



# OTTERPOOL PARK

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**TRANSPORT ASSESMENT | VOLUME 4**  
**APPENDIX P PART 1**

[www.otterpoolpark.org](http://www.otterpoolpark.org)



Author: Arcadis  
February 2019

## **APPENDIX P– Highway Capacity Modelling Inputs/Outputs**

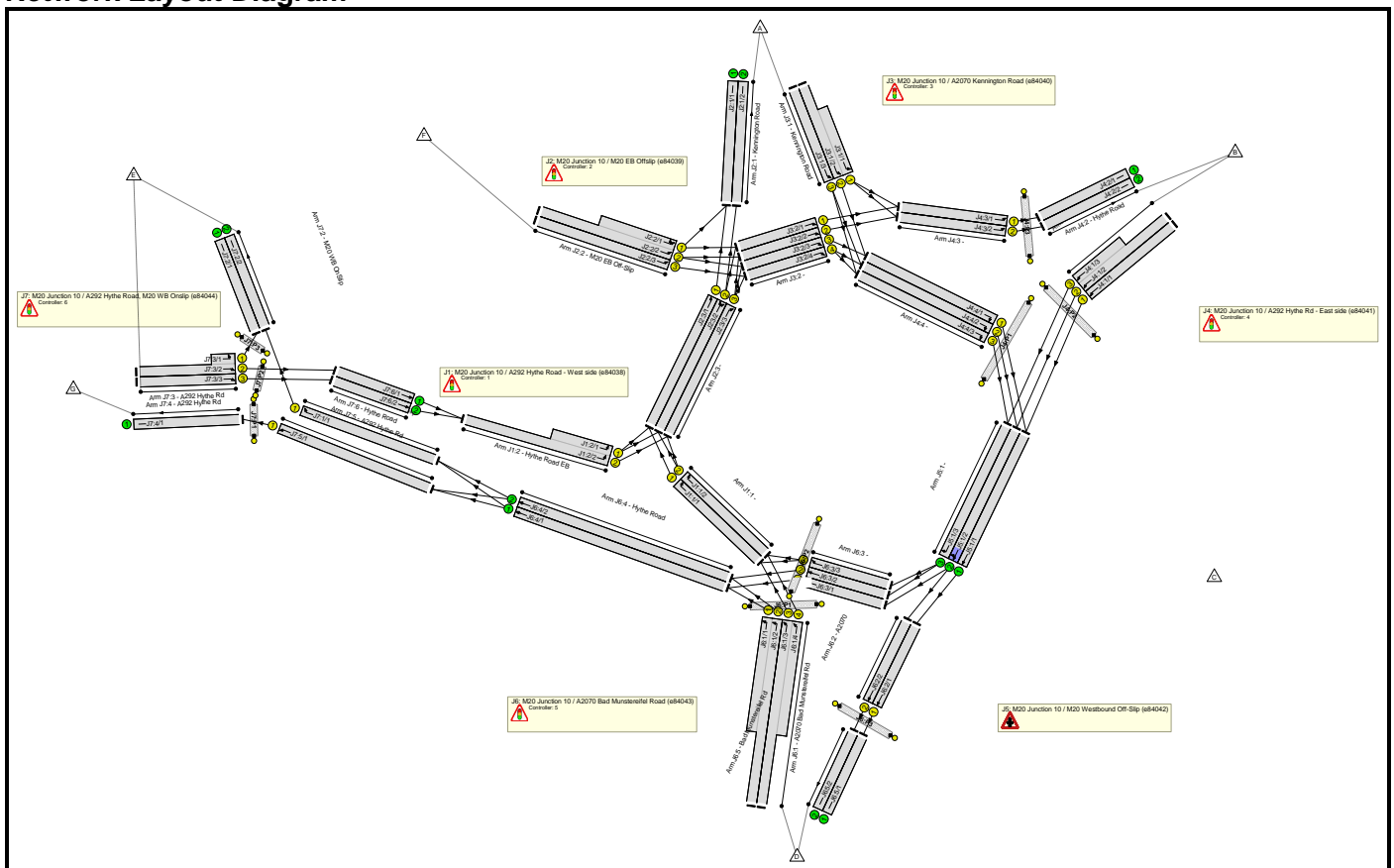
## P.1 J1\_M20 Junction 10

Full Input Data And Results  
**Full Input Data And Results**

**User and Project Details**

<b>Project:</b>	<b>Otterpool Park</b>
<b>Title:</b>	<b>J1 M20 Junction 10</b>
<b>Location:</b>	
<b>Additional detail:</b>	
<b>File name:</b>	J1 M20 Junction 10_DM_it5_v4.lsg3x
<b>Author:</b>	Diego Moreno-Sosa
<b>Company:</b>	Arcadis
<b>Address:</b>	

**Network Layout Diagram**



**C1 - e84038**  
**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Dummy		-9999	3



## Full Input Data And Results

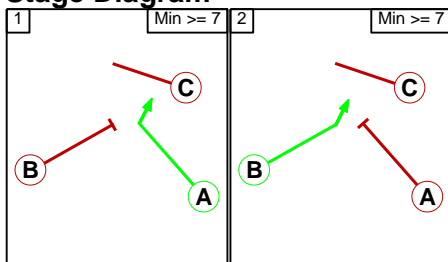
### Phase Intergreens Matrix

	Starting Phase			
	█	A	B	C
Terminating Phase	A	█	6	3
	B	6	█	3
	C	2	2	█

### Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

### Stage Diagram



### Phase Delays

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

C2 - e84039

### Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Dummy		-9999	3

### Phase Intergreens Matrix

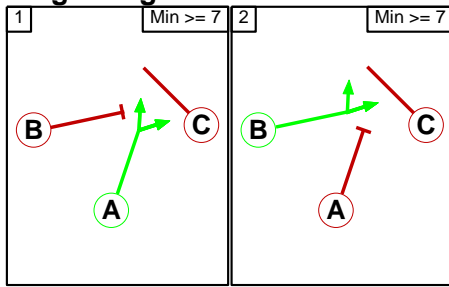
	Starting Phase			
	█	A	B	C
Terminating Phase	A	█	6	3
	B	7	█	3
	C	2	2	█

### Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Full Input Data And Results

**Stage Diagram**



**Phase Delays**

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

**C3 - e84040**

**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Dummy		-9999	3

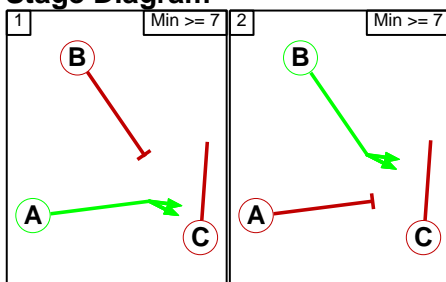
**Phase Intergreens Matrix**

		Starting Phase		
		A	B	C
Terminating Phase	A		6	3
	B	7		3
	C	2	2	

**Phases in Stage**

Stage No.	Phases in Stage
1	A
2	B

**Stage Diagram**



**Phase Delays**

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

Full Input Data And Results

C4 - e84041

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Pedestrian	1		-9999	7
D	Pedestrian	1		-9999	7
E	Traffic	2		-9999	7
F	Pedestrian	2		-9999	6
G	Dummy	1		-9999	3
H	Dummy	2		-9999	3

Phase Intergreens Matrix

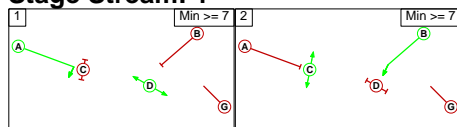
		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	A		6	6	-	-	-	3	-
	B	7		-	7	-	-	3	-
	C	14	-		-	-	-	3	-
	D	-	12	-		-	-	3	-
	E	-	-	-	-		5	-	3
	F	-	-	-	-	9		-	3
	G	2	2	-	-	-	-		-
	H	-	-	-	-	2	2	-	

Phases in Stage

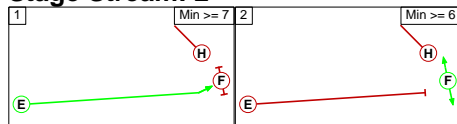
Stream	Stage No.	Phases in Stage
1	1	A D
1	2	B C
2	1	E
2	2	F

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

**Phase Delays**

**Stage Stream: 1**

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	A	Losing	6	6
2	1	B	Losing	7	7

**Stage Stream: 2**

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

**C5 - e84043**

**Phase Input Data**

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Pedestrian	1		-9999	7
D	Pedestrian	1		-9999	7
E	Traffic	2		-9999	7
F	Pedestrian	2		-9999	6
G	Dummy	1		-9999	3
H	Dummy	2		-9999	3

**Phase Intergreens Matrix**

		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	A		7	7	-	-	-	3	-
	B	7		-	7	-	-	3	-
	C	12	-		-	-	-	3	-
	D	-	14	-		-	-	3	-
	E	-	-	-	-		5	-	3
	F	-	-	-	-	10		-	3
	G	2	2	-	-	-	-		-
	H	-	-	-	-	2	2	-	

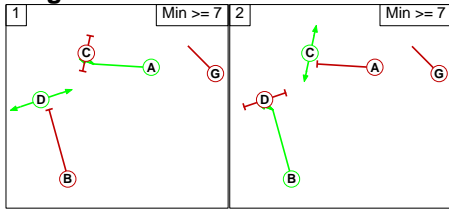
**Phases in Stage**

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

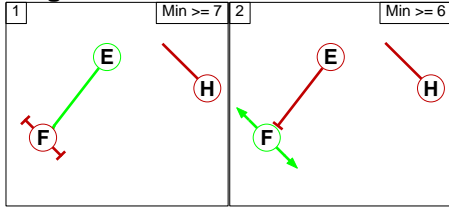
## Full Input Data And Results

### Stage Diagram

#### Stage Stream: 1



#### Stage Stream: 2



### Phase Delays

#### Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	A	Losing	7	7
2	1	B	Losing	7	7

#### Stage Stream: 2

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

### C6 - e84044

#### Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Pedestrian		-9999	5
E	Pedestrian		-9999	5
F	Pedestrian		-9999	5
G	Dummy		-9999	3

Full Input Data And Results

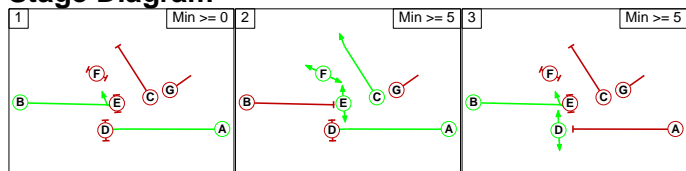
**Phase Intergreens Matrix**

		Starting Phase						
		A	B	C	D	E	F	G
Terminating Phase	A	-	-	-	7	-	-	3
	B	-	-	5	-	5	5	3
	C	-	7	-	-	-	-	3
	D	7	-	-	-	-	-	3
	E	-	7	-	-	-	-	3
	F	-	7	-	-	-	-	3
	G	2	2	2	2	2	2	-

**Phases in Stage**

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

**Stage Diagram**



**Phase Delays**

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

**Traffic Flows, Desired**

Scenario 1: 'AM 2037 DM\_it5' (FG15: 'AM 2037 DM\_it5', Plan 1: 'Network Control Plan 1')

Desired Flow :

		Destination							Tot.
		A	B	C	D	E	F	G	
Origin	A	0	123	0	119	221	0	14	477
	B	235	0	0	115	79	0	241	670
	C	0	0	0	0	0	0	0	0
	D	309	74	0	0	478	0	154	1015
	E	67	296	0	45	362	0	0	770
	F	266	80	0	743	0	0	52	1141
	G	0	0	0	0	0	0	0	0
	Tot.	877	573	0	1022	1140	0	461	4073

Full Input Data And Results

**Scenario 2: 'PM 2037 DM\_it5'** (FG16: 'PM 2037 DM\_it5', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	251	0	193	252	0	55	751
	B	108	0	0	146	168	0	245	667
	C	0	0	0	0	0	0	0	0
	D	205	71	0	0	524	0	213	1013
	E	38	374	0	66	244	0	0	722
	F	146	155	0	825	0	0	188	1314
	G	0	0	0	0	0	0	0	0
	Tot.	497	851	0	1230	1188	0	701	4467

