.0	0.0	4.566	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	8	2	902	895	0.009	8	9	0.0	0.0	3.982	A
				D	65	16	1024	1017	0.064	65	67	0.0	0.0	4.833	A
B - Access Road	Entry	1	1	A	33	8	1337	1189	0.028	34	38	0.0	0.0	3.952	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	5	1	927	818	0.006	4	4	0.0	0.0	3.329	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	144	36	1657	1596	0.090	144	142	0.0	0.1	2.794	A
				B	1	0.36	361	346	0.004	1	1	0.0	0.0	3.453	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	10	2	1443	1384	0.007	10	10	0.0	0.0	2.647	A
D - Interlink Way (E)	Entry	1	1	A	80	20	1255	1158	0.069	79	78	0.0	0.1	4.145	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	20	5	1255	1157	0.017	20	20	0.0	0.0	3.908	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	18	5	1048	1036	0.018	18	18	0.0	0.0	5.969	A
				C	195	49	1126	1112	0.175	195	201	0.2	0.3	4.598	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	1	0.30	253	251	0.005	1	1	0.0	0.0	3.187	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	8	2	963	954	0.009	9	12	0.0	0.0	3.860	A
				D	86	22	1024	1015	0.085	87	87	0.0	0.1	4.908	A
B - Access Road	Entry	1	1	A	41	10	1337	1152	0.036	42	47	0.0	0.0	3.788	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	4	0.98	953	818	0.005	4	5	0.0	0.0	3.276	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	166	42	1657	1577	0.105	166	178	0.1	0.2	2.992	A
				B	1	0.30	344	328	0.004	1	0.95	0.0	0.0	3.285	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	11	3	1575	1500	0.008	11	12	0.0	0.0	2.423	A
D - Interlink Way (E)	Entry	1	1	A	85	21	1255	1138	0.075	85	93	0.1	0.2	4.286	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	25	6	1255	1140	0.022	25	27	0.0	0.0	3.928	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	19	5	1048	1033	0.019	20	21	0.0	0.0	5.516	A
				C	243	61	1126	1111	0.219	243	248	0.3	0.3	4.709	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	1	0.30	213	210	0.006	1	0.95	0.0	0.0	3.139	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	13	3	953	943	0.013	12	13	0.0	0.0	3.762	A
				D	108	27	1024	1014	0.106	106	107	0.1	0.3	5.284	A
B - Access Road	Entry	1	1	A	42	10	1337	1108	0.038	42	53	0.0	0.0	4.020	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	5	1	993	824	0.006	5	5	0.0	0.0	3.335	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	213	53	1657	1563	0.136	215	223	0.2	0.1	3.136	A
				B	1	0.36	279	264	0.005	1	0.75	0.0	0.0	2.208	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	18	4	1657	1562	0.011	17	16	0.0	0.0	3.147	A
D - Interlink Way (E)	Entry	1	1	A	113	28	1255	1110	0.102	114	121	0.2	0.1	4.668	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	28	7	1255	1110	0.025	28	32	0.0	0.0	4.229	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:30 - 18:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	17	4	1081	1065	0.016	16	17	0.0	0.1	6.906	A
				C	238	59	1126	1110	0.214	238	246	0.3	0.3	4.769	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.95	0.24	233	230	0.004	0.95	1	0.0	0.0	6.158	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	15	4	973	962	0.016	15	15	0.0	0.0	4.247	A
				D	102	25	1024	1013	0.101	102	105	0.3	0.2	5.354	A
B - Access Road	Entry	1	1	A	52	13	1337	1110	0.046	51	55	0.0	0.0	4.132	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	5	1	1033	857	0.006	6	6	0.0	0.0	3.177	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	209	52	1657	1561	0.134	208	214	0.1	0.2	3.240	A
				B	1	0.36	426	401	0.004	1	1	0.0	0.0	1.801	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	17	4	1607	1516	0.011	17	15	0.0	0.0	3.075	A
D - Interlink Way (E)	Entry	1	1	A	113	28	1255	1110	0.101	113	115	0.1	0.1	4.361	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	28	7	1255	1110	0.025	29	30	0.0	0.0	3.988	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:45 - 19:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	16	4	1037	1024	0.015	15	19	0.1	0.1	6.437	A
				C	200	50	1126	1113	0.180	200	206	0.3	0.2	4.538	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.71	0.18	223	221	0.003	0.71	0.99	0.0	0.0	4.503	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	11	3	963	955	0.011	11	12	0.0	0.0	4.027	A
				D	79	20	1024	1015	0.078	79	83	0.2	0.1	5.041	A
B - Access Road	Entry	1	1	A	40	10	1337	1152	0.035	39	46	0.0	0.1	3.789	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	4	0.92	993	849	0.004	4	5	0.0	0.0	3.024	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	175	44	1657	1583	0.111	174	179	0.2	0.2	3.133	A
				B	0.59	0.15	295	280	0.002	0.59	0.87	0.0	0.0	2.338	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	14	4	1591	1519	0.009	14	14	0.0	0.0	2.972	A
D - Interlink Way (E)	Entry	1	1	A	85	21	1255	1139	0.074	85	94	0.1	0.1	4.011	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	23	6	1243	1124	0.020	23	25	0.0	0.0	3.860	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

19:00 - 19:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	15	4	1026	1014	0.015	15	15	0.1	0.0	6.064	A
				C	160	40	1126	1114	0.144	160	165	0.2	0.2	4.264	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	1	0.33	162	161	0.008	1	0.71	0.0	0.0	3.851	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	9	2	933	925	0.010	9	9	0.0	0.0	4.398	A
				D	65	16	1024	1016	0.064	66	67	0.1	0.1	5.263	A
B - Access Road	Entry	1	1	A	38	10	1337	1188	0.032	39	44	0.1	0.0	3.827	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	3	0.80	861	757	0.004	3	4	0.0	0.0	3.570	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	141	35	1657	1592	0.089	141	153	0.2	0.1	2.938	A
				B	0.95	0.24	295	284	0.003	0.95	0.83	0.0	0.0	2.820	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	12	3	1542	1481	0.008	12	12	0.0	0.0	2.770	A
D - Interlink Way (E)	Entry	1	1	A	74	18	1255	1154	0.064	73	79	0.1	0.1	4.285	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	21	5	1243	1140	0.018	21	22	0.0	0.0	3.692	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2030 | Future Year + Committed Dev | AM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	9.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.43	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	Future Year + Committed Dev	AM	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (N)		ONE HOUR	✓	853	100.000
B - Access Road		ONE HOUR	✓	9	100.000
C - B585 (S)		ONE HOUR	✓	648	100.000
D - Interlink Way (E)		ONE HOUR	✓	99	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	1	26	729	97
	B - Access Road	9	0	0	0
	C - B585 (S)	611	1	0	36
	D - Interlink Way (E)	67	0	30	2

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	0	20	31	28
	B - Access Road	33	0	0	0
	C - B585 (S)	40	0	0	10
	D - Interlink Way (E)	75	7	27	100

Cyclist %

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	0	0	0	0
	B - Access Road	0	0	0	0
	C - B585 (S)	0	0	0	0
	D - Interlink Way (E)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - B585 (N)	0.44	12.36	3.4	B	774	1160
B - Access Road	0.02	6.60	0.1	A	11	17
C - B585 (S)	0.46	5.93	1.2	A	597	895
D - Interlink Way (E)	0.12	7.77	0.3	A	89	134

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	643	161	24	2103	0.306	644	642	531	0.0	1.5	7.725	A
B - Access Road	8	2	650	937	0.009	8	10	18	0.0	0.0	4.932	A
C - B585 (S)	505	126	80	1614	0.313	504	491	578	0.0	0.6	4.550	A
D - Interlink Way (E)	70	17	487	1019	0.068	69	75	98	0.0	0.2	5.768	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	757	189	29	2125	0.356	752	765	640	1.5	2.2	9.325	A
B - Access Road	13	3	758	863	0.015	12	15	23	0.0	0.0	5.151	A
C - B585 (S)	595	149	98	1579	0.377	596	598	672	0.6	1.0	5.148	A
D - Interlink Way (E)	96	24	574	951	0.101	95	102	121	0.2	0.2	6.552	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	924	231	33	2107	0.438	920	940	754	2.2	3.3	12.263	B
B - Access Road	13	3	924	781	0.016	13	18	29	0.0	0.0	6.596	A
C - B585 (S)	704	176	114	1574	0.447	704	712	823	1.0	1.0	5.802	A
D - Interlink Way (E)	106	26	681	871	0.122	105	115	137	0.2	0.3	7.629	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	922	231	35	2131	0.433	916	936	766	3.3	3.4	12.363	B
B - Access Road	11	3	924	763	0.014	11	18	28	0.0	0.0	5.950	A
C - B585 (S)	723	181	119	1578	0.459	727	720	816	1.0	1.2	5.925	A
D - Interlink Way (E)	102	26	698	880	0.116	103	114	147	0.3	0.2	7.767	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	774	194	29	2096	0.369	772	780	612	3.4	2.2	9.839	A
B - Access Road	12	3	779	897	0.013	12	17	22	0.0	0.0	5.571	A
C - B585 (S)	572	143	102	1569	0.364	571	586	689	1.2	0.9	5.009	A
D - Interlink Way (E)	89	22	553	934	0.095	88	97	120	0.2	0.2	7.116	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	622	156	22	2145	0.290	627	647	519	2.2	1.4	7.663	A
B - Access Road	12	3	629	973	0.012	11	14	19	0.0	0.1	4.892	A
C - B585 (S)	480	120	85	1615	0.297	480	494	555	0.9	0.5	4.511	A
D - Interlink Way (E)	74	19	468	990	0.075	72	84	97	0.2	0.2	6.412	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

06:45 - 07:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	535	1113	0.480	536	531	0.0	1.3	8.289	A
			2	A, (C), D	108	1016	0.107	109	111	0.0	0.1	5.062	A
	Exit	1	1		531			531	525	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	8	959	0.008	8	10	0.0	0.0	4.932	A
	Exit	1	1		18			18	20	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	505	1607	0.314	504	491	0.0	0.6	4.550	A
	Exit	1	1		578			578	573	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	70	986	0.071	69	75	0.0	0.2	5.768	A
	Exit	1	1		98			98	100	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	622	1111	0.560	618	629	1.3	2.0	10.189	B
			2	A, (C), D	134	1014	0.132	134	136	0.1	0.2	5.365	A
	Exit	1	1		640			640	649	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	13	896	0.014	12	15	0.0	0.0	5.151	A
	Exit	1	1		23			23	25	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	595	1596	0.373	596	598	0.6	1.0	5.148	A
	Exit	1	1		672			672	684	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	96	937	0.102	95	102	0.2	0.2	6.552	A
	Exit	1	1		121			121	123	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	764	1109	0.689	760	771	2.0	3.1	13.819	B
			2	A, (C), D	159	1013	0.157	160	169	0.2	0.2	5.261	A
	Exit	1	1		754			754	767	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	13	799	0.016	13	18	0.0	0.0	6.596	A
	Exit	1	1		29			29	28	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	704	1587	0.443	704	712	1.0	1.0	5.802	A
	Exit	1	1		823			823	841	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	106	878	0.121	105	115	0.2	0.3	7.629	A
	Exit	1	1		137			137	149	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	754	1107	0.681	747	767	3.1	3.2	13.912	B
			2	A, (C), D	168	1012	0.166	169	169	0.2	0.2	5.402	A
	Exit	1	1		766			766	775	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	11	799	0.013	11	18	0.0	0.0	5.950	A
	Exit	1	1		28			28	28	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	723	1583	0.457	727	720	1.0	1.2	5.925	A
	Exit	1	1		816			816	837	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	102	869	0.118	103	114	0.3	0.2	7.767	A
	Exit	1	1		147			147	148	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	633	1110	0.570	631	641	3.2	2.0	10.819	B
			2	A, (C), D	142	1014	0.140	141	138	0.2	0.2	5.354	A
	Exit	1	1		612			612	634	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	12	884	0.014	12	17	0.0	0.0	5.571	A
	Exit	1	1		22			22	24	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	572	1594	0.359	571	586	1.2	0.9	5.009	A
	Exit	1	1		689			689	698	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	89	949	0.093	88	97	0.2	0.2	7.116	A
	Exit	1	1		120			120	125	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	516	1115	0.463	518	534	2.0	1.3	8.232	A
			2	A, (C), D	106	1016	0.104	108	113	0.2	0.1	5.034	A
	Exit	1	1		519			519	539	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	12	971	0.012	11	14	0.0	0.1	4.892	A
	Exit	1	1		19			19	20	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	480	1604	0.299	480	494	0.9	0.5	4.511	A
	Exit	1	1		555			555	578	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	74	996	0.074	72	84	0.2	0.2	6.412	A
	Exit	1	1		97			97	102	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