**Scenario 3: 'AM 2044\_it5'** (FG17: 'AM 2044\_it5', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	119	0	124	239	0	15	497
	B	255	0	0	144	14	0	292	705
	C	0	0	0	0	0	0	0	0
	D	329	77	0	0	504	0	130	1040
	E	71	294	0	55	381	0	0	801
	F	280	110	0	780	0	0	53	1223
	G	0	0	0	0	0	0	0	0
	Tot.	935	600	0	1103	1138	0	490	4266

**Scenario 4: 'PM 2044\_it5'** (FG18: 'PM 2044\_it5', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	273	0	207	257	0	58	795
	B	109	0	0	155	179	0	248	691
	C	0	0	0	0	0	0	0	0
	D	215	107	0	0	518	0	225	1065
	E	40	396	0	70	240	0	0	746
	F	151	160	0	874	0	0	195	1380
	G	0	0	0	0	0	0	0	0
	Tot.	515	936	0	1306	1194	0	726	4677

Full Input Data And Results

**Scenario 5: 'AM 2046 DM\_it5'** (FG19: 'AM 2046 DM\_it5', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	123	0	126	240	0	15	504
	B	255	0	0	146	15	0	319	735
	C	0	0	0	0	0	0	0	0
	D	333	78	0	0	510	0	107	1028
	E	72	299	0	55	386	0	0	812
	F	284	112	0	783	0	0	54	1233
	G	0	0	0	0	0	0	0	0
	Tot.	944	612	0	1110	1151	0	495	4312

**Scenario 6: 'PM 2046 DM\_it5'** (FG20: 'PM 2046 DM\_it5', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	274	0	208	261	0	59	802
	B	111	0	0	157	182	0	251	701
	C	0	0	0	0	0	0	0	0
	D	217	75	0	0	509	0	227	1028
	E	40	399	0	71	237	0	0	747
	F	153	162	0	905	0	0	199	1419
	G	0	0	0	0	0	0	0	0
	Tot.	521	910	0	1341	1189	0	736	4697

**Scenario 7: 'AM DS 2037\_it6'** (FG21: 'AM DS 2037\_it6', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	148	0	119	231	0	14	512
	B	271	0	0	140	70	0	307	788
	C	0	0	0	0	0	0	0	0
	D	309	72	0	0	483	0	121	985
	E	67	310	0	52	365	0	0	794
	F	266	116	0	798	0	0	50	1230
	G	0	0	0	0	0	0	0	0
	Tot.	913	646	0	1109	1149	0	492	4309



Full Input Data And Results

**Scenario 8: 'PM DS 2037\_it6'** (FG22: 'PM DS 2037\_it6', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	271	0	201	252	0	55	779
	B	146	0	0	176	164	0	278	764
	C	0	0	0	0	0	0	0	0
	D	207	122	0	0	530	0	214	1073
	E	38	388	0	74	246	0	0	746
	F	146	186	0	896	0	0	188	1416
	G	0	0	0	0	0	0	0	0
	Tot.	537	967	0	1347	1192	0	735	4778

**Scenario 9: 'AM DS 2044\_it6'** (FG23: 'AM DS 2044\_it6', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	143	0	130	237	0	15	525
	B	298	0	0	182	39	0	382	901
	C	0	0	0	0	0	0	0	0
	D	329	73	0	0	515	0	80	997
	E	71	312	0	62	390	0	0	835
	F	280	194	0	845	0	0	53	1372
	G	0	0	0	0	0	0	0	0
	Tot.	978	722	0	1219	1181	0	530	4630

**Scenario 10: 'PM DS 2044\_it6'** (FG24: 'PM DS 2044\_it6', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	306	0	214	264	0	58	842
	B	149	0	0	186	186	0	283	804
	C	0	0	0	0	0	0	0	0
	D	215	128	0	0	523	0	226	1092
	E	40	430	0	79	243	0	0	792
	F	151	193	0	1036	0	0	195	1575
	G	0	0	0	0	0	0	0	0
	Tot.	555	1057	0	1515	1216	0	762	5105

Full Input Data And Results

**Scenario 11: 'AM DS 2046\_it6'** (FG25: 'AM DS 2046\_it6', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	142	0	129	246	0	15	532
	B	304	0	0	154	34	0	403	895
	C	0	0	0	0	0	0	0	0
	D	333	78	0	0	517	0	68	996
	E	72	324	0	56	391	0	0	843
	F	284	181	0	872	0	0	54	1391
	G	0	0	0	0	0	0	0	0
	Tot.	993	725	0	1211	1188	0	540	4657

**Scenario 12: 'PM DS 2046\_it6'** (FG26: 'PM DS 2046\_it6', Plan 1: 'Network Control Plan 1')

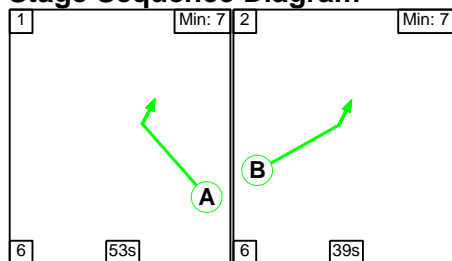
**Desired Flow :**

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	307	0	223	268	0	59	857
	B	155	0	0	188	187	0	290	820
	C	0	0	0	0	0	0	0	0
	D	217	129	0	0	548	0	228	1122
	E	40	430	0	89	255	0	0	814
	F	153	209	0	1096	0	0	199	1657
	G	0	0	0	0	0	0	0	0
	Tot.	565	1075	0	1596	1258	0	776	5270

**Scenario 1: 'AM 2037 DM\_it5'** (FG15: 'AM 2037 DM\_it5', Plan 1: 'Network Control Plan 1')

**C1 - e84038**

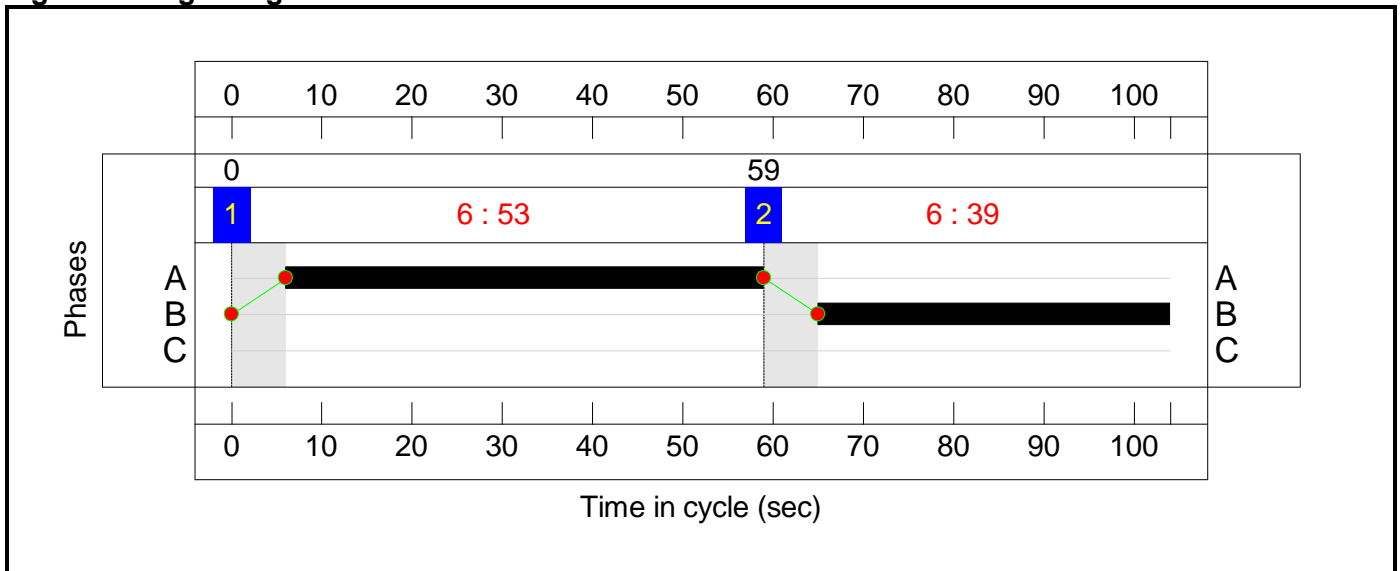
**Stage Sequence Diagram**



**Stage Timings**

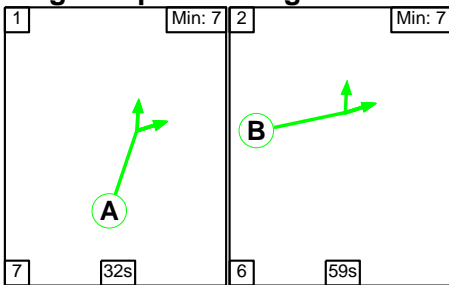
Stage	1	2
Duration	53	39
Change Point	0	59

**Signal Timings Diagram**



**C2 - e84039**

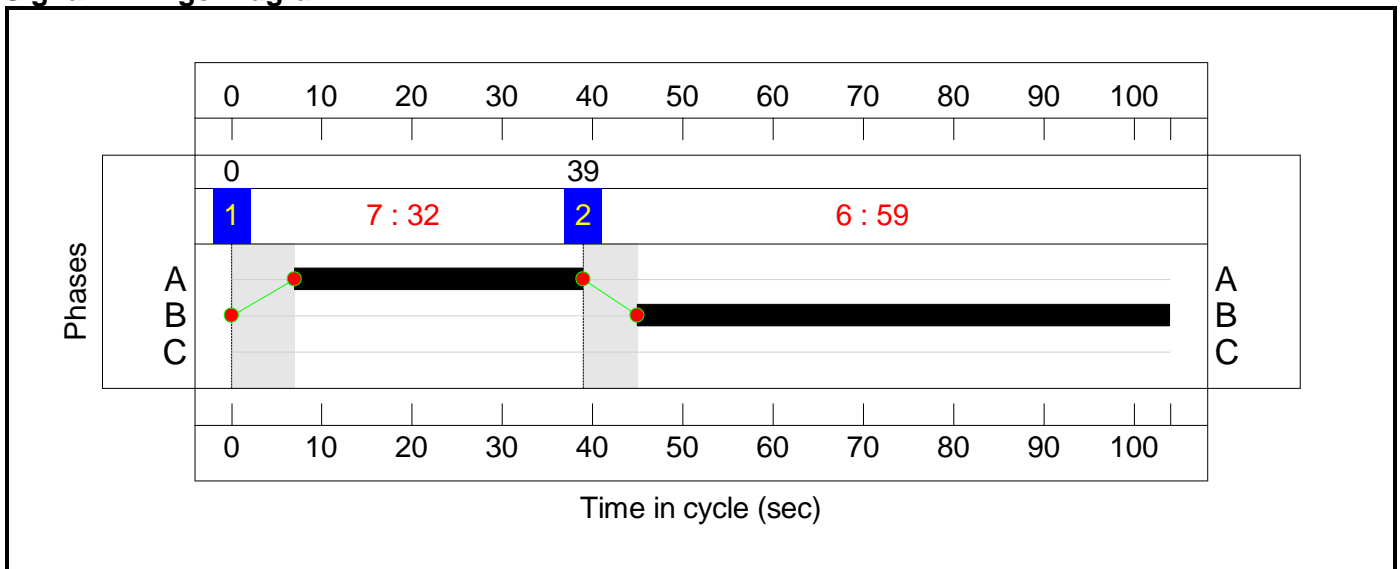
**Stage Sequence Diagram**



**Stage Timings**

Stage	1	2
Duration	32	59
Change Point	0	39

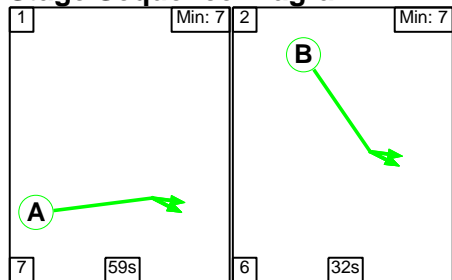
**Signal Timings Diagram**



Full Input Data And Results

C3 - e84040

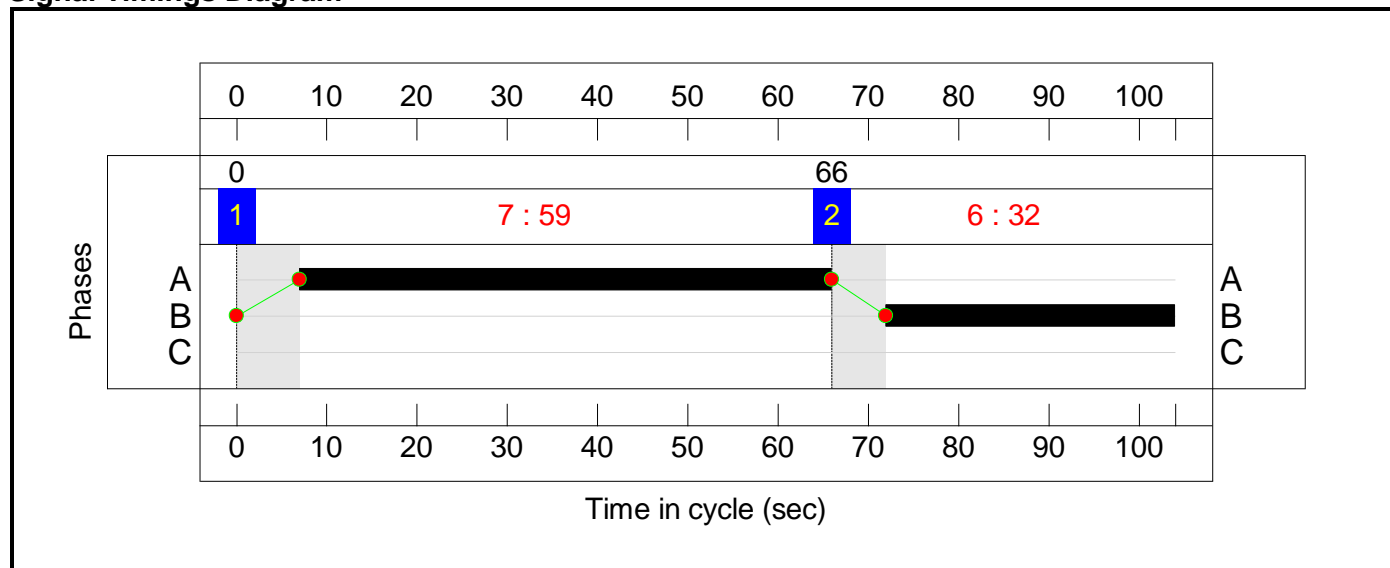
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	59	32
Change Point	0	66

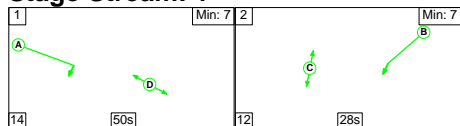
Signal Timings Diagram



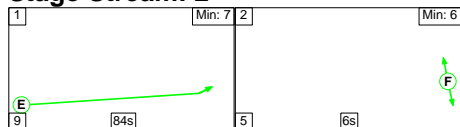
C4 - e84041

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

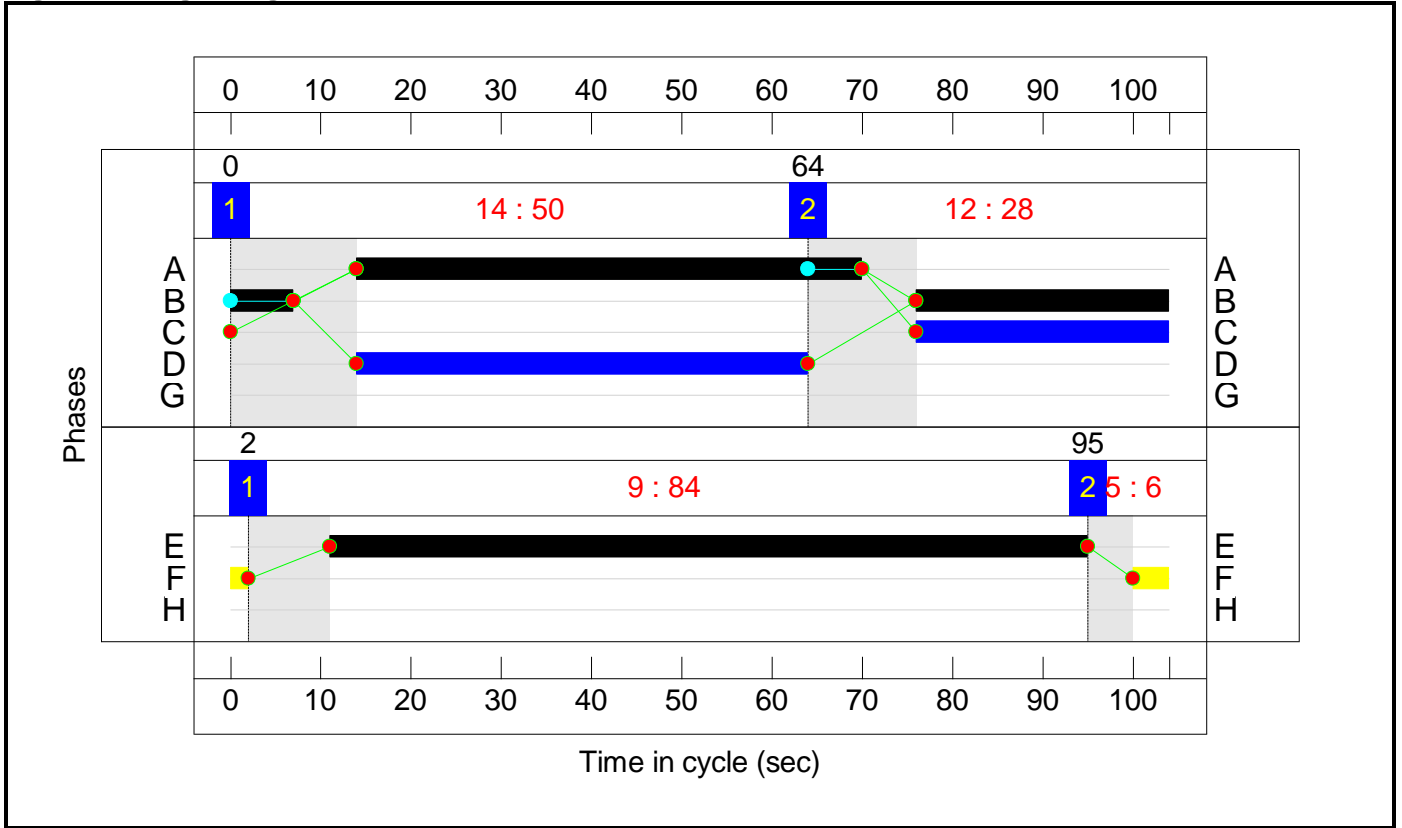
Stage	1	2
Duration	50	28
Change Point	0	64

Full Input Data And Results

Stage Stream: 2

Stage	1	2
Duration	84	6
Change Point	2	95

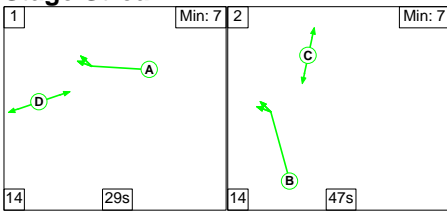
Signal Timings Diagram



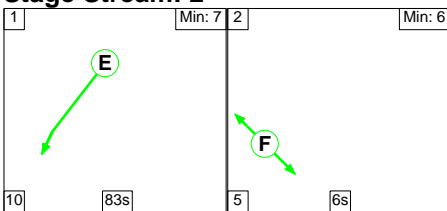
C5 - e84043

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

**Stage Timings**

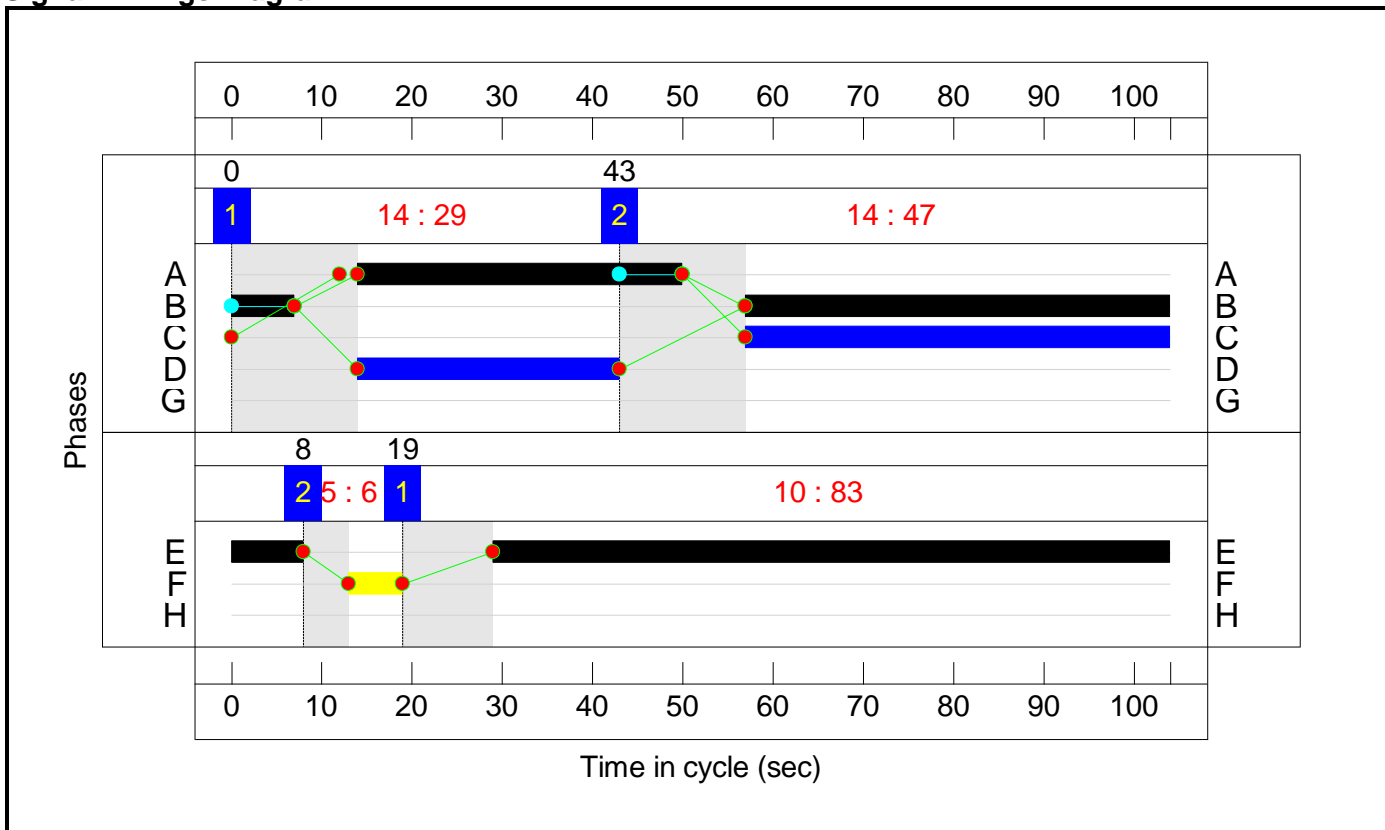
Stage Stream: 1

Stage	1	2
Duration	29	47
Change Point	0	43

Stage Stream: 2

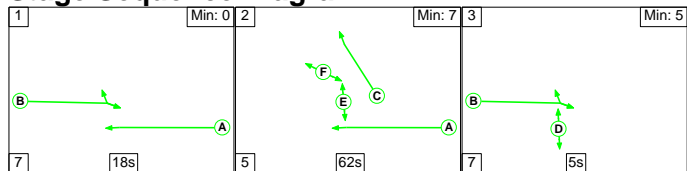
Stage	1	2
Duration	83	6
Change Point	19	8