06:45 - 07:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	17	4	1104	1091	0.015	18	19	0.0	0.0	8.747	A
				C	519	130	1126	1113	0.466	518	512	0.0	1.3	8.269	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	1	0.27	193	191	0.006	0.95	0.75	0.0	0.0	4.402	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	37	9	1024	1016	0.036	38	38	0.0	0.0	5.047	A
				D	70	18	1024	1016	0.069	70	72	0.0	0.1	5.079	A
B - Access Road	Entry	1	1	A	8	2	1218	888	0.009	8	10	0.0	0.0	4.932	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	478	119	1657	1607	0.297	477	464	0.0	0.6	4.586	A
				B	0.83	0.21	246	241	0.003	0.83	0.71	0.0	0.0	3.111	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	26	7	1657	1605	0.016	27	27	0.0	0.0	4.086	A
D - Interlink Way (E)	Entry	1	1	A	46	11	1255	994	0.046	46	51	0.0	0.1	6.504	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	22	6	1255	998	0.022	22	23	0.0	0.1	4.497	A
				D	1	0.36	211	166	0.009	1	2	0.0	0.0	8.000	A

07:00 - 07:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	21	5	1126	1110	0.019	21	24	0.0	0.1	10.087	B
				C	602	150	1126	1111	0.542	596	605	1.3	2.0	10.194	B
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.24	0.06	203	201	0.001	0.24	1	0.0	0.0	3.649	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	50	12	1024	1014	0.049	51	49	0.0	0.0	5.238	A
				D	84	21	1024	1015	0.083	84	86	0.1	0.2	5.458	A
B - Access Road	Entry	1	1	A	13	3	1337	899	0.014	12	15	0.0	0.0	5.151	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	559	140	1657	1596	0.350	559	563	0.6	0.9	5.177	A
				B	1	0.27	492	476	0.002	1	1	0.0	0.0	5.644	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	35	9	1657	1596	0.022	35	34	0.0	0.1	4.755	A
D - Interlink Way (E)	Entry	1	1	B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	26	7	1255	940	0.028	25	30	0.1	0.1	5.945	A
				D	2	0.53	298	222	0.010	2	2	0.0	0.0	10.496	B

07:15 - 07:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	27	7	1126	1109	0.025	28	27	0.1	0.1	13.006	B
				C	736	184	1126	1109	0.664	732	744	2.0	3.0	13.851	B
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	1	0.33	233	231	0.006	1	1	0.0	0.0	4.837	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	61	15	1024	1013	0.061	62	63	0.0	0.1	5.197	A
				D	97	24	1024	1013	0.096	97	105	0.2	0.1	5.303	A
B - Access Road	Entry	1	1	A	13	3	1324	787	0.016	13	18	0.0	0.0	6.596	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	665	166	1657	1586	0.420	666	670	0.9	1.0	5.883	A
				B	0.71	0.18	410	390	0.002	0.71	1	0.0	0.0	4.274	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	37	9	1657	1585	0.024	37	42	0.1	0.0	4.819	A
D - Interlink Way (E)	Entry	1	1	A	74	18	1255	876	0.084	73	79	0.1	0.2	8.521	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	30	8	1255	876	0.035	30	34	0.1	0.1	6.085	A
				D	2	0.53	286	202	0.011	2	2	0.0	0.0	9.805	A

07:30 - 07:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	27	7	1126	1106	0.024	27	27	0.1	0.1	14.821	B
				C	727	182	1126	1107	0.657	720	740	3.0	3.1	13.876	B
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	1	0.33	274	270	0.005	1	1	0.0	0.0	5.184	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	63	16	1024	1012	0.062	64	63	0.1	0.0	5.210	A
				D	104	26	1024	1012	0.103	104	105	0.1	0.1	5.514	A
B - Access Road	Entry	1	1	A	11	3	1324	786	0.014	11	18	0.0	0.0	5.950	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	682	171	1657	1583	0.431	685	679	1.0	1.2	5.967	A
				B	0.95	0.24	443	422	0.002	0.95	1	0.0	0.0	4.747	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	40	10	1657	1582	0.025	41	40	0.0	0.0	5.407	A
D - Interlink Way (E)	Entry	1	1	A	68	17	1255	872	0.078	69	77	0.2	0.1	8.646	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	31	8	1243	864	0.036	32	34	0.1	0.1	6.303	A
				D	3	0.71	360	248	0.012	3	3	0.0	0.0	9.446	A

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	22	5	1115	1099	0.020	21	23	0.1	0.1	10.874	B
				C	611	153	1126	1111	0.550	610	618	3.1	1.9	10.817	B
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.83	0.21	233	230	0.004	0.83	1	0.0	0.0	3.476	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	53	13	1024	1014	0.052	52	48	0.0	0.1	5.216	A
				D	88	22	1024	1014	0.087	88	89	0.1	0.1	5.455	A
B - Access Road	Entry	1	1	A	12	3	1311	851	0.014	12	17	0.0	0.0	5.571	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	540	135	1657	1592	0.339	539	552	1.2	0.9	5.036	A
				B	1	0.27	328	314	0.003	1	0.95	0.0	0.0	5.603	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	30	8	1657	1590	0.019	31	33	0.0	0.0	4.634	A
D - Interlink Way (E)	Entry	1	1	A	60	15	1255	949	0.063	60	64	0.1	0.2	8.085	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	27	7	1255	949	0.028	27	32	0.1	0.0	5.688	A
				D	1	0.36	261	193	0.007	1	2	0.0	0.0	7.988	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	19	5	1093	1079	0.017	19	20	0.1	0.0	7.738	A
				C	498	124	1126	1114	0.447	500	515	1.9	1.2	8.253	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	1	0.36	203	201	0.007	1	0.95	0.0	0.0	4.123	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	33	8	1024	1015	0.033	34	38	0.1	0.1	5.110	A
				D	71	18	1024	1015	0.070	72	74	0.1	0.1	5.011	A
B - Access Road	Entry	1	1	A	12	3	1311	940	0.012	11	14	0.0	0.1	4.892	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	455	114	1657	1604	0.284	455	467	0.9	0.5	4.565	A
				B	0.48	0.12	246	237	0.002	0.36	0.67	0.0	0.0	3.415	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	25	6	1657	1604	0.015	25	26	0.0	0.0	3.803	A
D - Interlink Way (E)	Entry	1	1	A	53	13	1255	996	0.053	52	57	0.2	0.2	7.206	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	20	5	1255	987	0.021	21	25	0.0	0.0	5.023	A
				D	0.48	0.12	236	183	0.003	0.48	2	0.0	0.0	7.462	A

2030 | Future Year + Committed Dev | PM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	6.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.13	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	Future Year + Committed Dev	PM	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (N)		ONE HOUR	✓	585	100.000
B - Access Road		ONE HOUR	✓	50	100.000
C - B585 (S)		ONE HOUR	✓	429	100.000
D - Interlink Way (E)		ONE HOUR	✓	128	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	1	19	473	92
	B - Access Road	45	0	5	0
	C - B585 (S)	414	1	0	14
	D - Interlink Way (E)	101	0	27	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	0	64	27	28
	B - Access Road	20	0	0	9
	C - B585 (S)	27	0	0	8
	D - Interlink Way (E)	17	0	4	0

Cyclist %

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	0	0	0	0
	B - Access Road	0	0	0	0
	C - B585 (S)	0	0	0	0
	D - Interlink Way (E)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - B585 (N)	0.31	7.54	1.6	A	535	803
B - Access Road	0.06	4.96	0.1	A	46	68
C - B585 (S)	0.30	4.58	0.7	A	389	584
D - Interlink Way (E)	0.15	5.33	0.2	A	119	178

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	445	111	18	2158	0.206	446	443	424	0.0	0.8	6.191	A
B - Access Road	32	8	447	1088	0.030	32	37	17	0.0	0.0	3.965	A
C - B585 (S)	332	83	97	1539	0.216	332	325	383	0.0	0.3	3.581	A
D - Interlink Way (E)	93	23	350	1086	0.086	92	98	78	0.0	0.1	4.327	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	521	130	24	2098	0.248	524	532	497	0.8	0.8	6.559	A
B - Access Road	46	12	529	1004	0.046	46	55	19	0.0	0.0	4.245	A
C - B585 (S)	374	93	124	1604	0.233	373	388	450	0.3	0.7	3.949	A
D - Interlink Way (E)	119	30	403	1016	0.117	118	123	93	0.1	0.2	4.432	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	642	161	33	2093	0.307	645	650	617	0.8	1.3	7.106	A
B - Access Road	57	14	655	926	0.061	57	63	23	0.0	0.1	4.832	A
C - B585 (S)	468	117	149	1541	0.304	468	487	563	0.7	0.5	4.287	A
D - Interlink Way (E)	145	36	505	1001	0.145	145	148	112	0.2	0.2	5.166	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	640	160	29	2069	0.309	642	656	617	1.3	1.6	7.543	A
B - Access Road	53	13	648	972	0.054	52	60	22	0.1	0.1	4.959	A
C - B585 (S)	470	118	143	1559	0.301	471	483	558	0.5	0.7	4.581	A
D - Interlink Way (E)	144	36	504	952	0.151	143	145	110	0.2	0.2	5.334	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	526	131	27	2129	0.247	526	533	500	1.6	1.0	6.791	A
B - Access Road	48	12	536	1052	0.045	48	54	17	0.1	0.0	4.429	A
C - B585 (S)	376	94	125	1591	0.236	374	392	459	0.7	0.5	4.111	A
D - Interlink Way (E)	120	30	405	1007	0.119	122	123	94	0.2	0.1	4.748	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	438	110	21	2136	0.205	439	445	413	1.0	0.6	5.940	A
B - Access Road	38	10	444	1093	0.035	38	46	16	0.0	0.1	4.022	A
C - B585 (S)	318	79	105	1586	0.200	317	327	377	0.5	0.4	3.576	A
D - Interlink Way (E)	91	23	342	1061	0.086	92	99	79	0.1	0.1	4.370	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	359	1116	0.322	358	352	0.0	0.7	6.569	A
			2	A, (C), D	86	1018	0.085	88	92	0.0	0.1	4.750	A
	Exit	1	1		424			424	424	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	32	1077	0.030	32	37	0.0	0.0	3.965	A
	Exit	1	1		17			17	17	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	332	1597	0.208	332	325	0.0	0.3	3.581	A
	Exit	1	1		383			383	383	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	93	1061	0.088	92	98	0.0	0.1	4.327	A
	Exit	1	1		78			78	80	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	408	1113	0.366	412	420	0.7	0.7	6.945	A
			2	A, (C), D	112	1016	0.110	112	112	0.1	0.1	5.113	A
	Exit	1	1		497			497	523	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	46	1029	0.045	46	55	0.0	0.0	4.245	A
	Exit	1	1		19			19	19	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	374	1580	0.236	373	388	0.3	0.7	3.949	A
	Exit	1	1		450			450	461	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	119	1032	0.115	118	123	0.1	0.2	4.432	A
	Exit	1	1		93			93	96	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	506	1108	0.456	509	512	0.7	1.1	7.659	A
			2	A, (C), D	137	1012	0.135	136	138	0.1	0.2	5.042	A
	Exit	1	1		617			617	644	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	57	956	0.059	57	63	0.0	0.1	4.832	A
	Exit	1	1		23			23	22	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	468	1565	0.299	468	487	0.7	0.5	4.287	A
	Exit	1	1		563			563	567	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	145	975	0.149	145	148	0.2	0.2	5.166	A
	Exit	1	1		112			112	116	0.0	0.0	0.000	A

18:30 - 18:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	515	1111	0.464	515	521	1.1	1.4	8.099	A
			2	A, (C), D	125	1014	0.123	126	136	0.2	0.2	5.416	A
	Exit	1	1		617			617	638	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	53	960	0.055	52	60	0.1	0.1	4.959	A
	Exit	1	1		22			22	24	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	470	1569	0.300	471	483	0.5	0.7	4.581	A
	Exit	1	1		558			558	568	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	144	976	0.147	143	145	0.2	0.2	5.334	A
	Exit	1	1		110			110	115	0.0	0.0	0.000	A