**Signal Timings Diagram**



**C6 - e84044**

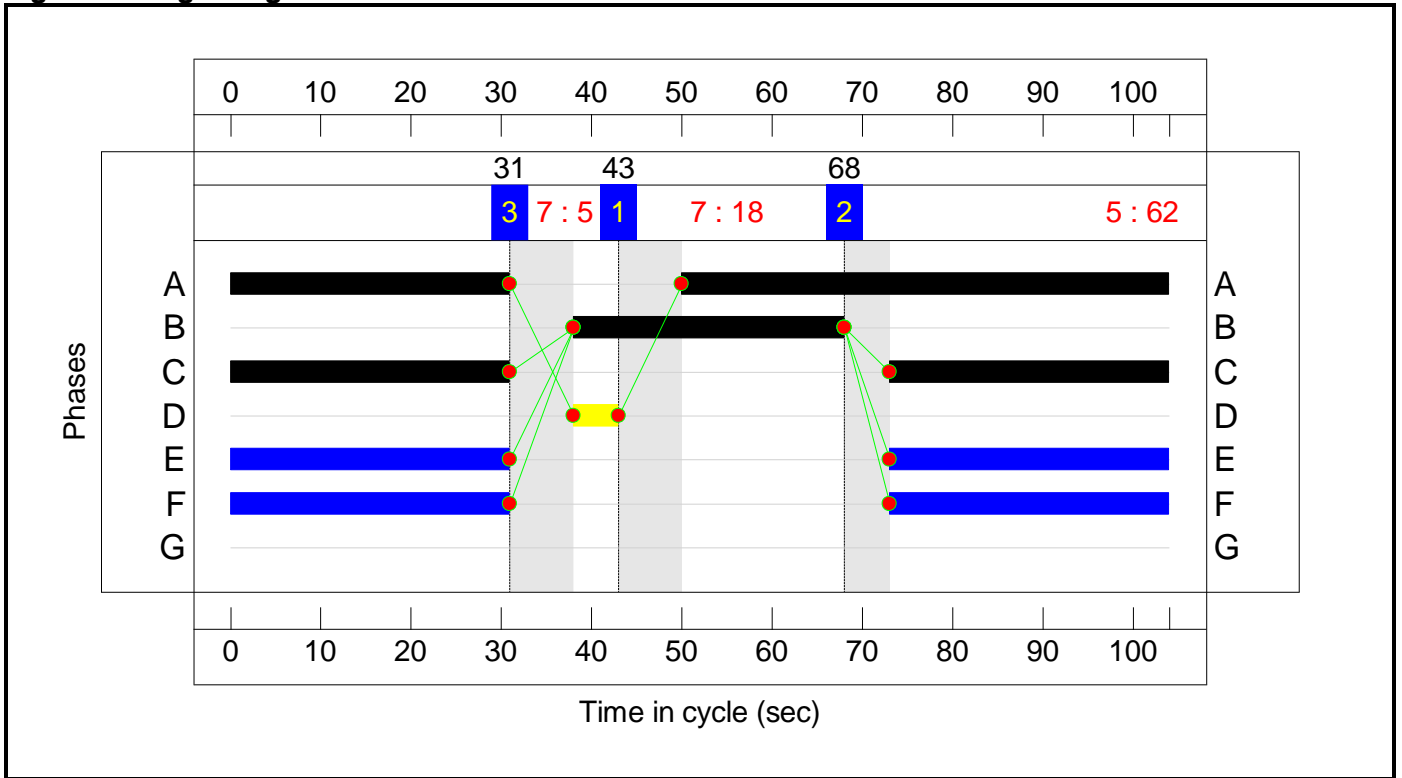
**Stage Sequence Diagram**



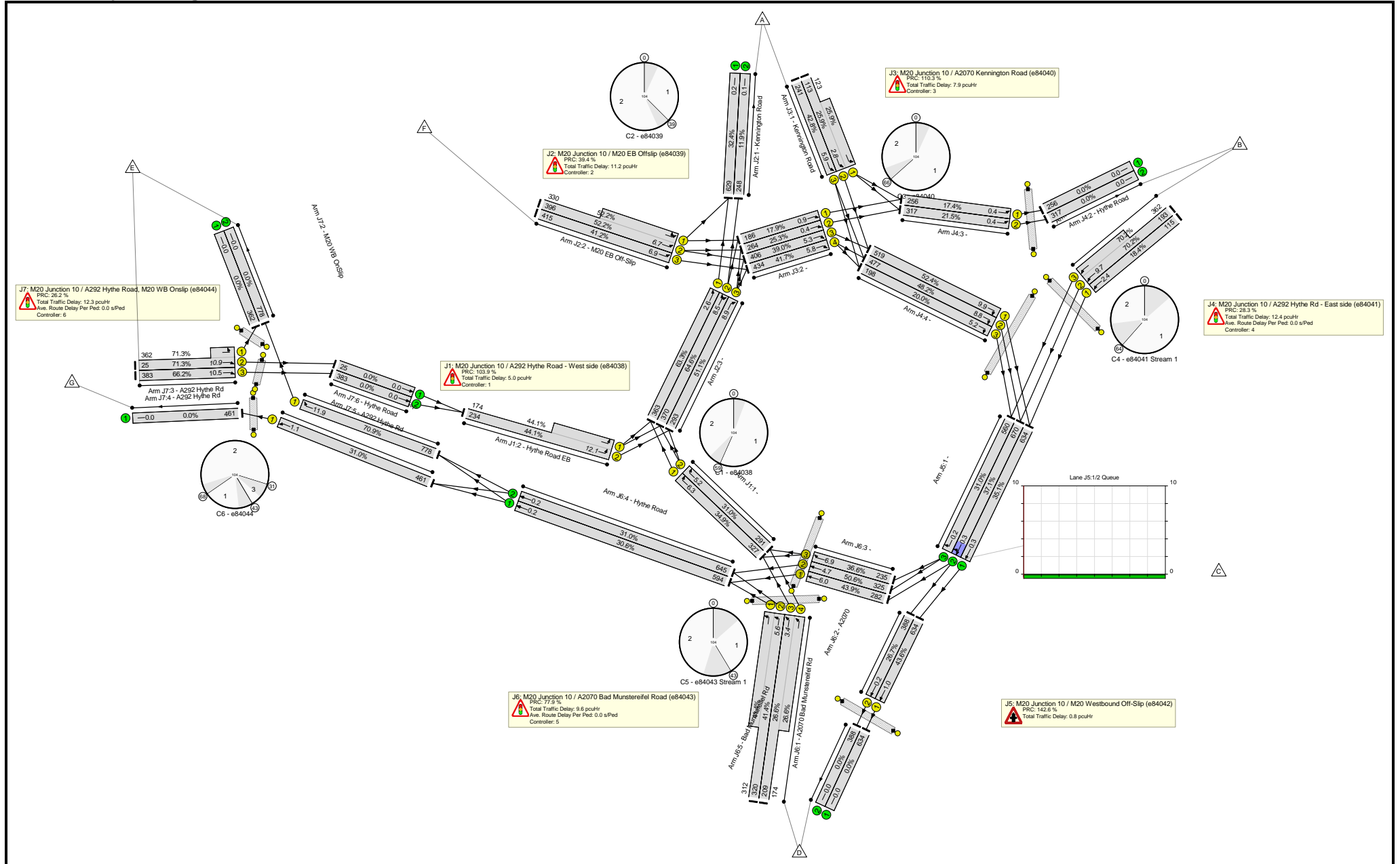
**Stage Timings**

Stage	1	2	3
Duration	18	62	5
Change Point	43	68	31

### Signal Timings Diagram



# Full Input Data And Results Network Layout Diagram





Full Input Data And Results

**Network Results**

Scenario 1: 'AM 2037 DM\_it5' (FG15: 'AM 2037 DM\_it5', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J1 M20Junction 10</b>	-	-	-	-	-	-	-	<b>71.3%</b>	-
<b>J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)</b>	-	-	-	-	-	-	-	<b>44.1%</b>	-
1/1	Right	U	53	-	327	1806	938	34.9%	327
1/2	Right	U	53	-	291	1806	938	31.0%	291
2/2+2/1	Hythe Road EB Left	U	39	-	408	1767:1737	530+394	44.1 : 44.1%	408
<b>J2: M20 Junction 10 / M20 EB Offslip (e84039)</b>	-	-	-	-	-	-	-	<b>64.6%</b>	-
1/1	Kennington Road	U	-	-	629	1940	1940	32.4%	629
1/2	Kennington Road	U	-	-	248	2080	2080	11.9%	248
2/2+2/1	M20 EB Off-Slip Ahead Left	U	59	-	726	1804:1796	759+632	52.2 : 52.2%	726
2/3	M20 EB Off-Slip Ahead	U	59	-	415	1747	1008	41.2%	415
3/1	Ahead	U	32	-	363	1806	573	63.3%	363
3/2	Right Ahead	U	32	-	370	1806	573	64.6%	370
3/3	Right	U	32	-	293	1806	573	51.1%	293
<b>J3: M20 Junction 10 / A2070 Kennington Road (e84040)</b>	-	-	-	-	-	-	-	<b>42.8%</b>	-
1/2+1/1	Kennington Road Left Ahead	U	32	-	236	1828:1762	436+474	25.9 : 25.9%	236
1/3	Kennington Road Ahead	U	32	-	241	1775	563	42.8%	241
2/1	Ahead	U	59	-	186	1806	1042	17.9%	186
2/2	Ahead	U	59	-	264	1806	1042	25.3%	264
2/3	Ahead	U	59	-	406	1806	1042	39.0%	406
2/4	Ahead	U	59	-	434	1806	1042	41.7%	434
<b>J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)</b>	-	-	-	-	-	-	-	<b>70.2%</b>	-

Full Input Data And Results

1/1	Hythe Road SB Ahead	U	35	-	115	1809	626	18.4%	115
1/2+1/3	Hythe Road SB Ahead	U	35	-	555	1841:1796	275+516	70.2 : 70.2%	555
2/1	Hythe Road	U	-	-	256	Inf	Inf	0.0%	256
2/2	Hythe Road	U	-	-	317	Inf	Inf	0.0%	317
3/1	Ahead	U	84	-	256	1800	1471	17.4%	256
3/2	Ahead	U	84	-	317	1800	1471	21.5%	317
4/1	Right	U	56	-	519	1806	990	52.4%	519
4/2	Right	U	56	-	477	1806	990	48.2%	477
4/3	Right	U	56	-	198	1806	990	20.0%	198
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)</b>	-	-	-	-	-	-	-	<b>37.1%</b>	-
1/1	Ahead	U	-	-	634	1806	1806	35.1%	634
1/2	Ahead Right	U	-	-	670	1806	1806	37.1%	670
1/3	Right	U	-	-	560	1806	1806	31.0%	560
<b>J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)</b>	-	-	-	-	-	-	-	<b>50.6%</b>	-
1/2+1/1	A2070 Bad Munstereifel Rd Left	U	54	-	632	1798:1798	772+753	41.4 : 41.4%	632
1/3+1/4	A2070 Bad Munstereifel Rd Left	U	54	-	383	1798:1798	787+655	26.6 : 26.6%	383
2/1	A2070 Ahead	U	83	-	634	1800	1454	43.6%	634
2/2	A2070 Ahead	U	83	-	388	1800	1454	26.7%	388
3/1	Ahead	U	36	-	282	1806	643	43.9%	282
3/2	Ahead	U	36	-	325	1806	643	50.6%	325
3/3	Ahead	U	36	-	235	1806	643	36.6%	235
4/1	Hythe Road Ahead Ahead2	U	-	-	594	1940	1940	30.6%	594

Full Input Data And Results

4/2	Hythe Road Ahead Ahead2	U	-	-	645	2080	2080	31.0%	645
5/1	Bad Munstereifel Rd	U	-	-	634	Inf	Inf	0.0%	634
5/2	Bad Munstereifel Rd	U	-	-	388	Inf	Inf	0.0%	388
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)</b>	-	-	-	-	-	-	-	<b>71.3%</b>	-
1/1	M20 WB OnSlip Right	U	62	-	778	1811	1097	70.9%	778
2/1	M20 WB OnSlip	U	-	-	362	Inf	Inf	0.0%	362
2/2	M20 WB OnSlip	U	-	-	778	Inf	Inf	0.0%	778
3/2+3/1	A292 Hythe Rd Left Ahead	U	30	-	387	1940:1741	35+508	71.3 : 71.3%	387
3/3	A292 Hythe Rd Ahead	U	30	-	383	1940	578	66.2%	383
4/1	A292 Hythe Rd	U	-	-	461	Inf	Inf	0.0%	461
5/1	A292 Hythe Rd Ahead	U	85	-	461	1800	1488	31.0%	461
6/1	Hythe Road Ahead	U	-	-	25	Inf	Inf	0.0%	25
6/2	Hythe Road Ahead	U	-	-	383	Inf	Inf	0.0%	383
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0



Full Input Data And Results

3/1	256	-	0.0	0.1	0.1	2.0	0.3	0.1	0.4
3/2	317	-	0.0	0.1	0.2	1.9	0.2	0.1	0.4
4/1	519	-	1.8	0.5	2.4	16.6	9.3	0.5	9.9
4/2	477	-	1.4	0.5	1.9	14.2	8.3	0.5	8.8
4/3	198	-	1.6	0.1	1.7	31.0	5.1	0.1	5.2
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	-	-	-	Inf	Inf	-	-	Inf
<b>J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)</b>	-	<b>0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.8</b>	-	-	-	-
1/1	634	-	0.0	0.3	0.3	1.5	0.0	0.3	0.3
1/2	670	-	0.0	0.3	0.3	1.6	0.0	0.3	0.3
1/3	560	-	0.0	0.2	0.2	1.4	0.0	0.2	0.2
<b>J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)</b>	-	<b>0</b>	<b>6.8</b>	<b>2.7</b>	<b>9.6</b>	-	-	-	-
1/2+1/1	632	-	2.5	0.4	2.8	16.0	5.2	0.4	5.6
1/3+1/4	383	-	1.4	0.2	1.6	14.6	3.2	0.2	3.4
2/1	634	-	0.1	0.4	0.5	2.6	0.7	0.4	1.0
2/2	388	-	0.0	0.2	0.2	1.7	0.0	0.2	0.2
3/1	282	-	1.1	0.4	1.5	18.5	5.6	0.4	6.0
3/2	325	-	0.8	0.5	1.4	15.0	4.2	0.5	4.7
3/3	235	-	1.0	0.3	1.3	19.9	6.6	0.3	6.9
4/1	594	-	0.0	0.2	0.2	1.3	0.0	0.2	0.2
4/2	645	-	0.0	0.2	0.2	1.3	0.0	0.2	0.2
5/1	634	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	388	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	-	-	-	Inf	Inf	-	-	Inf
<b>J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)</b>	-	<b>0</b>	<b>8.6</b>	<b>3.6</b>	<b>12.3</b>	-	-	-	-

Full Input Data And Results

1/1	778	-	1.7	1.2	2.9	13.4	10.7	1.2	11.9
2/1	362	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2/2	778	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2+3/1	387	-	3.5	1.2	4.7	43.7	9.6	1.2	10.9
3/3	383	-	3.4	1.0	4.4	41.1	9.6	1.0	10.5
4/1	461	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	461	-	0.1	0.2	0.3	2.4	0.9	0.2	1.1
6/1	25	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/2	383	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	-	-	-	Inf	Inf	-	-	Inf
C1 - e84038	PRC for Signalled Lanes (%):	103.9	Total Delay for Signalled Lanes (pcuHr):	4.95	Cycle Time (s):	104			
C2 - e84039	PRC for Signalled Lanes (%):	39.4	Total Delay for Signalled Lanes (pcuHr):	10.85	Cycle Time (s):	104			
C3 - e84040	PRC for Signalled Lanes (%):	110.3	Total Delay for Signalled Lanes (pcuHr):	7.94	Cycle Time (s):	104			
C4 - e84041	Stream: 1 PRC for Signalled Lanes (%):	28.3	Total Delay for Signalled Lanes (pcuHr):	12.14	Cycle Time (s):	104			
C4 - e84041	Stream: 2 PRC for Signalled Lanes (%):	317.7	Total Delay for Signalled Lanes (pcuHr):	0.30	Cycle Time (s):	104			
C5 - e84043	Stream: 1 PRC for Signalled Lanes (%):	77.9	Total Delay for Signalled Lanes (pcuHr):	8.47	Cycle Time (s):	104			
C5 - e84043	Stream: 2 PRC for Signalled Lanes (%):	106.4	Total Delay for Signalled Lanes (pcuHr):	0.64	Cycle Time (s):	104			
C6 - e84044	PRC for Signalled Lanes (%):	26.2	Total Delay for Signalled Lanes (pcuHr):	12.26	Cycle Time (s):	104			
	PRC Over All Lanes (%):	26.2	Total Delay Over All Lanes(pcuHr):	59.10					

Full Input Data And Results

Scenario 2: 'PM 2037 DM\_it5' (FG16: 'PM 2037 DM\_it5', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J1 M20Junction 10</b>	-	-	-	-	-	-	-	<b>78.3%</b>	-
<b>J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)</b>	-	-	-	-	-	-	-	<b>43.6%</b>	-
1/1	Right	U	46	-	256	1806	816	31.4%	256
1/2	Right	U	46	-	128	1806	816	15.7%	128
2/2+2/1	Hythe Road EB Left	U	46	-	478	1767:1737	539+557	43.6 : 43.6%	478
<b>J2: M20 Junction 10 / M20 EB Offslip (e84039)</b>	-	-	-	-	-	-	-	<b>60.7%</b>	-
1/1	Kennington Road	U	-	-	431	1940	1940	22.2%	431
1/2	Kennington Road	U	-	-	66	2080	2080	3.2%	66
2/2+2/1	M20 EB Off-Slip Ahead Left	U	64	-	753	1804:1796	881+478	55.4 : 55.4%	753
2/3	M20 EB Off-Slip Ahead	U	64	-	561	1747	1092	51.4%	561
3/1	Ahead	U	27	-	285	1806	486	58.6%	285
3/2	Right Ahead	U	27	-	295	1806	486	60.7%	295
3/3	Right	U	27	-	282	1806	486	58.0%	282
<b>J3: M20 Junction 10 / A2070 Kennington Road (e84040)</b>	-	-	-	-	-	-	-	<b>58.3%</b>	-
1/2+1/1	Kennington Road Left Ahead	U	34	-	444	1828:1762	387+503	49.9 : 49.9%	444
1/3	Kennington Road Ahead	U	34	-	307	1775	597	51.4%	307
2/1	Ahead	U	57	-	348	1806	1007	34.6%	348
2/2	Ahead	U	57	-	252	1806	1007	25.0%	252
2/3	Ahead	U	57	-	492	1806	1007	48.8%	492
2/4	Ahead	U	57	-	587	1806	1007	58.3%	587
<b>J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)</b>	-	-	-	-	-	-	-	<b>75.9%</b>	-
1/1	Hythe Road SB Ahead	U	23	-	146	1809	417	35.0%	146

Full Input Data And Results

1/2+1/3	Hythe Road SB Ahead	U	23	-	521	1841:1796	368+319	75.9 : 75.9%	521
2/1	Hythe Road	U	-	-	470	Inf	Inf	0.0%	470
2/2	Hythe Road	U	-	-	381	Inf	Inf	0.0%	381
3/1	Ahead	U	84	-	470	1800	1471	31.9%	470
3/2	Ahead	U	84	-	381	1800	1471	25.9%	381
4/1	Right	U	68	-	685	1806	1198	57.2%	685
4/2	Right	U	68	-	563	1806	1198	47.0%	563
4/3	Right	U	68	-	331	1806	1198	27.6%	331
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)</b>	-	-	-	-	-	-	-	<b>46.6%</b>	-
1/1	Ahead	U	-	-	831	1806	1806	46.0%	831
1/2	Ahead Right	U	-	-	842	1806	1806	46.6%	842
1/3	Right	U	-	-	573	1806	1806	31.7%	573
<b>J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)</b>	-	-	-	-	-	-	-	<b>66.9%</b>	-
1/2+1/1	A2070 Bad Munstereifel Rd Left	U	51	-	737	1798:1798	749+704	50.7 : 50.7%	737
1/3+1/4	A2070 Bad Munstereifel Rd Left	U	51	-	276	1798:1798	803+363	23.7 : 23.7%	276
2/1	A2070 Ahead	U	83	-	831	1800	1454	57.2%	831
2/2	A2070 Ahead	U	83	-	399	1800	1454	27.4%	399
3/1	Ahead	U	39	-	443	1806	695	63.8%	443
3/2	Ahead	U	39	-	465	1806	695	66.9%	465
3/3	Ahead	U	39	-	108	1806	695	15.5%	108
4/1	Hythe Road Ahead Ahead2	U	-	-	800	1940	1940	41.2%	800
4/2	Hythe Road Ahead Ahead2	U	-	-	845	2080	2080	40.6%	845
5/1	Bad Munstereifel Rd	U	-	-	831	Inf	Inf	0.0%	831



Full Input Data And Results

5/2	Bad Munstereifel Rd	U	-	-	399	Inf	Inf	0.0%	399
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)</b>	-	-	-	-	-	-	-	<b>78.3%</b>	-
1/1	M20 WB OnSlip Right	U	69	-	944	1811	1219	77.4%	944
2/1	M20 WB OnSlip	U	-	-	244	Inf	Inf	0.0%	244
2/2	M20 WB OnSlip	U	-	-	944	Inf	Inf	0.0%	944
3/2+3/1	A292 Hythe Rd Left Ahead	U	23	-	393	1940:1741	190+312	78.3 : 78.3%	393
3/3	A292 Hythe Rd Ahead	U	23	-	329	1940	448	73.5%	329
4/1	A292 Hythe Rd	U	-	-	701	Inf	Inf	0.0%	701
5/1	A292 Hythe Rd Ahead	U	85	-	701	1800	1488	47.1%	701
6/1	Hythe Road Ahead	U	-	-	149	Inf	Inf	0.0%	149
6/2	Hythe Road Ahead	U	-	-	329	Inf	Inf	0.0%	329
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0



Full Input Data And Results

3/1	470	-	0.1	0.2	0.3	2.3	0.6	0.2	0.8
3/2	381	-	0.1	0.2	0.2	2.3	0.6	0.2	0.8
4/1	685	-	0.9	0.7	1.6	8.5	9.2	0.7	9.9
4/2	563	-	0.7	0.4	1.1	7.3	8.1	0.4	8.5
4/3	331	-	1.1	0.2	1.3	14.3	4.8	0.2	5.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	-	-	-	Inf	Inf	-	-	Inf
<b>J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)</b>	-	<b>0</b>	<b>0.0</b>	<b>1.1</b>	<b>1.1</b>	-	-	-	-
1/1	831	-	0.0	0.4	0.4	1.8	0.0	0.4	0.4
1/2	842	-	0.0	0.4	0.4	1.9	0.0	0.4	0.4
1/3	573	-	0.0	0.2	0.2	1.5	0.0	0.2	0.2
<b>J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)</b>	-	<b>0</b>	<b>8.1</b>	<b>4.2</b>	<b>12.3</b>	-	-	-	-
1/2+1/1	737	-	3.3	0.5	3.9	18.9	6.9	0.5	7.4
1/3+1/4	276	-	1.1	0.2	1.2	16.3	3.1	0.2	3.2
2/1	831	-	0.3	0.7	0.9	4.0	3.1	0.7	3.7
2/2	399	-	0.0	0.2	0.2	1.7	0.0	0.2	0.2
3/1	443	-	1.5	0.9	2.4	19.4	10.7	0.9	11.6
3/2	465	-	1.8	1.0	2.8	21.4	8.0	1.0	9.0
3/3	108	-	0.1	0.1	0.2	7.9	2.5	0.1	2.6
4/1	800	-	0.0	0.4	0.4	1.6	0.0	0.4	0.4
4/2	845	-	0.0	0.3	0.3	1.5	0.0	0.3	0.3
5/1	831	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	399	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	-	-	-	Inf	Inf	-	-	Inf
<b>J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)</b>	-	<b>0</b>	<b>9.5</b>	<b>5.2</b>	<b>14.7</b>	-	-	-	-