18:45 - 19:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	418	1112	0.376	417	421	1.4	0.9	7.256	A
			2	A, (C), D	108	1015	0.107	109	112	0.2	0.1	5.056	A
	Exit	1	1		500			500	525	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	48	1025	0.046	48	54	0.1	0.0	4.429	A
	Exit	1	1		17			17	17	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	376	1580	0.238	374	392	0.7	0.5	4.111	A
	Exit	1	1		459			459	463	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	120	1031	0.117	122	123	0.2	0.1	4.748	A
	Exit	1	1		94			94	96	0.0	0.0	0.000	A

19:00 - 19:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	346	1115	0.311	345	349	0.9	0.6	6.188	A
			2	A, (C), D	92	1017	0.090	93	95	0.1	0.0	5.033	A
	Exit	1	1		413			413	434	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	38	1079	0.035	38	46	0.0	0.1	4.022	A
	Exit	1	1		16			16	15	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	318	1592	0.200	317	327	0.5	0.4	3.576	A
	Exit	1	1		377			377	384	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	91	1065	0.086	92	99	0.1	0.1	4.370	A
	Exit	1	1		79			79	83	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	17	4	1026	1014	0.017	16	16	0.0	0.1	8.215	A
				C	343	86	1126	1117	0.307	342	335	0.0	0.6	6.508	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.83	0.21	203	202	0.004	0.83	0.87	0.0	0.0	4.268	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	19	5	1024	1017	0.019	20	22	0.0	0.0	4.580	A
				D	66	16	1024	1017	0.065	67	69	0.0	0.1	4.811	A
B - Access Road	Entry	1	1	A	29	7	1337	1068	0.027	29	34	0.0	0.0	4.051	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	3	0.80	927	744	0.004	3	4	0.0	0.0	3.331	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	320	80	1657	1597	0.200	320	313	0.0	0.3	3.605	A
				B	0.48	0.12	246	238	0.002	0.48	0.59	0.0	0.0	3.247	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	11	3	1509	1451	0.008	11	11	0.0	0.0	3.046	A
D - Interlink Way (E)	Entry	1	1	A	74	19	1255	1062	0.070	74	77	0.0	0.1	4.458	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	19	5	1255	1059	0.018	18	22	0.0	0.0	3.906	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	17	4	1037	1026	0.017	19	18	0.1	0.0	8.046	A
				C	391	98	1126	1114	0.352	393	402	0.6	0.7	6.907	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.36	0.09	182	181	0.002	0.36	0.71	0.0	0.0	4.380	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	30	8	1024	1017	0.030	31	28	0.0	0.0	4.902	A
				D	81	20	1024	1016	0.080	81	83	0.1	0.1	5.194	A
B - Access Road	Entry	1	1	A	43	11	1337	1037	0.041	42	50	0.0	0.0	4.318	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	4	0.95	1046	809	0.005	4	6	0.0	0.0	3.718	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	362	90	1657	1580	0.229	360	374	0.3	0.6	3.971	A
				B	1	0.27	328	314	0.003	0.95	0.91	0.0	0.0	3.279	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	11	3	1575	1500	0.008	12	13	0.0	0.0	3.450	A
D - Interlink Way (E)	Entry	1	1	A	96	24	1255	1032	0.093	95	98	0.1	0.2	4.530	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	23	6	1255	1028	0.022	23	25	0.0	0.0	4.092	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	23	6	1093	1075	0.021	23	21	0.0	0.1	9.131	A
				C	483	121	1126	1108	0.436	487	491	0.7	1.0	7.610	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.36	0.09	223	221	0.002	0.36	1	0.0	0.0	4.867	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	39	10	1024	1012	0.039	39	36	0.0	0.0	4.634	A
				D	97	24	1024	1013	0.096	96	101	0.1	0.2	5.193	A
B - Access Road	Entry	1	1	A	52	13	1337	957	0.054	52	57	0.0	0.1	4.870	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	5	1	1033	736	0.007	5	6	0.0	0.0	4.530	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	451	113	1657	1566	0.288	452	471	0.6	0.5	4.297	A
				B	1	0.30	476	446	0.003	1	1	0.0	0.0	3.123	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	15	4	1624	1533	0.010	15	15	0.0	0.0	4.110	A
D - Interlink Way (E)	Entry	1	1	A	113	28	1255	975	0.116	113	115	0.2	0.2	5.349	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	32	8	1255	979	0.033	32	33	0.0	0.1	4.601	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:30 - 18:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	21	5	1081	1068	0.020	21	23	0.1	0.0	9.334	A
				C	493	123	1126	1111	0.444	494	498	1.0	1.4	8.056	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.71	0.18	152	151	0.005	0.71	0.67	0.0	0.0	3.420	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	31	8	1024	1014	0.030	31	35	0.0	0.1	5.213	A
				D	94	23	1024	1014	0.092	94	100	0.2	0.1	5.505	A
B - Access Road	Entry	1	1	A	48	12	1337	959	0.050	48	54	0.1	0.1	5.075	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	5	1	1086	764	0.006	5	7	0.0	0.0	4.165	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	454	113	1657	1568	0.289	454	466	0.5	0.7	4.598	A
				B	0.95	0.24	344	325	0.003	0.95	0.87	0.0	0.0	4.298	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	15	4	1607	1517	0.010	15	16	0.0	0.0	4.167	A
D - Interlink Way (E)	Entry	1	1	A	115	29	1255	975	0.118	115	117	0.2	0.2	5.454	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	29	7	1255	974	0.029	28	29	0.1	0.0	4.888	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:45 - 19:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	16	4	1048	1035	0.016	16	17	0.0	0.0	7.470	A
				C	402	100	1126	1112	0.361	401	404	1.4	0.8	7.249	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	1	0.27	223	221	0.005	1	1	0.0	0.0	5.246	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	28	7	1024	1015	0.027	28	28	0.1	0.0	4.618	A
				D	80	20	1024	1015	0.079	80	83	0.1	0.1	5.204	A
B - Access Road	Entry	1	1	A	44	11	1337	1026	0.043	44	49	0.1	0.0	4.554	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	4	0.95	861	659	0.006	4	5	0.0	0.0	3.370	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	361	90	1657	1580	0.228	359	378	0.7	0.5	4.131	A
				B	0.83	0.21	279	265	0.003	0.83	0.67	0.0	0.0	2.718	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	13	3	1640	1562	0.009	13	13	0.0	0.0	3.716	A
D - Interlink Way (E)	Entry	1	1	A	95	24	1255	1028	0.092	96	97	0.2	0.1	4.956	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	26	6	1255	1031	0.025	26	26	0.0	0.0	4.056	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

19:00 - 19:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	16	4	970	959	0.016	15	14	0.0	0.0	6.933	A
				C	331	83	1126	1115	0.297	329	335	0.8	0.5	6.163	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	1	0.30	182	181	0.007	1	0.91	0.0	0.0	3.506	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	23	6	1024	1017	0.023	23	23	0.0	0.0	4.878	A
				D	67	17	1024	1017	0.066	69	72	0.1	0.0	5.107	A
B - Access Road	Entry	1	1	A	34	9	1337	1073	0.032	34	41	0.0	0.1	4.096	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	4	0.95	953	759	0.005	4	5	0.0	0.0	3.525	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	308	77	1657	1593	0.193	306	315	0.5	0.4	3.594	A
				B	0.48	0.12	279	266	0.002	0.48	0.75	0.0	0.0	1.811	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	10	2	1558	1493	0.006	10	11	0.0	0.0	3.265	A
D - Interlink Way (E)	Entry	1	1	A	71	18	1255	1061	0.067	71	77	0.1	0.1	4.438	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	21	5	1230	1038	0.020	21	21	0.0	0.0	4.147	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2030 | Future Year + Committed Dev + Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	17.45	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	17.45	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2030	Future Year + Committed Dev + Development	AM	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (N)		ONE HOUR	✓	1047	100.000
B - Access Road		ONE HOUR	✓	9	100.000
C - B585 (S)		ONE HOUR	✓	664	100.000
D - Interlink Way (E)		ONE HOUR	✓	99	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	1	26	923	97
	B - Access Road	9	0	0	0
	C - B585 (S)	627	1	0	36
	D - Interlink Way (E)	67	0	30	2

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

From	To	A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
	A - B585 (N)	0	20	29	28
	B - Access Road	33	0	0	0
	C - B585 (S)	41	0	0	10
	D - Interlink Way (E)	75	7	27	100

Cyclist %

From	To	A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
	A - B585 (N)	0	0	0	0
	B - Access Road	0	0	0	0
	C - B585 (S)	0	0	0	0
	D - Interlink Way (E)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - B585 (N)	0.55	25.60	8.5	D	952	1427
B - Access Road	0.02	7.75	0.0	A	10	15
C - B585 (S)	0.46	6.26	1.4	A	608	912
D - Interlink Way (E)	0.13	7.91	0.3	A	89	134

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	766	192	21	2110	0.363	771	778	529	0.0	2.1	9.496	A
B - Access Road	6	1	772	901	0.007	6	8	20	0.0	0.0	5.467	A
C - B585 (S)	502	125	75	1570	0.320	503	495	703	0.0	0.6	4.555	A
D - Interlink Way (E)	67	17	482	993	0.068	68	74	96	0.0	0.1	6.691	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	942	235	32	2128	0.443	939	942	617	2.1	3.6	12.954	B
B - Access Road	9	2	946	756	0.012	9	14	25	0.0	0.0	5.650	A
C - B585 (S)	581	145	104	1580	0.368	584	606	850	0.6	0.8	5.296	A
D - Interlink Way (E)	89	22	560	942	0.095	89	98	129	0.1	0.2	6.794	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	1125	281	37	2190	0.514	1147	1136	763	3.6	6.9	22.535	C
B - Access Road	12	3	1154	681	0.018	12	17	31	0.0	0.0	6.829	A
C - B585 (S)	714	178	124	1584	0.451	716	735	1042	0.8	1.4	6.100	A
D - Interlink Way (E)	109	27	691	854	0.128	109	117	149	0.2	0.3	7.292	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	1161	290	32	2099	0.553	1161	1160	779	6.9	8.5	25.604	D
B - Access Road	13	3	1164	695	0.019	14	19	30	0.0	0.0	7.754	A
C - B585 (S)	735	184	122	1588	0.463	731	734	1056	1.4	1.2	6.263	A
D - Interlink Way (E)	105	26	707	872	0.120	104	116	146	0.3	0.2	7.906	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	933	233	30	2156	0.433	933	965	650	8.5	3.5	14.916	B
B - Access Road	11	3	940	807	0.014	11	17	24	0.0	0.0	7.096	A
C - B585 (S)	615	154	100	1590	0.387	612	599	851	1.2	1.1	5.536	A
D - Interlink Way (E)	89	22	592	918	0.097	89	99	121	0.2	0.1	6.829	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	783	196	25	2122	0.369	780	802	533	3.5	2.6	9.640	A
B - Access Road	9	2	786	882	0.010	9	14	19	0.0	0.0	6.199	A
C - B585 (S)	503	126	80	1611	0.313	502	512	714	1.1	0.6	4.793	A
D - Interlink Way (E)	77	19	482	1009	0.076	76	84	99	0.1	0.1	6.718	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