Full Input Data And Results

1/1	944	-	2.0	1.7	3.7	14.3	14.6	1.7	16.3
2/1	244	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2/2	944	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2+3/1	393	-	3.9	1.7	5.7	51.9	8.3	1.7	10.1
3/3	329	-	3.4	1.4	4.7	51.9	8.8	1.4	10.1
4/1	701	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	701	-	0.1	0.4	0.6	2.9	1.6	0.4	2.0
6/1	149	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/2	329	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	-	-	-	Inf	Inf	-	-	Inf
C1 - e84038	PRC for Signalled Lanes (%):	106.4	Total Delay for Signalled Lanes (pcuHr):	3.61	Cycle Time (s):	104			
C2 - e84039	PRC for Signalled Lanes (%):	48.3	Total Delay for Signalled Lanes (pcuHr):	11.01	Cycle Time (s):	104			
C3 - e84040	PRC for Signalled Lanes (%):	54.4	Total Delay for Signalled Lanes (pcuHr):	12.61	Cycle Time (s):	104			
C4 - e84041	Stream: 1 PRC for Signalled Lanes (%):	18.6	Total Delay for Signalled Lanes (pcuHr):	12.44	Cycle Time (s):	104			
C4 - e84041	Stream: 2 PRC for Signalled Lanes (%):	181.7	Total Delay for Signalled Lanes (pcuHr):	0.54	Cycle Time (s):	104			
C5 - e84043	Stream: 1 PRC for Signalled Lanes (%):	34.4	Total Delay for Signalled Lanes (pcuHr):	10.50	Cycle Time (s):	104			
C5 - e84043	Stream: 2 PRC for Signalled Lanes (%):	57.5	Total Delay for Signalled Lanes (pcuHr):	1.12	Cycle Time (s):	104			
C6 - e84044	PRC for Signalled Lanes (%):	14.9	Total Delay for Signalled Lanes (pcuHr):	14.72	Cycle Time (s):	104			
	PRC Over All Lanes (%):	14.9	Total Delay Over All Lanes(pcuHr):	68.50					

Full Input Data And Results

Scenario 3: 'AM 2044\_it5' (FG17: 'AM 2044\_it5', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J1 M20Junction 10</b>	-	-	-	-	-	-	-	<b>71.3%</b>	-
<b>J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)</b>	-	-	-	-	-	-	-	<b>46.7%</b>	-
1/1	Right	U	53	-	354	1806	938	37.8%	354
1/2	Right	U	53	-	307	1806	938	32.7%	307
2/2+2/1	Hythe Road EB Left	U	39	-	420	1767:1737	540+360	46.7 : 46.7%	420
<b>J2: M20 Junction 10 / M20 EB Offslip (e84039)</b>	-	-	-	-	-	-	-	<b>65.9%</b>	-
1/1	Kennington Road	U	-	-	669	1940	1940	34.5%	669
1/2	Kennington Road	U	-	-	266	2080	2080	12.8%	266
2/2+2/1	M20 EB Off-Slip Ahead Left	U	58	-	785	1804:1796	745+638	56.8 : 56.8%	785
2/3	M20 EB Off-Slip Ahead	U	58	-	438	1747	991	44.2%	438
3/1	Ahead	U	33	-	389	1806	590	65.9%	389
3/2	Right Ahead	U	33	-	383	1806	590	64.9%	383
3/3	Right	U	33	-	309	1806	590	52.3%	309
<b>J3: M20 Junction 10 / A2070 Kennington Road (e84040)</b>	-	-	-	-	-	-	-	<b>48.6%</b>	-
1/2+1/1	Kennington Road Left Ahead	U	30	-	240	1828:1762	454+446	26.7 : 26.7%	240
1/3	Kennington Road Ahead	U	30	-	257	1775	529	48.6%	257
2/1	Ahead	U	61	-	199	1806	1077	18.5%	199
2/2	Ahead	U	61	-	282	1806	1077	26.2%	282
2/3	Ahead	U	61	-	427	1806	1077	39.7%	427
2/4	Ahead	U	61	-	461	1806	1077	42.8%	461
<b>J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)</b>	-	-	-	-	-	-	-	<b>71.0%</b>	-
1/1	Hythe Road SB Ahead	U	35	-	144	1809	626	23.0%	144

Full Input Data And Results

1/2+1/3	Hythe Road SB Ahead	U	35	-	561	1841:1796	273+517	71.0 : 71.0%	561
2/1	Hythe Road	U	-	-	266	Inf	Inf	0.0%	266
2/2	Hythe Road	U	-	-	334	Inf	Inf	0.0%	334
3/1	Ahead	U	84	-	266	1800	1471	18.1%	266
3/2	Ahead	U	84	-	334	1800	1471	22.7%	334
4/1	Right	U	56	-	548	1806	990	55.4%	548
4/2	Right	U	56	-	485	1806	990	49.0%	485
4/3	Right	U	56	-	233	1806	990	23.5%	233
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)</b>	-	-	-	-	-	-	-	<b>38.3%</b>	-
1/1	Ahead	U	-	-	692	1806	1806	38.3%	692
1/2	Ahead Right	U	-	-	679	1806	1806	37.6%	679
1/3	Right	U	-	-	600	1806	1806	33.2%	600
<b>J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)</b>	-	-	-	-	-	-	-	<b>56.8%</b>	-
1/2+1/1	A2070 Bad Munstereifel Rd Left	U	56	-	634	1798:1798	791+762	40.8 : 40.8%	634
1/3+1/4	A2070 Bad Munstereifel Rd Left	U	56	-	406	1798:1798	803+686	27.3 : 27.3%	406
2/1	A2070 Ahead	U	83	-	692	1800	1454	47.6%	692
2/2	A2070 Ahead	U	83	-	411	1800	1454	28.3%	411
3/1	Ahead	U	34	-	268	1806	608	44.1%	268
3/2	Ahead	U	34	-	345	1806	608	56.8%	345
3/3	Ahead	U	34	-	255	1806	608	42.0%	255
4/1	Hythe Road Ahead Ahead2	U	-	-	579	1940	1940	29.8%	579
4/2	Hythe Road Ahead Ahead2	U	-	-	668	2080	2080	32.1%	668
5/1	Bad Munstereifel Rd	U	-	-	692	Inf	Inf	0.0%	692

Full Input Data And Results

5/2	Bad Munstereifel Rd	U	-	-	411	Inf	Inf	0.0%	411
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)</b>	-	-	-	-	-	-	-	<b>71.3%</b>	-
1/1	M20 WB OnSlip Right	U	60	-	757	1811	1062	71.3%	757
2/1	M20 WB OnSlip	U	-	-	381	Inf	Inf	0.0%	381
2/2	M20 WB OnSlip	U	-	-	757	Inf	Inf	0.0%	757
3/2+3/1	A292 Hythe Rd Left Ahead	U	32	-	404	1940:1741	33+542	70.3 : 70.3%	404
3/3	A292 Hythe Rd Ahead	U	32	-	397	1940	616	64.5%	397
4/1	A292 Hythe Rd	U	-	-	490	Inf	Inf	0.0%	490
5/1	A292 Hythe Rd Ahead	U	85	-	490	1800	1488	32.9%	490
6/1	Hythe Road Ahead	U	-	-	23	Inf	Inf	0.0%	23
6/2	Hythe Road Ahead	U	-	-	397	Inf	Inf	0.0%	397
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0





Full Input Data And Results

3/1	266	-	0.0	0.1	0.1	1.9	0.3	0.1	0.4
3/2	334	-	0.0	0.1	0.2	1.9	0.2	0.1	0.4
4/1	548	-	2.3	0.6	2.9	19.3	10.4	0.6	11.0
4/2	485	-	1.6	0.5	2.1	15.7	8.8	0.5	9.3
4/3	233	-	1.9	0.2	2.1	31.7	6.1	0.2	6.3
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	-	-	-	Inf	Inf	-	-	Inf
<b>J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)</b>	-	<b>0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.9</b>	-	-	-	-
1/1	692	-	0.0	0.3	0.3	1.6	0.0	0.3	0.3
1/2	679	-	0.0	0.3	0.3	1.6	0.0	0.3	0.3
1/3	600	-	0.0	0.2	0.2	1.5	0.0	0.2	0.2
<b>J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)</b>	-	<b>0</b>	<b>7.3</b>	<b>3.0</b>	<b>10.3</b>	-	-	-	-
1/2+1/1	634	-	2.3	0.3	2.6	14.9	5.1	0.3	5.5
1/3+1/4	406	-	1.4	0.2	1.5	13.7	3.2	0.2	3.4
2/1	692	-	0.1	0.5	0.5	2.8	0.8	0.5	1.3
2/2	411	-	0.0	0.2	0.2	1.7	0.0	0.2	0.2
3/1	268	-	1.2	0.4	1.6	21.9	5.7	0.4	6.1
3/2	345	-	0.9	0.7	1.6	16.3	3.9	0.7	4.6
3/3	255	-	1.4	0.4	1.8	24.9	7.3	0.4	7.7
4/1	579	-	0.0	0.2	0.2	1.3	0.0	0.2	0.2
4/2	668	-	0.0	0.2	0.2	1.3	0.0	0.2	0.2
5/1	692	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	411	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	-	-	-	Inf	Inf	-	-	Inf
<b>J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)</b>	-	<b>0</b>	<b>8.6</b>	<b>3.5</b>	<b>12.1</b>	-	-	-	-

Full Input Data And Results

1/1	757	-	1.6	1.2	2.9	13.7	9.7	1.2	11.0																																																															
2/1	381	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																																															
2/2	757	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																																															
3/2+3/1	404	-	3.5	1.2	4.6	41.3	9.9	1.2	11.1																																																															
3/3	397	-	3.4	0.9	4.3	38.6	9.8	0.9	10.7																																																															
4/1	490	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																																															
5/1	490	-	0.1	0.2	0.3	2.3	0.8	0.2	1.0																																																															
6/1	23	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																																															
6/2	397	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																																															
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf																																																															
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf																																																															
Ped Link: P3	0	-	-	-	Inf	Inf	-	-	Inf																																																															
<table border="0"> <tbody> <tr> <td>C1 - e84038</td> <td>PRC for Signalled Lanes (%):</td> <td>92.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>5.06</td> <td>Cycle Time (s):</td> <td>104</td> </tr> <tr> <td>C2 - e84039</td> <td>PRC for Signalled Lanes (%):</td> <td>36.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>13.17</td> <td>Cycle Time (s):</td> <td>104</td> </tr> <tr> <td>C3 - e84040</td> <td>PRC for Signalled Lanes (%):</td> <td>85.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>8.45</td> <td>Cycle Time (s):</td> <td>104</td> </tr> <tr> <td>C4 - e84041</td> <td>Stream: 1 PRC for Signalled Lanes (%):</td> <td>26.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>13.62</td> <td>Cycle Time (s):</td> <td>104</td> </tr> <tr> <td>C4 - e84041</td> <td>Stream: 2 PRC for Signalled Lanes (%):</td> <td>296.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.32</td> <td>Cycle Time (s):</td> <td>104</td> </tr> <tr> <td>C5 - e84043</td> <td>Stream: 1 PRC for Signalled Lanes (%):</td> <td>58.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>9.12</td> <td>Cycle Time (s):</td> <td>104</td> </tr> <tr> <td>C5 - e84043</td> <td>Stream: 2 PRC for Signalled Lanes (%):</td> <td>89.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.75</td> <td>Cycle Time (s):</td> <td>104</td> </tr> <tr> <td>C6 - e84044</td> <td>PRC for Signalled Lanes (%):</td> <td>26.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>12.10</td> <td>Cycle Time (s):</td> <td>104</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%):</td> <td>26.3</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>64.22</td> <td></td> <td></td> </tr> </tbody> </table>										C1 - e84038	PRC for Signalled Lanes (%):	92.8	Total Delay for Signalled Lanes (pcuHr):	5.06	Cycle Time (s):	104	C2 - e84039	PRC for Signalled Lanes (%):	36.6	Total Delay for Signalled Lanes (pcuHr):	13.17	Cycle Time (s):	104	C3 - e84040	PRC for Signalled Lanes (%):	85.3	Total Delay for Signalled Lanes (pcuHr):	8.45	Cycle Time (s):	104	C4 - e84041	Stream: 1 PRC for Signalled Lanes (%):	26.7	Total Delay for Signalled Lanes (pcuHr):	13.62	Cycle Time (s):	104	C4 - e84041	Stream: 2 PRC for Signalled Lanes (%):	296.4	Total Delay for Signalled Lanes (pcuHr):	0.32	Cycle Time (s):	104	C5 - e84043	Stream: 1 PRC for Signalled Lanes (%):	58.6	Total Delay for Signalled Lanes (pcuHr):	9.12	Cycle Time (s):	104	C5 - e84043	Stream: 2 PRC for Signalled Lanes (%):	89.1	Total Delay for Signalled Lanes (pcuHr):	0.75	Cycle Time (s):	104	C6 - e84044	PRC for Signalled Lanes (%):	26.3	Total Delay for Signalled Lanes (pcuHr):	12.10	Cycle Time (s):	104		PRC Over All Lanes (%):	26.3	Total Delay Over All Lanes(pcuHr):	64.22		
C1 - e84038	PRC for Signalled Lanes (%):	92.8	Total Delay for Signalled Lanes (pcuHr):	5.06	Cycle Time (s):	104																																																																		
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Full Input Data And Results