06:45 - 07:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	645	1115	0.578	648	652	0.0	1.9	10.316	B
			2	A, (C), D	122	1017	0.120	122	126	0.0	0.2	5.257	A
	Exit	1	1		529			529	525	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	6	888	0.007	6	8	0.0	0.0	5.467	A
	Exit	1	1		20			20	19	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	502	1610	0.312	503	495	0.0	0.6	4.555	A
	Exit	1	1		703			703	709	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	67	988	0.068	68	74	0.0	0.1	6.691	A
	Exit	1	1		96			96	102	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	779	1109	0.703	779	782	1.9	3.3	14.453	B
			2	A, (C), D	161	1013	0.159	159	160	0.2	0.4	5.579	A
	Exit	1	1		617			617	652	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	9	786	0.011	9	14	0.0	0.0	5.650	A
	Exit	1	1		25			25	22	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	581	1592	0.365	584	606	0.6	0.8	5.296	A
	Exit	1	1		850			850	858	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	89	945	0.095	89	98	0.1	0.2	6.794	A
	Exit	1	1		129			129	128	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	927	1106	0.838	952	937	3.3	6.4	26.068	D
			2	A, (C), D	198	1011	0.196	195	199	0.4	0.5	5.730	A
	Exit	1	1		763			763	790	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	12	665	0.019	12	17	0.0	0.0	6.829	A
	Exit	1	1		31			31	29	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	714	1580	0.452	716	735	0.8	1.4	6.100	A
	Exit	1	1		1042			1042	1036	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	109	873	0.125	109	117	0.2	0.3	7.292	A
	Exit	1	1		149			149	149	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	958	1109	0.864	959	955	6.4	8.0	29.799	D
			2	A, (C), D	203	1013	0.200	203	206	0.5	0.5	5.912	A
	Exit	1	1		779			779	794	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	13	659	0.020	14	19	0.0	0.0	7.754	A
	Exit	1	1		30			30	32	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	735	1582	0.464	731	734	1.4	1.2	6.263	A
	Exit	1	1		1056			1056	1054	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	105	864	0.121	104	116	0.3	0.2	7.906	A
	Exit	1	1		146			146	149	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	780	1110	0.703	779	805	8.0	3.3	16.869	C
			2	A, (C), D	154	1013	0.152	153	160	0.5	0.2	5.359	A
	Exit	1	1		650			650	647	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	11	790	0.014	11	17	0.0	0.0	7.096	A
	Exit	1	1		24			24	25	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	615	1595	0.386	612	599	1.2	1.1	5.536	A
	Exit	1	1		851			851	881	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	89	927	0.096	89	99	0.2	0.1	6.829	A
	Exit	1	1		121			121	126	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	665	1113	0.598	662	674	3.3	2.4	10.492	B
			2	A, (C), D	119	1015	0.117	119	128	0.2	0.2	5.174	A
	Exit	1	1		533			533	557	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	9	879	0.010	9	14	0.0	0.0	6.199	A
	Exit	1	1		19			19	20	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	503	1607	0.313	502	512	1.1	0.6	4.793	A
	Exit	1	1		714			714	737	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	77	988	0.078	76	84	0.1	0.1	6.718	A
	Exit	1	1		99			99	99	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

06:45 - 07:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	20	5	1081	1069	0.018	19	19	0.0	0.1	10.137	B
				C	625	156	1126	1115	0.561	629	633	0.0	1.8	10.322	B
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	1	0.27	162	160	0.007	1	0.67	0.0	0.0	3.792	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	53	13	1024	1016	0.053	54	53	0.0	0.1	5.295	A
				D	67	17	1024	1016	0.066	67	73	0.0	0.1	5.248	A
B - Access Road	Entry	1	1	A	6	1	1191	783	0.008	6	8	0.0	0.0	5.467	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	474	118	1657	1610	0.294	475	467	0.0	0.5	4.600	A
				B	0.48	0.12	230	223	0.002	0.48	0.55	0.0	0.0	3.166	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	28	7	1657	1608	0.018	28	28	0.0	0.1	4.001	A
D - Interlink Way (E)	Entry	1	1	A	47	12	1255	988	0.048	47	49	0.0	0.1	7.159	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	19	5	1255	995	0.019	20	23	0.0	0.0	5.841	A
				D	0.71	0.18	224	171	0.004	0.71	2	0.0	0.0	9.437	A

07:00 - 07:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	25	6	1115	1098	0.022	24	22	0.1	0.1	14.899	B
				C	754	189	1126	1109	0.680	755	760	1.8	3.2	14.439	B
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.95	0.24	193	191	0.005	0.95	0.91	0.0	0.0	5.582	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	68	17	1024	1013	0.067	67	68	0.1	0.1	5.299	A
				D	92	23	1024	1014	0.091	91	91	0.1	0.2	5.788	A
B - Access Road	Entry	1	1	A	9	2	1311	787	0.011	9	14	0.0	0.0	5.650	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	547	137	1657	1592	0.344	549	570	0.5	0.8	5.358	A
				B	0.24	0.06	295	283	0.001	0.24	0.71	0.0	0.0	5.363	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	33	8	1657	1591	0.021	34	35	0.1	0.0	4.499	A
D - Interlink Way (E)	Entry	1	1	A	58	15	1255	943	0.062	58	66	0.1	0.2	7.206	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	27	7	1255	935	0.029	28	29	0.0	0.0	6.011	A
				D	4	0.95	360	265	0.014	4	3	0.0	0.0	8.705	A

07:15 - 07:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	29	7	1115	1095	0.026	30	28	0.1	0.2	26.383	D
				C	898	225	1126	1106	0.812	922	909	3.2	6.2	26.058	D
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	2	0.45	304	300	0.006	2	1	0.0	0.0	5.731	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	86	22	1024	1010	0.085	86	91	0.1	0.2	5.756	A
				D	110	27	1024	1011	0.108	107	106	0.2	0.3	5.708	A
B - Access Road	Entry	1	1	A	12	3	1311	671	0.019	12	17	0.0	0.0	6.829	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	675	169	1657	1580	0.427	676	694	0.8	1.3	6.141	A
				B	0.95	0.24	443	423	0.002	0.95	1	0.0	0.0	5.884	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	38	10	1657	1579	0.024	39	39	0.0	0.0	5.538	A
D - Interlink Way (E)	Entry	1	1	A	73	18	1255	871	0.084	73	78	0.2	0.2	8.023	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	34	8	1255	869	0.039	34	35	0.0	0.1	6.099	A
				D	3	0.65	435	302	0.009	3	3	0.0	0.0	7.867	A

07:30 - 07:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	28	7	1126	1109	0.025	28	31	0.2	0.2	29.349	D
				C	930	233	1126	1109	0.839	931	924	6.2	7.8	29.814	D
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.83	0.21	193	190	0.004	0.83	0.83	0.0	0.0	4.516	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	96	24	1024	1014	0.095	96	96	0.2	0.2	5.906	A
				D	106	26	1024	1014	0.104	106	108	0.3	0.3	5.932	A
B - Access Road	Entry	1	1	A	13	3	1311	647	0.021	14	19	0.0	0.0	7.754	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	694	174	1657	1582	0.439	690	693	1.3	1.2	6.287	A
				B	1	0.36	410	391	0.004	1	1	0.0	0.0	4.760	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	39	10	1657	1580	0.025	38	40	0.0	0.0	5.970	A
D - Interlink Way (E)	Entry	1	1	A	73	18	1255	862	0.085	73	81	0.2	0.1	8.647	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	30	8	1255	861	0.035	29	33	0.1	0.1	6.532	A
				D	1	0.30	199	137	0.009	1	1	0.0	0.0	11.533	B

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	23	6	1059	1045	0.022	23	24	0.2	0.1	15.649	C
				C	757	189	1126	1110	0.682	756	781	7.8	3.2	16.909	C
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	2	0.39	304	301	0.005	2	1	0.0	0.0	4.201	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	66	16	1024	1014	0.065	66	69	0.2	0.1	5.494	A
				D	86	22	1024	1014	0.085	86	89	0.3	0.1	5.279	A
B - Access Road	Entry	1	1	A	11	3	1337	759	0.015	11	17	0.0	0.0	7.096	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	582	145	1657	1595	0.365	579	563	1.2	1.1	5.573	A
				B	0.48	0.12	262	250	0.002	0.48	0.63	0.0	0.0	6.287	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	32	8	1657	1597	0.020	33	35	0.0	0.0	5.044	A
D - Interlink Way (E)	Entry	1	1	A	59	15	1255	942	0.062	59	66	0.1	0.0	7.618	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	29	7	1255	939	0.031	29	31	0.1	0.1	5.627	A
				D	1	0.30	224	162	0.007	1	2	0.0	0.0	7.779	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	18	5	1115	1102	0.016	19	19	0.1	0.0	10.563	B
				C	647	162	1126	1113	0.582	643	655	3.2	2.3	10.490	B
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.95	0.24	233	230	0.004	0.95	1	0.0	0.0	5.013	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	51	13	1024	1015	0.050	50	56	0.1	0.1	5.147	A
				D	67	17	1024	1015	0.066	67	70	0.1	0.1	5.199	A
B - Access Road	Entry	1	1	A	9	2	1311	856	0.010	9	14	0.0	0.0	6.199	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	474	119	1657	1607	0.295	472	485	1.1	0.6	4.817	A
				B	0.71	0.18	279	270	0.003	0.71	0.75	0.0	0.0	4.378	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	28	7	1657	1603	0.018	29	26	0.0	0.0	4.473	A
D - Interlink Way (E)	Entry	1	1	A	52	13	1255	984	0.053	51	56	0.0	0.1	7.479	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	22	5	1255	994	0.022	21	25	0.1	0.0	5.343	A
				D	3	0.83	298	228	0.015	3	2	0.0	0.0	9.331	A

2030 | Future Year + Committed Dev + Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	6.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.93	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2030	Future Year + Committed Dev + Development	PM	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (N)		ONE HOUR	✓	708	100.000
B - Access Road		ONE HOUR	✓	50	100.000
C - B585 (S)		ONE HOUR	✓	571	100.000
D - Interlink Way (E)		ONE HOUR	✓	128	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
From	A - B585 (N)	1	19	596	92
	B - Access Road	45	0	5	0
	C - B585 (S)	556	1	0	14
	D - Interlink Way (E)	101	0	27	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To				
From		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
	A - B585 (N)	0	64	23	28
	B - Access Road	20	0	0	0
	C - B585 (S)	21	0	0	8
	D - Interlink Way (E)	17	0	4	0

Cyclist %

	To				
From		A - B585 (N)	B - Access Road	C - B585 (S)	D - Interlink Way (E)
	A - B585 (N)	0	0	0	0
	B - Access Road	0	0	0	0
	C - B585 (S)	0	0	0	0
	D - Interlink Way (E)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - B585 (N)	0.39	8.70	2.0	A	653	980
B - Access Road	0.06	5.11	0.1	A	47	70
C - B585 (S)	0.40	5.11	1.0	A	520	780
D - Interlink Way (E)	0.17	5.89	0.3	A	122	182

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	529	132	24	2128	0.249	529	530	517	0.0	1.0	6.086	A
B - Access Road	38	10	537	1040	0.037	38	37	16	0.0	0.0	4.641	A
C - B585 (S)	416	104	102	1643	0.253	414	430	473	0.0	0.6	3.915	A
D - Interlink Way (E)	103	26	438	1038	0.100	103	98	78	0.0	0.1	4.855	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	644	161	23	2134	0.302	648	643	637	1.0	1.2	7.292	A
B - Access Road	46	12	651	920	0.050	46	52	20	0.0	0.1	4.657	A
C - B585 (S)	508	127	125	1578	0.322	509	513	571	0.6	0.6	4.186	A
D - Interlink Way (E)	119	30	540	974	0.123	120	121	93	0.1	0.1	4.982	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	768	192	31	2051	0.375	766	787	785	1.2	2.0	8.700	A
B - Access Road	60	15	772	920	0.065	60	64	26	0.1	0.0	5.115	A
C - B585 (S)	636	159	154	1586	0.401	637	642	678	0.6	1.0	5.105	A
D - Interlink Way (E)	141	35	677	895	0.157	139	145	114	0.1	0.3	5.892	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	786	196	31	2032	0.387	786	787	779	2.0	1.7	8.298	A
B - Access Road	56	14	792	866	0.065	55	62	26	0.0	0.1	5.091	A
C - B585 (S)	626	157	151	1580	0.396	628	637	696	1.0	0.8	4.989	A
D - Interlink Way (E)	146	37	664	860	0.170	146	143	115	0.3	0.2	5.850	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	656	164	28	2155	0.304	650	647	616	1.7	1.5	7.171	A
B - Access Road	45	11	662	934	0.048	46	50	16	0.1	0.0	4.583	A
C - B585 (S)	498	125	124	1619	0.308	499	522	584	0.8	0.4	4.348	A
D - Interlink Way (E)	117	29	528	975	0.120	117	122	95	0.2	0.2	5.075	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	537	134	24	2141	0.251	539	542	537	1.5	0.9	6.444	A
B - Access Road	36	9	548	1062	0.034	36	44	15	0.0	0.0	4.722	A
C - B585 (S)	434	109	102	1595	0.272	435	434	482	0.4	0.5	3.892	A
D - Interlink Way (E)	102	26	458	1035	0.099	102	104	78	0.2	0.2	4.898	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	433	1113	0.389	432	430	0.0	0.8	6.374	A
			2	A, (C), D	96	1016	0.095	97	100	0.0	0.1	4.834	A
	Exit	1	1		517			517	529	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	38	1025	0.037	38	37	0.0	0.0	4.641	A
	Exit	1	1		16			16	16	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	416	1594	0.261	414	430	0.0	0.6	3.915	A
	Exit	1	1		473			473	470	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	103	1013	0.102	103	98	0.0	0.1	4.855	A
	Exit	1	1		78			78	80	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	527	1114	0.473	530	524	0.8	1.0	7.800	A
			2	A, (C), D	116	1016	0.114	117	119	0.1	0.2	5.047	A
	Exit	1	1		637			637	645	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	46	958	0.048	46	52	0.0	0.1	4.657	A
	Exit	1	1		20			20	18	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	508	1580	0.322	509	513	0.6	0.6	4.186	A
	Exit	1	1		571			571	573	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	119	956	0.125	120	121	0.1	0.1	4.982	A
	Exit	1	1		93			93	93	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	618	1110	0.557	618	629	1.0	1.7	9.568	A
			2	A, (C), D	150	1013	0.148	148	158	0.2	0.3	5.167	A
	Exit	1	1		785			785	799	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	60	888	0.067	60	64	0.1	0.0	5.115	A
	Exit	1	1		26			26	24	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	636	1562	0.407	637	642	0.6	1.0	5.105	A
	Exit	1	1		678			678	694	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	141	880	0.160	139	145	0.1	0.3	5.892	A
	Exit	1	1		114			114	120	0.0	0.0	0.000	A

18:30 - 18:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	635	1109	0.573	637	634	1.7	1.3	9.019	A
			2	A, (C), D	150	1013	0.148	149	153	0.3	0.3	5.296	A
	Exit	1	1		779			779	791	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	56	876	0.064	55	62	0.0	0.1	5.091	A
	Exit	1	1		26			26	23	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	626	1564	0.401	628	637	1.0	0.8	4.989	A
	Exit	1	1		696			696	698	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	146	887	0.165	146	143	0.3	0.2	5.850	A
	Exit	1	1		115			115	117	0.0	0.0	0.000	A

18:45 - 19:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	538	1111	0.484	532	522	1.3	1.3	7.658	A
			2	A, (C), D	118	1014	0.117	118	125	0.3	0.2	5.069	A
	Exit	1	1		616			616	651	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	45	952	0.047	46	50	0.1	0.0	4.583	A
	Exit	1	1		16			16	17	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	498	1580	0.315	499	522	0.8	0.4	4.348	A
	Exit	1	1		584			584	573	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	117	963	0.121	117	122	0.2	0.2	5.075	A
	Exit	1	1		95			95	101	0.0	0.0	0.000	A

19:00 - 19:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (N)	Entry	1	1	B, C	442	1114	0.397	443	443	1.3	0.8	6.814	A
			2	A, (C), D	96	1016	0.095	96	98	0.2	0.1	4.760	A
	Exit	1	1		537			537	545	0.0	0.0	0.000	A
B - Access Road	Entry	1	1	A, B, C, D	36	1018	0.036	36	44	0.0	0.0	4.722	A
	Exit	1	1		15			15	15	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A, B, C, D	434	1594	0.273	435	434	0.4	0.5	3.892	A
	Exit	1	1		482			482	485	0.0	0.0	0.000	A
D - Interlink Way (E)	Entry	1	1	A, B, C, D	102	1001	0.102	102	104	0.2	0.2	4.898	A
	Exit	1	1		78			78	78	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	16	4	1026	1016	0.016	16	15	0.0	0.1	8.372	A
				C	417	104	1126	1113	0.374	416	414	0.0	0.8	6.319	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.36	0.09	132	131	0.003	0.36	0.55	0.0	0.0	4.663	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	29	7	1024	1016	0.028	29	31	0.0	0.0	4.772	A
				D	67	17	1024	1016	0.066	68	69	0.0	0.1	4.864	A
B - Access Road	Entry	1	1	A	33	8	1337	1034	0.032	34	33	0.0	0.0	4.688	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	5	1	887	670	0.008	5	4	0.0	0.0	4.304	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	405	101	1657	1594	0.254	403	418	0.0	0.6	3.927	A
				B	0.36	0.09	344	331	0.001	0.36	0.83	0.0	0.0	3.650	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	10	3	1542	1479	0.007	10	11	0.0	0.0	3.506	A
D - Interlink Way (E)	Entry	1	1	A	79	20	1255	1007	0.079	80	76	0.0	0.1	5.033	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	24	6	1243	995	0.024	23	22	0.0	0.0	4.308	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	19	5	1026	1014	0.019	20	17	0.1	0.0	9.730	A
				C	508	127	1126	1114	0.456	511	507	0.8	1.0	7.752	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	1	0.30	243	241	0.005	1	1	0.0	0.0	3.939	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	33	8	1024	1015	0.032	34	37	0.0	0.0	4.782	A
				D	82	21	1024	1016	0.081	82	81	0.1	0.2	5.187	A
B - Access Road	Entry	1	1	A	42	11	1337	959	0.044	41	47	0.0	0.1	4.683	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	4	1	1033	740	0.006	4	5	0.0	0.0	4.454	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	498	125	1657	1580	0.315	498	500	0.6	0.6	4.190	A
				B	0	0	197	190	0.000	0	0.51	0.0	0.0	2.523	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	10	3	1607	1531	0.007	11	12	0.0	0.0	4.116	A
D - Interlink Way (E)	Entry	1	1	A	97	24	1255	956	0.101	97	96	0.1	0.1	5.061	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	23	6	1255	952	0.024	23	24	0.0	0.0	4.704	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	25	6	1104	1088	0.023	26	23	0.0	0.0	10.264	B
				C	593	148	1126	1110	0.534	591	606	1.0	1.7	9.548	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	1	0.30	253	251	0.005	1	1	0.0	0.0	3.782	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	51	13	1024	1013	0.050	49	52	0.0	0.1	4.875	A
				D	98	25	1024	1013	0.097	98	105	0.2	0.1	5.341	A
B - Access Road	Entry	1	1	A	54	14	1337	888	0.061	55	59	0.1	0.0	5.183	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	5	1	953	625	0.008	5	5	0.0	0.0	4.499	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	620	155	1657	1563	0.397	621	625	0.6	1.0	5.110	A
				B	0.12	0.03	312	295	0.000	0.12	0.79	0.0	0.0	6.343	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	17	4	1640	1543	0.011	17	16	0.0	0.0	4.873	A
D - Interlink Way (E)	Entry	1	1	A	110	28	1255	880	0.125	109	114	0.1	0.3	6.104	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	30	8	1255	883	0.034	31	31	0.0	0.0	5.188	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:30 - 18:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	24	6	1115	1099	0.022	24	22	0.0	0.0	9.783	A
				C	612	153	1126	1110	0.552	613	611	1.7	1.3	8.999	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	1	0.30	203	201	0.006	1	0.95	0.0	0.0	5.314	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	50	12	1024	1013	0.049	49	50	0.1	0.1	4.867	A
				D	99	25	1024	1013	0.098	99	103	0.1	0.3	5.510	A
B - Access Road	Entry	1	1	A	51	13	1337	877	0.059	50	56	0.0	0.1	5.127	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	5	1	1125	732	0.006	5	6	0.0	0.0	4.815	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	610	152	1657	1564	0.390	612	621	1.0	0.8	4.987	A
				B	1	0.36	394	371	0.004	1	1	0.0	0.0	7.171	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	15	4	1591	1499	0.010	16	15	0.0	0.0	4.921	A
D - Interlink Way (E)	Entry	1	1	A	117	29	1255	888	0.132	116	113	0.3	0.2	5.977	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	30	8	1255	884	0.034	30	30	0.0	0.0	5.435	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:45 - 19:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	15	4	1015	1003	0.015	15	16	0.0	0.0	8.957	A
				C	522	131	1126	1111	0.470	517	506	1.3	1.3	7.626	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.59	0.15	213	211	0.003	0.59	0.83	0.0	0.0	3.755	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	36	9	1024	1014	0.035	35	36	0.1	0.1	4.374	A
				D	82	20	1024	1015	0.081	82	87	0.3	0.1	5.390	A
B - Access Road	Entry	1	1	A	40	10	1337	953	0.042	41	46	0.1	0.0	4.648	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	5	1	966	678	0.007	5	5	0.0	0.0	4.046	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	484	121	1657	1580	0.307	485	508	0.8	0.4	4.362	A
				B	0.71	0.18	279	264	0.003	0.71	0.75	0.0	0.0	5.626	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	13	3	1591	1517	0.009	13	13	0.0	0.0	3.786	A
D - Interlink Way (E)	Entry	1	1	A	90	22	1255	959	0.094	90	96	0.2	0.2	5.174	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	27	7	1255	962	0.028	27	26	0.0	0.0	4.743	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

19:00 - 19:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - B585 (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	14	3	1015	1004	0.014	14	14	0.0	0.0	9.026	A
				C	427	107	1126	1114	0.384	430	429	1.3	0.7	6.761	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0.71	0.18	122	121	0.006	0.71	0.48	0.0	0.0	4.485	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	28	7	1024	1017	0.027	27	30	0.1	0.0	4.586	A
				D	68	17	1024	1017	0.067	68	68	0.1	0.1	4.838	A
B - Access Road	Entry	1	1	A	33	8	1337	1021	0.032	33	39	0.0	0.0	4.788	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	3	0.83	913	682	0.005	3	5	0.0	0.0	4.284	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - B585 (S)	Entry	1	1	A	423	106	1657	1594	0.266	424	423	0.4	0.5	3.913	A
				B	1	0.30	377	363	0.003	1	1	0.0	0.0	3.545	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	10	2	1525	1462	0.007	10	10	0.0	0.0	3.133	A
D - Interlink Way (E)	Entry	1	1	A	80	20	1255	996	0.081	80	82	0.2	0.2	5.033	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	22	5	1255	1003	0.022	22	22	0.0	0.0	4.433	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.0.0.2177
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Filename: Junction 11_ B585 - Access Road - Roundabout - REV A.j11
Path: P:\25000's\25435\Junction Modelling\Junctions 11 Models\REV A
Report generation date: 28/08/2025 13:15:06

»2024 | Base | AM
»2024 | Base | PM
»2030 | Future Year | AM
»2030 | Future Year | PM
»2030 | Future Year + Committed Dev | AM
»2030 | Future Year + Committed Dev | PM
»2030 | Future Year + Committed Dev + Development | AM
»2030 | Future Year + Committed Dev + Development | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024 - Base									
A - B585 (NE)	D1	0.5	4.17	0.30	A	D2	0.2	3.32	0.18	A
B - Unnamed Road		0.0	4.56	0.02	A		0.0	4.36	0.02	A
C - Access Road (S)		0.0	0.00	0.00	A		0.0	0.00	0.00	A
D - B585 (SW)		0.4	3.63	0.27	A		0.2	2.88	0.12	A
E - Access Road (N)		0.0	4.36	0.01	A		0.0	2.51	0.01	A
	2030 - Future Year									
A - B585 (NE)	D3	0.6	4.30	0.32	A	D4	0.3	3.37	0.19	A
B - Unnamed Road		0.0	4.66	0.02	A		0.0	4.42	0.02	A
C - Access Road (S)		0.0	0.00	0.00	A		0.0	0.00	0.00	A
D - B585 (SW)		0.5	3.72	0.29	A		0.2	2.91	0.13	A
E - Access Road (N)		0.0	4.42	0.01	A		0.0	2.53	0.01	A
	2030 - Future Year + Committed Dev									
A - B585 (NE)	D5	1.1	5.78	0.46	A	D6	0.5	4.28	0.30	A
B - Unnamed Road		0.0	5.34	0.03	A		0.0	4.88	0.02	A
C - Access Road (S)		0.0	0.00	0.00	A		0.0	0.00	0.00	A
D - B585 (SW)		0.7	4.49	0.37	A		0.4	3.64	0.23	A
E - Access Road (N)		0.0	4.68	0.01	A		0.0	2.70	0.01	A
	2030 - Future Year + Committed Dev + Development									
A - B585 (NE)	D7	1.9	7.75	0.60	A	D8	0.8	4.79	0.39	A
B - Unnamed Road		0.0	6.38	0.03	A		0.0	5.36	0.03	A
C - Access Road (S)		0.0	0.00	0.00	A		0.0	0.00	0.00	A
D - B585 (SW)		0.8	4.56	0.38	A		0.6	3.98	0.33	A
E - Access Road (N)		0.0	4.72	0.02	A		0.0	2.89	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.