Scenario 4: 'PM 2044\_it5' (FG18: ' PM 2044\_it5', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J1 M20Junction 10</b>	-	-	-	-	-	-	-	<b>79.4%</b>	-
<b>J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)</b>	-	-	-	-	-	-	-	<b>46.2%</b>	-
1/1	Right	U	46	-	267	1806	816	32.7%	267
1/2	Right	U	46	-	164	1806	816	20.1%	164
2/2+2/1	Hythe Road EB Left	U	46	-	506	1767:1737	536+558	46.2 : 46.2%	506
<b>J2: M20 Junction 10 / M20 EB Offslip (e84039)</b>	-	-	-	-	-	-	-	<b>67.8%</b>	-
1/1	Kennington Road	U	-	-	453	1940	1940	23.4%	453
1/2	Kennington Road	U	-	-	62	2080	2080	3.0%	62
2/2+2/1	M20 EB Off-Slip Ahead Left	U	65	-	790	1804:1796	894+480	57.5 : 57.5%	790
2/3	M20 EB Off-Slip Ahead	U	65	-	590	1747	1109	53.2%	590
3/1	Ahead	U	26	-	302	1806	469	64.4%	302
3/2	Right Ahead	U	26	-	318	1806	469	67.8%	318
3/3	Right	U	26	-	317	1806	469	67.6%	317
<b>J3: M20 Junction 10 / A2070 Kennington Road (e84040)</b>	-	-	-	-	-	-	-	<b>62.4%</b>	-
1/2+1/1	Kennington Road Left Ahead	U	35	-	480	1828:1762	390+514	53.1 : 53.1%	480
1/3	Kennington Road Ahead	U	35	-	315	1775	614	51.3%	315
2/1	Ahead	U	56	-	381	1806	990	38.5%	381
2/2	Ahead	U	56	-	282	1806	990	28.5%	282
2/3	Ahead	U	56	-	521	1806	990	52.6%	521
2/4	Ahead	U	56	-	618	1806	990	62.4%	618
<b>J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)</b>	-	-	-	-	-	-	-	<b>77.8%</b>	-
1/1	Hythe Road SB Ahead	U	24	-	155	1809	435	35.6%	155

Full Input Data And Results

1/2+1/3	Hythe Road SB Ahead	U	24	-	536	1841:1796	379+310	77.8 : 77.8%	536
2/1	Hythe Road	U	-	-	513	Inf	Inf	0.0%	513
2/2	Hythe Road	U	-	-	423	Inf	Inf	0.0%	423
3/1	Ahead	U	84	-	513	1800	1471	34.9%	513
3/2	Ahead	U	84	-	423	1800	1471	28.8%	423
4/1	Right	U	67	-	728	1806	1181	61.7%	728
4/2	Right	U	67	-	592	1806	1181	50.1%	592
4/3	Right	U	67	-	341	1806	1181	28.9%	341
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)</b>	-	-	-	-	-	-	-	<b>49.1%</b>	-
1/1	Ahead	U	-	-	883	1806	1806	48.9%	883
1/2	Ahead Right	U	-	-	887	1806	1806	49.1%	887
1/3	Right	U	-	-	582	1806	1806	32.2%	582
<b>J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)</b>	-	-	-	-	-	-	-	<b>66.4%</b>	-
1/2+1/1	A2070 Bad Munstereifel Rd Left	U	50	-	743	1798:1798	740+696	51.8 : 51.8%	743
1/3+1/4	A2070 Bad Munstereifel Rd Left	U	50	-	322	1798:1798	753+594	23.9 : 23.9%	322
2/1	A2070 Ahead	U	83	-	883	1800	1454	60.7%	883
2/2	A2070 Ahead	U	83	-	423	1800	1454	29.1%	423
3/1	Ahead	U	40	-	464	1806	712	65.2%	464
3/2	Ahead	U	40	-	473	1806	712	66.4%	473
3/3	Ahead	U	40	-	109	1806	712	15.3%	109
4/1	Hythe Road Ahead Ahead2	U	-	-	824	1940	1940	42.5%	824
4/2	Hythe Road Ahead Ahead2	U	-	-	856	2080	2080	41.2%	856
5/1	Bad Munstereifel Rd	U	-	-	883	Inf	Inf	0.0%	883

Full Input Data And Results

5/2	Bad Munstereifel Rd	U	-	-	423	Inf	Inf	0.0%	423
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)</b>	-	-	-	-	-	-	-	<b>79.4%</b>	-
1/1	M20 WB OnSlip Right	U	68	-	954	1811	1202	79.4%	954
2/1	M20 WB OnSlip	U	-	-	240	Inf	Inf	0.0%	240
2/2	M20 WB OnSlip	U	-	-	954	Inf	Inf	0.0%	954
3/2+3/1	A292 Hythe Rd Left Ahead	U	24	-	413	1940:1741	224+310	77.3 : 77.3%	413
3/3	A292 Hythe Rd Ahead	U	24	-	333	1940	466	71.4%	333
4/1	A292 Hythe Rd	U	-	-	726	Inf	Inf	0.0%	726
5/1	A292 Hythe Rd Ahead	U	85	-	726	1800	1488	48.8%	726
6/1	Hythe Road Ahead	U	-	-	173	Inf	Inf	0.0%	173
6/2	Hythe Road Ahead	U	-	-	333	Inf	Inf	0.0%	333
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0



Full Input Data And Results

3/1	513	-	0.1	0.3	0.3	2.4	0.6	0.3	0.9
3/2	423	-	0.1	0.2	0.3	2.3	0.7	0.2	0.9
4/1	728	-	1.2	0.8	2.0	9.8	10.3	0.8	11.1
4/2	592	-	0.7	0.5	1.2	7.5	8.7	0.5	9.2
4/3	341	-	1.2	0.2	1.4	15.0	5.1	0.2	5.3
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	-	-	-	Inf	Inf	-	-	Inf
<b>J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)</b>	-	<b>0</b>	<b>0.0</b>	<b>1.2</b>	<b>1.2</b>	-	-	-	-
1/1	883	-	0.0	0.5	0.5	1.9	0.0	0.5	0.5
1/2	887	-	0.0	0.5	0.5	2.0	0.0	0.5	0.5
1/3	582	-	0.0	0.2	0.2	1.5	0.0	0.2	0.2
<b>J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)</b>	-	<b>0</b>	<b>8.8</b>	<b>4.4</b>	<b>13.2</b>	-	-	-	-
1/2+1/1	743	-	3.5	0.5	4.1	19.6	7.1	0.5	7.7
1/3+1/4	322	-	1.3	0.2	1.5	16.6	2.9	0.2	3.1
2/1	883	-	0.3	0.8	1.0	4.2	3.0	0.8	3.8
2/2	423	-	0.0	0.2	0.2	1.7	0.0	0.2	0.2
3/1	464	-	1.7	0.9	2.6	20.3	11.7	0.9	12.6
3/2	473	-	1.8	1.0	2.8	21.3	7.9	1.0	8.9
3/3	109	-	0.2	0.1	0.3	8.7	2.6	0.1	2.7
4/1	824	-	0.0	0.4	0.4	1.6	0.0	0.4	0.4
4/2	856	-	0.0	0.3	0.3	1.5	0.0	0.3	0.3
5/1	883	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	423	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	-	-	-	Inf	Inf	-	-	Inf
<b>J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)</b>	-	<b>0</b>	<b>9.7</b>	<b>5.3</b>	<b>15.0</b>	-	-	-	-

Full Input Data And Results

1/1	954	-	2.2	1.9	4.1	15.6	15.3	1.9	17.2
2/1	240	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2/2	954	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2+3/1	413	-	4.0	1.7	5.7	49.4	8.4	1.7	10.0
3/3	333	-	3.4	1.2	4.6	49.5	8.8	1.2	10.0
4/1	726	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	726	-	0.1	0.5	0.6	3.0	1.6	0.5	2.0
6/1	173	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/2	333	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	-	-	-	Inf	Inf	-	-	Inf
C1 - e84038	PRC for Signalled Lanes (%):	94.6	Total Delay for Signalled Lanes (pcuHr):	4.14	Cycle Time (s):	104			
C2 - e84039	PRC for Signalled Lanes (%):	32.7	Total Delay for Signalled Lanes (pcuHr):	12.45	Cycle Time (s):	104			
C3 - e84040	PRC for Signalled Lanes (%):	44.1	Total Delay for Signalled Lanes (pcuHr):	13.75	Cycle Time (s):	104			
C4 - e84041	Stream: 1 PRC for Signalled Lanes (%):	15.6	Total Delay for Signalled Lanes (pcuHr):	13.30	Cycle Time (s):	104			
C4 - e84041	Stream: 2 PRC for Signalled Lanes (%):	158.1	Total Delay for Signalled Lanes (pcuHr):	0.61	Cycle Time (s):	104			
C5 - e84043	Stream: 1 PRC for Signalled Lanes (%):	35.5	Total Delay for Signalled Lanes (pcuHr):	11.21	Cycle Time (s):	104			
C5 - e84043	Stream: 2 PRC for Signalled Lanes (%):	48.2	Total Delay for Signalled Lanes (pcuHr):	1.23	Cycle Time (s):	104			
C6 - e84044	PRC for Signalled Lanes (%):	13.4	Total Delay for Signalled Lanes (pcuHr):	14.98	Cycle Time (s):	104			
	PRC Over All Lanes (%):	13.4	Total Delay Over All Lanes(pcuHr):	73.74					



Full Input Data And Results

Scenario 5: 'AM 2046 DM\_it5' (FG19: 'AM 2046 DM\_it5', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J1 M20Junction 10</b>	-	-	-	-	-	-	-	<b>72.0%</b>	-
<b>J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)</b>	-	-	-	-	-	-	-	<b>47.8%</b>	-
1/1	Right	U	53	-	360	1806	938	38.4%	360
1/2	Right	U	53	-	306	1806	938	32.6%	306
2/2+2/1	Hythe Road EB Left	U	39	-	426	1767:1737	544+347	47.8 : 47.8%	426
<b>J2: M20 Junction 10 / M20 EB Offslip (e84039)</b>	-	-	-	-	-	-	-	<b>71.4%</b>	-
1/1	Kennington Road	U	-	-	681	1940	1940	35.1%	681
1/2	Kennington Road	U	-	-	263	2080	2080	12.6%	263
2/2+2/1	M20 EB Off-Slip Ahead Left	U	60	-	795	1804:1796	755+681	55.4 : 55.4%	795
2/3	M20 EB Off-Slip Ahead	U	60	-	438	1747	1025	42.7%	438
3/1	Ahead	U	31	-	397	1806	556	71.4%	397
3/2	Right Ahead	U	31	-	379	1806	556	68.2%	379
3/3	Right	U	31	-	316	1806	556	56.9%	316
<b>J3: M20 Junction 10 / A2070 Kennington Road (e84040)</b>	-	-	-	-	-	-	-	<b>47.2%</b>	-
1/2+1/1	Kennington Road Left Ahead	U	31	-	246	1828:1762	460+460	26.7 : 26.7%	246
1/3	Kennington Road Ahead	U	31	-	258	1775	546	47.2%	258
2/1	Ahead	U	60	-	209	1806	1059	19.7%	209
2/2	Ahead	U	60	-	280	1806	1059	26.4%	280
2/3	Ahead	U	60	-	425	1806	1059	40.1%	425
2/4	Ahead	U	60	-	467	1806	1059	44.1%	467
<b>J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)</b>	-	-	-	-	-	-	-	<b>71.3%</b>	-
1/1	Hythe Road SB Ahead	U	37	-	146	1809	661	22.1%	146