File summary

File Description

Title	
Location	
Site number	
Date	05/03/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Bradley
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	Base	AM	ONE HOUR	06:45	08:15	15
D2	2024	Base	PM	ONE HOUR	17:45	19:15	15
D3	2030	Future Year	AM	ONE HOUR	06:45	08:15	15
D4	2030	Future Year	PM	ONE HOUR	17:45	19:15	15
D5	2030	Future Year + Committed Dev	AM	ONE HOUR	06:45	08:15	15
D6	2030	Future Year + Committed Dev	PM	ONE HOUR	17:45	19:15	15
D7	2030	Future Year + Committed Dev + Development	AM	ONE HOUR	06:45	08:15	15
D8	2030	Future Year + Committed Dev + Development	PM	ONE HOUR	17:45	19:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	3.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.93	A

Arms

Arms

Arm	Name	Description	No give-way line
A	B585 (NE)		
B	Unnamed Road		
C	Access Road (S)		
D	B585 (SW)		
E	Access Road (N)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - B585 (NE)	3.18	6.94	15.2	15.2	45.0	46.0		
B - Unnamed Road	2.58	4.13	3.8	30.0	45.0	20.0		
C - Access Road (S)	3.50	7.00	5.0	12.0	45.0	41.0		
D - B585 (SW)	3.36	6.78	16.3	30.0	45.0	41.0		
E - Access Road (N)	4.87	7.10	4.7	23.8	45.0	42.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - B585 (NE)	0.565	1485
B - Unnamed Road	0.513	1034
C - Access Road (S)	0.527	1290
D - B585 (SW)	0.602	1602
E - Access Road (N)	0.615	1686

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	Base	AM	ONE HOUR	06:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (NE)		✓	408	100.000
B - Unnamed Road		✓	16	100.000
C - Access Road (S)		✓	0	100.000
D - B585 (SW)		✓	384	100.000
E - Access Road (N)		✓	17	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - B585 (NE)	B - Unnamed Road	C - Access Road (S)	D - B585 (SW)	E - Access Road (N)
From	A - B585 (NE)	0	6	0	379	23
	B - Unnamed Road	10	0	0	6	0
	C - Access Road (S)	0	0	0	0	0
	D - B585 (SW)	363	16	0	0	5
	E - Access Road (N)	17	0	0	0	0

Vehicle Mix

Heavy Vehicle %

		To				
		A - B585 (NE)	B - Unnamed Road	C - Access Road (S)	D - B585 (SW)	E - Access Road (N)
From	A - B585 (NE)	0	20	0	19	21
	B - Unnamed Road	0	0	0	0	0
	C - Access Road (S)	0	0	0	0	0
	D - B585 (SW)	18	7	0	0	0
	E - Access Road (N)	70	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - B585 (NE)	0.30	4.17	0.5	A
B - Unnamed Road	0.02	4.56	0.0	A
C - Access Road (S)	0.00	0.00	0.0	A
D - B585 (SW)	0.27	3.63	0.4	A
E - Access Road (N)	0.01	4.36	0.0	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	307	12	1478	0.208	306	0.3	3.649	A
B - Unnamed Road	12	301	880	0.014	12	0.0	4.149	A
C - Access Road (S)	0	313	1125	0.000	0	0.0	0.000	A
D - B585 (SW)	289	25	1587	0.182	288	0.3	3.231	A
E - Access Road (N)	13	292	1506	0.009	13	0.0	4.097	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	367	14	1477	0.248	366	0.4	3.855	A
B - Unnamed Road	14	361	849	0.017	14	0.0	4.313	A
C - Access Road (S)	0	375	1092	0.000	0	0.0	0.000	A
D - B585 (SW)	345	30	1584	0.218	345	0.3	3.390	A
E - Access Road (N)	15	349	1471	0.010	15	0.0	4.203	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	449	18	1475	0.305	449	0.5	4.170	A
B - Unnamed Road	18	442	807	0.022	18	0.0	4.557	A
C - Access Road (S)	0	460	1047	0.000	0	0.0	0.000	A
D - B585 (SW)	423	36	1580	0.268	422	0.4	3.629	A
E - Access Road (N)	19	428	1423	0.013	19	0.0	4.358	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	449	18	1475	0.305	449	0.5	4.173	A
B - Unnamed Road	18	443	807	0.022	18	0.0	4.559	A
C - Access Road (S)	0	460	1047	0.000	0	0.0	0.000	A
D - B585 (SW)	423	36	1580	0.268	423	0.4	3.629	A
E - Access Road (N)	19	428	1422	0.013	19	0.0	4.359	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	367	14	1477	0.248	367	0.4	3.860	A
B - Unnamed Road	14	362	849	0.017	14	0.0	4.315	A
C - Access Road (S)	0	376	1091	0.000	0	0.0	0.000	A
D - B585 (SW)	345	30	1584	0.218	346	0.3	3.392	A
E - Access Road (N)	15	350	1471	0.010	15	0.0	4.206	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	307	12	1478	0.208	307	0.3	3.660	A
B - Unnamed Road	12	303	879	0.014	12	0.0	4.155	A
C - Access Road (S)	0	315	1124	0.000	0	0.0	0.000	A
D - B585 (SW)	289	25	1587	0.182	289	0.3	3.240	A
E - Access Road (N)	13	293	1506	0.009	13	0.0	4.099	A

2024 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	3.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.16	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024	Base	PM	ONE HOUR	17:45	19:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (NE)		✓	241	100.000
B - Unnamed Road		✓	16	100.000
C - Access Road (S)		✓	2	100.000
D - B585 (SW)		✓	181	100.000
E - Access Road (N)		✓	14	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - B585 (NE)	B - Unnamed Road	C - Access Road (S)	D - B585 (SW)	E - Access Road (N)
From	A - B585 (NE)	0	6	1	228	6
	B - Unnamed Road	4	0	0	12	0
	C - Access Road (S)	1	0	0	1	0
	D - B585 (SW)	167	11	2	0	1
	E - Access Road (N)	9	0	0	5	0

Vehicle Mix

Heavy Vehicle %

		To				
		A - B585 (NE)	B - Unnamed Road	C - Access Road (S)	D - B585 (SW)	E - Access Road (N)
From	A - B585 (NE)	0	0	0	12	20
	B - Unnamed Road	0	0	0	9	0
	C - Access Road (S)	0	0	0	0	0
	D - B585 (SW)	13	0	0	0	0
	E - Access Road (N)	13	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - B585 (NE)	0.18	3.32	0.2	A
B - Unnamed Road	0.02	4.36	0.0	A
C - Access Road (S)	0.00	0.00	0.0	A
D - B585 (SW)	0.12	2.88	0.2	A
E - Access Road (N)	0.01	2.51	0.0	A

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	181	14	1477	0.123	181	0.2	3.097	A
B - Unnamed Road	12	182	941	0.013	12	0.0	4.133	A
C - Access Road (S)	0	191	1189	0.000	0	0.0	0.000	A
D - B585 (SW)	136	7	1598	0.085	136	0.1	2.750	A
E - Access Road (N)	11	138	1601	0.007	11	0.0	2.437	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	217	16	1476	0.147	217	0.2	3.189	A
B - Unnamed Road	14	217	923	0.016	14	0.0	4.227	A
C - Access Road (S)	0	229	1169	0.000	0	0.0	0.000	A
D - B585 (SW)	163	9	1597	0.102	163	0.1	2.803	A
E - Access Road (N)	13	165	1584	0.008	13	0.0	2.466	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	265	20	1474	0.180	265	0.2	3.323	A
B - Unnamed Road	18	266	898	0.020	18	0.0	4.363	A
C - Access Road (S)	0	281	1142	0.000	0	0.0	0.000	A
D - B585 (SW)	199	11	1596	0.125	199	0.2	2.879	A
E - Access Road (N)	15	202	1561	0.010	15	0.0	2.507	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	265	20	1474	0.180	265	0.2	3.323	A
B - Unnamed Road	18	266	897	0.020	18	0.0	4.364	A
C - Access Road (S)	0	281	1142	0.000	0	0.0	0.000	A
D - B585 (SW)	199	11	1596	0.125	199	0.2	2.879	A
E - Access Road (N)	15	203	1561	0.010	15	0.0	2.507	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	217	16	1476	0.147	217	0.2	3.193	A
B - Unnamed Road	14	218	922	0.016	14	0.0	4.228	A
C - Access Road (S)	0	229	1169	0.000	0	0.0	0.000	A
D - B585 (SW)	163	9	1597	0.102	163	0.1	2.805	A
E - Access Road (N)	13	166	1584	0.008	13	0.0	2.468	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	181	14	1477	0.123	182	0.2	3.102	A
B - Unnamed Road	12	182	941	0.013	12	0.0	4.135	A
C - Access Road (S)	0	192	1188	0.000	0	0.0	0.000	A
D - B585 (SW)	136	8	1598	0.085	136	0.1	2.753	A
E - Access Road (N)	11	139	1601	0.007	11	0.0	2.437	A

2030 | Future Year | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	4.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.04	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030	Future Year	AM	ONE HOUR	06:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (NE)		✓	435	100.000
B - Unnamed Road		✓	17	100.000
C - Access Road (S)		✓	0	100.000
D - B585 (SW)		✓	409	100.000
E - Access Road (N)		✓	18	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - B585 (NE)	B - Unnamed Road	C - Access Road (S)	D - B585 (SW)	E - Access Road (N)
From	A - B585 (NE)	0	6	0	404	25
	B - Unnamed Road	11	0	0	6	0
	C - Access Road (S)	0	0	0	0	0
	D - B585 (SW)	387	17	0	0	5
	E - Access Road (N)	18	0	0	0	0

Vehicle Mix

Heavy Vehicle %

		To				
		A - B585 (NE)	B - Unnamed Road	C - Access Road (S)	D - B585 (SW)	E - Access Road (N)
From	A - B585 (NE)	0	20	0	19	21
	B - Unnamed Road	0	0	0	0	0
	C - Access Road (S)	0	0	0	0	0
	D - B585 (SW)	18	7	0	0	0
	E - Access Road (N)	70	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - B585 (NE)	0.32	4.30	0.6	A
B - Unnamed Road	0.02	4.66	0.0	A
C - Access Road (S)	0.00	0.00	0.0	A
D - B585 (SW)	0.29	3.72	0.5	A
E - Access Road (N)	0.01	4.42	0.0	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	327	13	1478	0.222	326	0.3	3.715	A
B - Unnamed Road	13	322	869	0.015	13	0.0	4.203	A
C - Access Road (S)	0	334	1113	0.000	0	0.0	0.000	A
D - B585 (SW)	308	27	1586	0.194	307	0.3	3.282	A
E - Access Road (N)	14	311	1494	0.009	13	0.0	4.132	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	391	15	1476	0.265	391	0.4	3.943	A
B - Unnamed Road	15	385	837	0.018	15	0.0	4.383	A
C - Access Road (S)	0	401	1079	0.000	0	0.0	0.000	A
D - B585 (SW)	368	32	1583	0.232	367	0.4	3.458	A
E - Access Road (N)	16	373	1457	0.011	16	0.0	4.248	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	479	19	1475	0.325	478	0.6	4.297	A
B - Unnamed Road	19	472	792	0.024	19	0.0	4.654	A
C - Access Road (S)	0	490	1031	0.000	0	0.0	0.000	A
D - B585 (SW)	450	40	1578	0.285	450	0.5	3.722	A
E - Access Road (N)	20	456	1405	0.014	20	0.0	4.417	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	479	19	1475	0.325	479	0.6	4.300	A
B - Unnamed Road	19	472	792	0.024	19	0.0	4.655	A
C - Access Road (S)	0	491	1031	0.000	0	0.0	0.000	A
D - B585 (SW)	450	40	1578	0.285	450	0.5	3.725	A
E - Access Road (N)	20	457	1405	0.014	20	0.0	4.418	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	391	15	1476	0.265	392	0.4	3.950	A
B - Unnamed Road	15	386	836	0.018	15	0.0	4.387	A
C - Access Road (S)	0	402	1078	0.000	0	0.0	0.000	A
D - B585 (SW)	368	32	1583	0.232	368	0.4	3.463	A
E - Access Road (N)	16	374	1456	0.011	16	0.0	4.249	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	327	13	1478	0.222	328	0.3	3.726	A
B - Unnamed Road	13	323	868	0.015	13	0.0	4.207	A
C - Access Road (S)	0	336	1113	0.000	0	0.0	0.000	A
D - B585 (SW)	308	27	1586	0.194	308	0.3	3.292	A
E - Access Road (N)	14	313	1494	0.009	14	0.0	4.134	A

2030 | Future Year | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	3.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.20	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030	Future Year	PM	ONE HOUR	17:45	19:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (NE)		✓	257	100.000
B - Unnamed Road		✓	17	100.000
C - Access Road (S)		✓	2	100.000
D - B585 (SW)		✓	193	100.000
E - Access Road (N)		✓	15	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - B585 (NE)	B - Unnamed Road	C - Access Road (S)	D - B585 (SW)	E - Access Road (N)
From	A - B585 (NE)	0	6	1	244	6
	B - Unnamed Road	4	0	0	13	0
	C - Access Road (S)	1	0	0	1	0
	D - B585 (SW)	178	12	2	0	1
	E - Access Road (N)	10	0	0	5	0

Vehicle Mix

Heavy Vehicle %

		To				
		A - B585 (NE)	B - Unnamed Road	C - Access Road (S)	D - B585 (SW)	E - Access Road (N)
From	A - B585 (NE)	0	0	0	12	20
	B - Unnamed Road	0	0	0	9	0
	C - Access Road (S)	0	0	0	0	0
	D - B585 (SW)	13	0	0	0	0
	E - Access Road (N)	13	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - B585 (NE)	0.19	3.37	0.3	A
B - Unnamed Road	0.02	4.42	0.0	A
C - Access Road (S)	0.00	0.00	0.0	A
D - B585 (SW)	0.13	2.91	0.2	A
E - Access Road (N)	0.01	2.53	0.0	A

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	193	14	1477	0.131	193	0.2	3.127	A
B - Unnamed Road	13	194	935	0.014	13	0.0	4.170	A
C - Access Road (S)	0	204	1182	0.000	0	0.0	0.000	A
D - B585 (SW)	145	7	1598	0.091	145	0.1	2.767	A
E - Access Road (N)	11	147	1595	0.007	11	0.0	2.453	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	231	17	1475	0.157	231	0.2	3.228	A
B - Unnamed Road	15	232	915	0.017	15	0.0	4.272	A
C - Access Road (S)	0	244	1161	0.000	0	0.0	0.000	A
D - B585 (SW)	174	9	1597	0.109	173	0.1	2.824	A
E - Access Road (N)	13	176	1578	0.009	13	0.0	2.485	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	283	21	1473	0.192	283	0.3	3.375	A
B - Unnamed Road	19	284	889	0.021	19	0.0	4.420	A
C - Access Road (S)	0	299	1132	0.000	0	0.0	0.000	A
D - B585 (SW)	212	11	1596	0.133	212	0.2	2.906	A
E - Access Road (N)	17	216	1553	0.011	17	0.0	2.529	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	283	21	1473	0.192	283	0.3	3.375	A
B - Unnamed Road	19	284	888	0.021	19	0.0	4.420	A
C - Access Road (S)	0	299	1132	0.000	0	0.0	0.000	A
D - B585 (SW)	212	11	1596	0.133	212	0.2	2.906	A
E - Access Road (N)	17	216	1553	0.011	17	0.0	2.529	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	231	17	1475	0.157	231	0.2	3.229	A
B - Unnamed Road	15	232	915	0.017	15	0.0	4.275	A
C - Access Road (S)	0	245	1161	0.000	0	0.0	0.000	A
D - B585 (SW)	174	9	1597	0.109	174	0.1	2.827	A
E - Access Road (N)	13	176	1577	0.009	13	0.0	2.487	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	193	14	1477	0.131	194	0.2	3.130	A
B - Unnamed Road	13	194	934	0.014	13	0.0	4.173	A
C - Access Road (S)	0	205	1182	0.000	0	0.0	0.000	A
D - B585 (SW)	145	8	1598	0.091	145	0.1	2.770	A
E - Access Road (N)	11	148	1595	0.007	11	0.0	2.454	A

2030 | Future Year + Committed Dev | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	5.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.18	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2030	Future Year + Committed Dev	AM	ONE HOUR	06:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (NE)		✓	611	100.000
B - Unnamed Road		✓	17	100.000
C - Access Road (S)		✓	0	100.000
D - B585 (SW)		✓	525	100.000
E - Access Road (N)		✓	18	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - B585 (NE)	B - Unnamed Road	C - Access Road (S)	D - B585 (SW)	E - Access Road (N)
From	A - B585 (NE)	0	6	0	580	25
	B - Unnamed Road	11	0	0	6	0
	C - Access Road (S)	0	0	0	0	0
	D - B585 (SW)	503	17	0	0	5
	E - Access Road (N)	18	0	0	0	0

Vehicle Mix

Heavy Vehicle %

		To				
		A - B585 (NE)	B - Unnamed Road	C - Access Road (S)	D - B585 (SW)	E - Access Road (N)
From	A - B585 (NE)	0	20	0	29	21
	B - Unnamed Road	0	0	0	0	0
	C - Access Road (S)	0	0	0	0	0
	D - B585 (SW)	26	7	0	0	0
	E - Access Road (N)	70	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - B585 (NE)	0.46	5.78	1.1	A
B - Unnamed Road	0.03	5.34	0.0	A
C - Access Road (S)	0.00	0.00	0.0	A
D - B585 (SW)	0.37	4.49	0.7	A
E - Access Road (N)	0.01	4.68	0.0	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	460	13	1478	0.311	458	0.6	4.533	A
B - Unnamed Road	13	453	802	0.016	13	0.0	4.562	A
C - Access Road (S)	0	466	1044	0.000	0	0.0	0.000	A
D - B585 (SW)	395	27	1586	0.249	394	0.4	3.759	A
E - Access Road (N)	14	398	1441	0.009	13	0.0	4.286	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	549	15	1476	0.372	549	0.8	4.987	A
B - Unnamed Road	15	543	756	0.020	15	0.0	4.862	A
C - Access Road (S)	0	558	995	0.000	0	0.0	0.000	A
D - B585 (SW)	472	32	1583	0.298	472	0.5	4.037	A
E - Access Road (N)	16	477	1393	0.012	16	0.0	4.445	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	673	19	1475	0.456	671	1.1	5.762	A
B - Unnamed Road	19	665	693	0.027	19	0.0	5.337	A
C - Access Road (S)	0	684	930	0.000	0	0.0	0.000	A
D - B585 (SW)	578	40	1578	0.366	577	0.7	4.480	A
E - Access Road (N)	20	584	1327	0.015	20	0.0	4.682	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	673	19	1475	0.456	673	1.1	5.780	A
B - Unnamed Road	19	666	693	0.027	19	0.0	5.342	A
C - Access Road (S)	0	685	929	0.000	0	0.0	0.000	A
D - B585 (SW)	578	40	1578	0.366	578	0.7	4.486	A
E - Access Road (N)	20	585	1326	0.015	20	0.0	4.683	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	549	15	1476	0.372	550	0.8	5.013	A
B - Unnamed Road	15	545	755	0.020	15	0.0	4.871	A
C - Access Road (S)	0	560	994	0.000	0	0.0	0.000	A
D - B585 (SW)	472	32	1583	0.298	473	0.5	4.045	A
E - Access Road (N)	16	478	1392	0.012	16	0.0	4.450	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	460	13	1478	0.311	461	0.6	4.561	A
B - Unnamed Road	13	456	800	0.016	13	0.0	4.573	A
C - Access Road (S)	0	469	1043	0.000	0	0.0	0.000	A
D - B585 (SW)	395	27	1586	0.249	396	0.4	3.771	A
E - Access Road (N)	14	400	1440	0.009	14	0.0	4.290	A

2030 | Future Year + Committed Dev | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	3.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.99	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2030	Future Year + Committed Dev	PM	ONE HOUR	17:45	19:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (NE)		✓	403	100.000
B - Unnamed Road		✓	17	100.000
C - Access Road (S)		✓	2	100.000
D - B585 (SW)		✓	333	100.000
E - Access Road (N)		✓	15	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - B585 (NE)	B - Unnamed Road	C - Access Road (S)	D - B585 (SW)	E - Access Road (N)
From	A - B585 (NE)	0	6	1	390	6
	B - Unnamed Road	4	0	0	13	0
	C - Access Road (S)	1	0	0	1	0
	D - B585 (SW)	318	12	2	0	1
	E - Access Road (N)	10	0	0	5	0

Vehicle Mix

Heavy Vehicle %

		To				
		A - B585 (NE)	B - Unnamed Road	C - Access Road (S)	D - B585 (SW)	E - Access Road (N)
From	A - B585 (NE)	0	0	0	23	20
	B - Unnamed Road	0	0	0	9	0
	C - Access Road (S)	0	0	0	0	0
	D - B585 (SW)	26	0	0	0	0
	E - Access Road (N)	13	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - B585 (NE)	0.30	4.28	0.5	A
B - Unnamed Road	0.02	4.88	0.0	A
C - Access Road (S)	0.00	0.00	0.0	A
D - B585 (SW)	0.23	3.64	0.4	A
E - Access Road (N)	0.01	2.70	0.0	A

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	303	14	1477	0.205	302	0.3	3.746	A
B - Unnamed Road	13	303	879	0.015	13	0.0	4.440	A
C - Access Road (S)	0	313	1125	0.000	0	0.0	0.000	A
D - B585 (SW)	251	7	1598	0.157	250	0.2	3.322	A
E - Access Road (N)	11	252	1531	0.007	11	0.0	2.558	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	362	17	1475	0.246	362	0.4	3.955	A
B - Unnamed Road	15	363	848	0.018	15	0.0	4.617	A
C - Access Road (S)	0	375	1092	0.000	0	0.0	0.000	A
D - B585 (SW)	299	9	1597	0.187	299	0.3	3.452	A
E - Access Road (N)	13	302	1500	0.009	13	0.0	2.614	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	444	21	1473	0.301	443	0.5	4.275	A
B - Unnamed Road	19	444	806	0.023	19	0.0	4.882	A
C - Access Road (S)	0	460	1047	0.000	0	0.0	0.000	A
D - B585 (SW)	367	11	1596	0.230	366	0.4	3.644	A
E - Access Road (N)	17	370	1459	0.011	17	0.0	2.695	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	444	21	1473	0.301	444	0.5	4.278	A
B - Unnamed Road	19	445	806	0.023	19	0.0	4.883	A
C - Access Road (S)	0	460	1047	0.000	0	0.0	0.000	A
D - B585 (SW)	367	11	1596	0.230	367	0.4	3.644	A
E - Access Road (N)	17	370	1458	0.011	17	0.0	2.695	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	362	17	1475	0.246	363	0.4	3.962	A
B - Unnamed Road	15	364	848	0.018	15	0.0	4.621	A
C - Access Road (S)	0	376	1091	0.000	0	0.0	0.000	A
D - B585 (SW)	299	9	1597	0.187	300	0.3	3.456	A
E - Access Road (N)	13	302	1500	0.009	13	0.0	2.615	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	303	14	1477	0.205	304	0.3	3.754	A
B - Unnamed Road	13	304	878	0.015	13	0.0	4.446	A
C - Access Road (S)	0	315	1124	0.000	0	0.0	0.000	A
D - B585 (SW)	251	8	1598	0.157	251	0.2	3.326	A
E - Access Road (N)	11	253	1530	0.007	11	0.0	2.561	A

2030 | Future Year + Committed Dev + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	6.44	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.44	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2030	Future Year + Committed Dev + Development	AM	ONE HOUR	06:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (NE)		✓	805	100.000
B - Unnamed Road		✓	17	100.000
C - Access Road (S)		✓	0	100.000
D - B585 (SW)		✓	542	100.000
E - Access Road (N)		✓	18	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - B585 (NE)	B - Unnamed Road	C - Access Road (S)	D - B585 (SW)	E - Access Road (N)
From	A - B585 (NE)	0	6	0	774	25
	B - Unnamed Road	11	0	0	6	0
	C - Access Road (S)	0	0	0	0	0
	D - B585 (SW)	520	17	0	0	5
	E - Access Road (N)	18	0	0	0	0

Vehicle Mix

Heavy Vehicle %

		To				
		A - B585 (NE)	B - Unnamed Road	C - Access Road (S)	D - B585 (SW)	E - Access Road (N)
From	A - B585 (NE)	0	20	0	27	21
	B - Unnamed Road	0	0	0	0	0
	C - Access Road (S)	0	0	0	0	0
	D - B585 (SW)	25	7	0	0	0
	E - Access Road (N)	70	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - B585 (NE)	0.60	7.75	1.9	A
B - Unnamed Road	0.03	6.38	0.0	A
C - Access Road (S)	0.00	0.00	0.0	A
D - B585 (SW)	0.38	4.56	0.8	A
E - Access Road (N)	0.02	4.72	0.0	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	606	13	1478	0.410	603	0.9	5.192	A
B - Unnamed Road	13	598	727	0.018	13	0.0	5.037	A
C - Access Road (S)	0	611	968	0.000	0	0.0	0.000	A
D - B585 (SW)	408	27	1586	0.257	406	0.4	3.789	A
E - Access Road (N)	14	411	1433	0.009	13	0.0	4.310	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	724	15	1476	0.490	722	1.2	6.039	A
B - Unnamed Road	15	717	666	0.023	15	0.0	5.528	A
C - Access Road (S)	0	732	904	0.000	0	0.0	0.000	A
D - B585 (SW)	487	32	1583	0.308	487	0.5	4.082	A
E - Access Road (N)	16	492	1383	0.012	16	0.0	4.476	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	886	19	1475	0.601	884	1.9	7.687	A
B - Unnamed Road	19	877	584	0.032	19	0.0	6.364	A
C - Access Road (S)	0	896	818	0.000	0	0.0	0.000	A
D - B585 (SW)	597	40	1578	0.378	596	0.7	4.551	A
E - Access Road (N)	20	603	1315	0.015	20	0.0	4.723	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	886	19	1475	0.601	886	1.9	7.754	A
B - Unnamed Road	19	880	583	0.032	19	0.0	6.379	A
C - Access Road (S)	0	898	816	0.000	0	0.0	0.000	A
D - B585 (SW)	597	40	1578	0.378	597	0.8	4.559	A
E - Access Road (N)	20	603	1315	0.015	20	0.0	4.725	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	724	15	1476	0.490	726	1.2	6.103	A
B - Unnamed Road	15	721	664	0.023	15	0.0	5.548	A
C - Access Road (S)	0	736	902	0.000	0	0.0	0.000	A
D - B585 (SW)	487	32	1583	0.308	488	0.6	4.091	A
E - Access Road (N)	16	493	1382	0.012	16	0.0	4.480	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	606	13	1478	0.410	607	0.9	5.252	A
B - Unnamed Road	13	603	725	0.018	13	0.0	5.055	A
C - Access Road (S)	0	616	965	0.000	0	0.0	0.000	A
D - B585 (SW)	408	27	1586	0.257	409	0.4	3.802	A
E - Access Road (N)	14	413	1432	0.009	14	0.0	4.316	A

2030 | Future Year + Committed Dev + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	4.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.40	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2030	Future Year + Committed Dev + Development	PM	ONE HOUR	17:45	19:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 (NE)		✓	526	100.000
B - Unnamed Road		✓	17	100.000
C - Access Road (S)		✓	2	100.000
D - B585 (SW)		✓	474	100.000
E - Access Road (N)		✓	15	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - B585 (NE)	B - Unnamed Road	C - Access Road (S)	D - B585 (SW)	E - Access Road (N)
From	A - B585 (NE)	0	6	1	513	6
	B - Unnamed Road	4	0	0	13	0
	C - Access Road (S)	1	0	0	1	0
	D - B585 (SW)	459	12	2	0	1
	E - Access Road (N)	10	0	0	5	0

Vehicle Mix

Heavy Vehicle %

		To				
		A - B585 (NE)	B - Unnamed Road	C - Access Road (S)	D - B585 (SW)	E - Access Road (N)
From	A - B585 (NE)	0	0	0	19	20
	B - Unnamed Road	0	0	0	9	0
	C - Access Road (S)	0	0	0	0	0
	D - B585 (SW)	19	0	0	0	0
	E - Access Road (N)	13	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - B585 (NE)	0.39	4.79	0.8	A
B - Unnamed Road	0.03	5.36	0.0	A
C - Access Road (S)	0.00	0.00	0.0	A
D - B585 (SW)	0.33	3.98	0.6	A
E - Access Road (N)	0.01	2.89	0.0	A

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	396	14	1477	0.268	394	0.4	3.950	A
B - Unnamed Road	13	395	832	0.015	13	0.0	4.696	A
C - Access Road (S)	0	406	1076	0.000	0	0.0	0.000	A
D - B585 (SW)	357	7	1598	0.223	355	0.3	3.436	A
E - Access Road (N)	11	358	1466	0.008	11	0.0	2.672	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	473	17	1475	0.320	472	0.6	4.269	A
B - Unnamed Road	15	473	791	0.019	15	0.0	4.954	A
C - Access Road (S)	0	486	1034	0.000	0	0.0	0.000	A
D - B585 (SW)	426	9	1597	0.267	426	0.4	3.648	A
E - Access Road (N)	13	428	1422	0.009	13	0.0	2.759	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	579	21	1473	0.393	578	0.8	4.783	A
B - Unnamed Road	19	579	737	0.025	19	0.0	5.353	A
C - Access Road (S)	0	595	976	0.000	0	0.0	0.000	A
D - B585 (SW)	522	11	1596	0.327	521	0.6	3.975	A
E - Access Road (N)	17	525	1363	0.012	17	0.0	2.886	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	579	21	1473	0.393	579	0.8	4.790	A
B - Unnamed Road	19	580	737	0.025	19	0.0	5.356	A
C - Access Road (S)	0	596	976	0.000	0	0.0	0.000	A
D - B585 (SW)	522	11	1596	0.327	522	0.6	3.978	A
E - Access Road (N)	17	525	1363	0.012	17	0.0	2.887	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	473	17	1475	0.320	474	0.6	4.279	A
B - Unnamed Road	15	475	791	0.019	15	0.0	4.958	A
C - Access Road (S)	0	487	1033	0.000	0	0.0	0.000	A
D - B585 (SW)	426	9	1597	0.267	427	0.4	3.654	A
E - Access Road (N)	13	429	1422	0.009	13	0.0	2.760	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - B585 (NE)	396	14	1477	0.268	397	0.4	3.966	A
B - Unnamed Road	13	397	830	0.015	13	0.0	4.704	A
C - Access Road (S)	0	408	1075	0.000	0	0.0	0.000	A
D - B585 (SW)	357	8	1598	0.223	357	0.3	3.444	A
E - Access Road (N)	11	359	1465	0.008	11	0.0	2.676	A

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: Site Access_Station Road T Junction.j11
Path: P:\25000's\25435\Junction Modelling\Junctions 11 Models
Report generation date: 28/08/2025 18:05:57

»2030 | Future Year + Com Dev + Dev | AM
»2030 | Future Year + Com Dev + Dev | PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2030 - Future Year + Com Dev + Dev													
Stream B-AC	D1	0.1	10.67	0.03	B	6.09	61 %	D2	0.8	9.79	0.44	A	5.54	79 %
Stream C-AB		1.1	12.16	0.50	B		[Stream C-AB]		0.5	8.24	0.34	A		[Stream B-AC]

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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	12/03/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Bradley
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	Future Year + Com Dev + Dev	AM	ONE HOUR	06:45	08:15	15
D2	2030	Future Year + Com Dev + Dev	PM	ONE HOUR	17:45	19:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030 | Future Year + Com Dev + Dev | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way		6.09	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	61	Stream C-AB	6.09	A

Arms

Arms

Arm	Name	Description	Arm type
A	Station Rd (S)		Major
B	Site Access		Minor
C	Station Rd (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Station Rd (N)	9.50		✓	3.50	125.0	✓	7.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.65	125	125

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	620	0.096	0.242	0.152	0.346
B-C	748	0.097	0.246	-	-
C-B	738	0.242	0.242	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	Future Year + Com Dev + Dev	AM	ONE HOUR	06:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Station Rd (S)		✓	204	100.000
B - Site Access		✓	20	100.000
C - Station Rd (N)		✓	431	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Station Rd (S)	B - Site Access	C - Station Rd (N)
From	A - Station Rd (S)	0	23	181
	B - Site Access	0	0	20
	C - Station Rd (N)	121	310	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Station Rd (S)	B - Site Access	C - Station Rd (N)
From	A - Station Rd (S)	0	0	2
	B - Site Access	0	0	100
	C - Station Rd (N)	3	16	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	10.67	0.1	B
C-AB	0.50	12.16	1.1	B
C-A				
A-B				
A-C				

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	0.00	713	0.021	15	0.0	10.308	B
C-AB	233	0.00	701	0.333	231	0.6	8.852	A
C-A	91	0.00			91			
A-B	17	0.00			17			
A-C	136	0.00			136			

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	0.00	706	0.025	18	0.1	10.459	B
C-AB	279	0.00	694	0.402	278	0.8	10.025	B
C-A	109	0.00			109			
A-B	21	0.00			21			
A-C	163	0.00			163			

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	0.00	697	0.032	22	0.1	10.667	B
C-AB	342	0.00	685	0.499	341	1.1	12.065	B
C-A	132	0.00			132			
A-B	25	0.00			25			
A-C	199	0.00			199			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	0.00	697	0.032	22	0.1	10.667	B
C-AB	342	0.00	685	0.499	342	1.1	12.162	B
C-A	132	0.00			132			
A-B	25	0.00			25			
A-C	199	0.00			199			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	0.00	706	0.025	18	0.1	10.460	B
C-AB	279	0.00	694	0.402	280	0.8	10.133	B
C-A	109	0.00			109			
A-B	21	0.00			21			
A-C	163	0.00			163			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	0.00	713	0.021	15	0.0	10.314	B
C-AB	233	0.00	701	0.333	234	0.6	8.970	A
C-A	91	0.00			91			
A-B	17	0.00			17			
A-C	136	0.00			136			

2030 | Future Year + Com Dev + Dev | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way		5.54	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	79	Stream B-AC	5.54	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2030	Future Year + Com Dev + Dev	PM	ONE HOUR	17:45	19:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Station Rd (S)		✓	156	100.000
B - Site Access		✓	269	100.000
C - Station Rd (N)		✓	366	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Station Rd (S)	B - Site Access	C - Station Rd (N)
From	A - Station Rd (S)	0	19	137
	B - Site Access	23	0	246
	C - Station Rd (N)	154	212	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Station Rd (S)	B - Site Access	C - Station Rd (N)
From	A - Station Rd (S)	0	0	1
	B - Site Access	0	0	5
	C - Station Rd (N)	0	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.44	9.79	0.8	A
C-AB	0.34	8.24	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	203	0.00	699	0.290	201	0.4	7.535	A
C-AB	160	0.00	709	0.225	158	0.3	6.910	A
C-A	116	0.00			116			
A-B	14	0.00			14			
A-C	103	0.00			103			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	242	0.00	691	0.350	241	0.6	8.357	A
C-AB	191	0.00	704	0.271	190	0.4	7.425	A
C-A	138	0.00			138			
A-B	17	0.00			17			
A-C	123	0.00			123			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	296	0.00	681	0.435	295	0.8	9.745	A
C-AB	233	0.00	696	0.335	233	0.5	8.224	A
C-A	170	0.00			170			
A-B	21	0.00			21			
A-C	151	0.00			151			

18:30 - 18:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	296	0.00	680	0.435	296	0.8	9.791	A
C-AB	233	0.00	696	0.335	233	0.5	8.244	A
C-A	170	0.00			170			
A-B	21	0.00			21			
A-C	151	0.00			151			

18:45 - 19:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	242	0.00	691	0.350	243	0.6	8.412	A
C-AB	191	0.00	704	0.271	191	0.4	7.452	A
C-A	138	0.00			138			
A-B	17	0.00			17			
A-C	123	0.00			123			

19:00 - 19:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	203	0.00	699	0.290	203	0.4	7.607	A
C-AB	160	0.00	709	0.225	160	0.3	6.952	A
C-A	116	0.00			116			
A-B	14	0.00			14			
A-C	103	0.00			103			

APPENDIX I

Proposed Junction 10 Mitigation Scheme

Existing Lining
Proposed Lining

El Sub Sta

3.1m

3.4m

Cornmill Cotta

Kittys Cotta

Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 4.000m
Min Body Ground Clearance 0.410m
Max Track Width 2.500m
Lock to Lock Time 6.0s
Kerb to Kerb Turning Radius 9.930m

MPV (2006)
Overall Length 4.856m
Overall Width 1.860m
Overall Body Height 1.813m
Min Body Ground Clearance 0.200m
Max Track Width 1.770m
Lock to Lock Time 4.0s
Kerb to Kerb Turning Radius 5.700m

Based upon the ORDNANCE SURVEY MAPS with the permission of
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REV	DESCRIPTION	DRAWN	INITIALS	DATE

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JOB TITLE	CLIENT
Pallex, Coalville	Pallex

DRAWING TITLE
Proposed Junction 10 Mitigation Scheme

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1:500@A3	BM	AUG 25	25435-04	

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