Full Input Data And Results

1/2+1/3	Hythe Road SB Ahead	U	37	-	589	1841:1796	288+539	71.3 : 71.3%	589
2/1	Hythe Road	U	-	-	284	Inf	Inf	0.0%	284
2/2	Hythe Road	U	-	-	328	Inf	Inf	0.0%	328
3/1	Ahead	U	84	-	284	1800	1471	19.3%	284
3/2	Ahead	U	84	-	328	1800	1471	22.3%	328
4/1	Right	U	54	-	548	1806	955	57.4%	548
4/2	Right	U	54	-	501	1806	955	52.5%	501
4/3	Right	U	54	-	224	1806	955	23.5%	224
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)</b>	-	-	-	-	-	-	-	<b>39.1%</b>	-
1/1	Ahead	U	-	-	694	1806	1806	38.4%	694
1/2	Ahead Right	U	-	-	706	1806	1806	39.1%	706
1/3	Right	U	-	-	608	1806	1806	33.7%	608
<b>J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)</b>	-	-	-	-	-	-	-	<b>53.5%</b>	-
1/2+1/1	A2070 Bad Munstereifel Rd Left	U	53	-	617	1798:1798	763+746	40.9 : 40.9%	617
1/3+1/4	A2070 Bad Munstereifel Rd Left	U	53	-	411	1798:1798	768+714	27.7 : 27.7%	411
2/1	A2070 Ahead	U	83	-	694	1800	1454	47.7%	694
2/2	A2070 Ahead	U	83	-	416	1800	1454	28.6%	416
3/1	Ahead	U	37	-	290	1806	660	43.9%	290
3/2	Ahead	U	37	-	353	1806	660	53.5%	353
3/3	Ahead	U	37	-	255	1806	660	38.6%	255
4/1	Hythe Road Ahead Ahead2	U	-	-	595	1940	1940	30.7%	595
4/2	Hythe Road Ahead Ahead2	U	-	-	665	2080	2080	32.0%	665
5/1	Bad Munstereifel Rd	U	-	-	694	Inf	Inf	0.0%	694

Full Input Data And Results

5/2	Bad Munstereifel Rd	U	-	-	416	Inf	Inf	0.0%	416
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)</b>	-	-	-	-	-	-	-	<b>72.0%</b>	-
1/1	M20 WB OnSlip Right	U	60	-	765	1811	1062	72.0%	765
2/1	M20 WB OnSlip	U	-	-	386	Inf	Inf	0.0%	386
2/2	M20 WB OnSlip	U	-	-	765	Inf	Inf	0.0%	765
3/2+3/1	A292 Hythe Rd Left Ahead	U	32	-	406	1940:1741	28+545	70.8 : 70.8%	406
3/3	A292 Hythe Rd Ahead	U	32	-	406	1940	616	66.0%	406
4/1	A292 Hythe Rd	U	-	-	495	Inf	Inf	0.0%	495
5/1	A292 Hythe Rd Ahead	U	85	-	495	1800	1488	33.3%	495
6/1	Hythe Road Ahead	U	-	-	20	Inf	Inf	0.0%	20
6/2	Hythe Road Ahead	U	-	-	406	Inf	Inf	0.0%	406
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0



Full Input Data And Results

3/1	284	-	0.0	0.1	0.2	2.0	0.3	0.1	0.4
3/2	328	-	0.0	0.1	0.2	1.8	0.2	0.1	0.4
4/1	548	-	2.4	0.7	3.1	20.1	10.4	0.7	11.1
4/2	501	-	1.8	0.6	2.3	16.8	9.2	0.6	9.8
4/3	224	-	1.9	0.2	2.0	32.3	5.9	0.2	6.1
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	-	-	-	Inf	Inf	-	-	Inf
<b>J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)</b>	-	<b>0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.9</b>	-	-	-	-
1/1	694	-	0.0	0.3	0.3	1.6	0.0	0.3	0.3
1/2	706	-	0.0	0.3	0.3	1.6	0.0	0.3	0.3
1/3	608	-	0.0	0.3	0.3	1.5	0.0	0.3	0.3
<b>J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)</b>	-	<b>0</b>	<b>7.5</b>	<b>2.9</b>	<b>10.4</b>	-	-	-	-
1/2+1/1	617	-	2.5	0.3	2.8	16.5	5.2	0.3	5.5
1/3+1/4	411	-	1.6	0.2	1.7	15.3	3.3	0.2	3.5
2/1	694	-	0.1	0.5	0.5	2.8	0.8	0.5	1.3
2/2	416	-	0.0	0.2	0.2	1.7	0.0	0.2	0.2
3/1	290	-	1.2	0.4	1.6	19.9	5.9	0.4	6.3
3/2	353	-	0.9	0.6	1.5	15.1	4.3	0.6	4.8
3/3	255	-	1.2	0.3	1.5	21.7	7.2	0.3	7.5
4/1	595	-	0.0	0.2	0.2	1.3	0.0	0.2	0.2
4/2	665	-	0.0	0.2	0.2	1.3	0.0	0.2	0.2
5/1	694	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	416	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	-	-	-	Inf	Inf	-	-	Inf
<b>J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)</b>	-	<b>0</b>	<b>8.5</b>	<b>3.7</b>	<b>12.2</b>	-	-	-	-

Full Input Data And Results

1/1	765	-	1.5	1.3	2.8	13.1	9.2	1.3	10.5																																																															
2/1	386	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																																															
2/2	765	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																																															
3/2+3/1	406	-	3.5	1.2	4.7	41.7	10.1	1.2	11.3																																																															
3/3	406	-	3.5	1.0	4.4	39.2	10.0	1.0	11.0																																																															
4/1	495	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																																															
5/1	495	-	0.1	0.2	0.3	2.2	0.6	0.2	0.9																																																															
6/1	20	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																																															
6/2	406	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																																															
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf																																																															
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf																																																															
Ped Link: P3	0	-	-	-	Inf	Inf	-	-	Inf																																																															
<table border="0"> <tbody> <tr> <td>C1 - e84038</td> <td>PRC for Signalled Lanes (%):</td> <td>88.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>5.42</td> <td>Cycle Time (s):</td> <td>104</td> </tr> <tr> <td>C2 - e84039</td> <td>PRC for Signalled Lanes (%):</td> <td>26.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>12.66</td> <td>Cycle Time (s):</td> <td>104</td> </tr> <tr> <td>C3 - e84040</td> <td>PRC for Signalled Lanes (%):</td> <td>90.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>8.50</td> <td>Cycle Time (s):</td> <td>104</td> </tr> <tr> <td>C4 - e84041</td> <td>Stream: 1 PRC for Signalled Lanes (%):</td> <td>26.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>13.88</td> <td>Cycle Time (s):</td> <td>104</td> </tr> <tr> <td>C4 - e84041</td> <td>Stream: 2 PRC for Signalled Lanes (%):</td> <td>303.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.32</td> <td>Cycle Time (s):</td> <td>104</td> </tr> <tr> <td>C5 - e84043</td> <td>Stream: 1 PRC for Signalled Lanes (%):</td> <td>68.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>9.20</td> <td>Cycle Time (s):</td> <td>104</td> </tr> <tr> <td>C5 - e84043</td> <td>Stream: 2 PRC for Signalled Lanes (%):</td> <td>88.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.75</td> <td>Cycle Time (s):</td> <td>104</td> </tr> <tr> <td>C6 - e84044</td> <td>PRC for Signalled Lanes (%):</td> <td>25.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>12.22</td> <td>Cycle Time (s):</td> <td>104</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%):</td> <td>25.0</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>64.63</td> <td></td> <td></td> </tr> </tbody> </table>										C1 - e84038	PRC for Signalled Lanes (%):	88.2	Total Delay for Signalled Lanes (pcuHr):	5.42	Cycle Time (s):	104	C2 - e84039	PRC for Signalled Lanes (%):	26.0	Total Delay for Signalled Lanes (pcuHr):	12.66	Cycle Time (s):	104	C3 - e84040	PRC for Signalled Lanes (%):	90.5	Total Delay for Signalled Lanes (pcuHr):	8.50	Cycle Time (s):	104	C4 - e84041	Stream: 1 PRC for Signalled Lanes (%):	26.2	Total Delay for Signalled Lanes (pcuHr):	13.88	Cycle Time (s):	104	C4 - e84041	Stream: 2 PRC for Signalled Lanes (%):	303.7	Total Delay for Signalled Lanes (pcuHr):	0.32	Cycle Time (s):	104	C5 - e84043	Stream: 1 PRC for Signalled Lanes (%):	68.2	Total Delay for Signalled Lanes (pcuHr):	9.20	Cycle Time (s):	104	C5 - e84043	Stream: 2 PRC for Signalled Lanes (%):	88.5	Total Delay for Signalled Lanes (pcuHr):	0.75	Cycle Time (s):	104	C6 - e84044	PRC for Signalled Lanes (%):	25.0	Total Delay for Signalled Lanes (pcuHr):	12.22	Cycle Time (s):	104		PRC Over All Lanes (%):	25.0	Total Delay Over All Lanes(pcuHr):	64.63		
C1 - e84038	PRC for Signalled Lanes (%):	88.2	Total Delay for Signalled Lanes (pcuHr):	5.42	Cycle Time (s):	104																																																																		
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C5 - e84043	Stream: 1 PRC for Signalled Lanes (%):	68.2	Total Delay for Signalled Lanes (pcuHr):	9.20	Cycle Time (s):	104																																																																		
C5 - e84043	Stream: 2 PRC for Signalled Lanes (%):	88.5	Total Delay for Signalled Lanes (pcuHr):	0.75	Cycle Time (s):	104																																																																		
C6 - e84044	PRC for Signalled Lanes (%):	25.0	Total Delay for Signalled Lanes (pcuHr):	12.22	Cycle Time (s):	104																																																																		
	PRC Over All Lanes (%):	25.0	Total Delay Over All Lanes(pcuHr):	64.63																																																																				

Full Input Data And Results

**Scenario 6: 'PM 2046 DM\_it5'** (FG20: 'PM 2046 DM\_it5', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J1 M20Junction 10</b>	-	-	-	-	-	-	-	<b>79.2%</b>	-
<b>J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)</b>	-	-	-	-	-	-	-	<b>45.7%</b>	-
1/1	Right	U	45	-	282	1806	799	35.3%	282
1/2	Right	U	45	-	121	1806	799	15.1%	121
2/2+2/1	Hythe Road EB Left	U	47	-	510	1767:1737	551+565	45.7 : 45.7%	510
<b>J2: M20 Junction 10 / M20 EB Offslip (e84039)</b>	-	-	-	-	-	-	-	<b>67.4%</b>	-
1/1	Kennington Road	U	-	-	469	1940	1940	24.2%	469
1/2	Kennington Road	U	-	-	52	2080	2080	2.5%	52
2/2+2/1	M20 EB Off-Slip Ahead Left	U	65	-	809	1804:1796	896+477	59.0 : 59.0%	809
2/3	M20 EB Off-Slip Ahead	U	65	-	610	1747	1109	55.0%	610
3/1	Ahead	U	26	-	316	1806	469	67.4%	316
3/2	Right Ahead	U	26	-	300	1806	469	64.0%	300
3/3	Right	U	26	-	297	1806	469	63.3%	297
<b>J3: M20 Junction 10 / A2070 Kennington Road (e84040)</b>	-	-	-	-	-	-	-	<b>64.6%</b>	-
1/2+1/1	Kennington Road Left Ahead	U	35	-	482	1828:1762	390+514	53.3 : 53.3%	482
1/3	Kennington Road Ahead	U	35	-	320	1775	614	52.1%	320
2/1	Ahead	U	56	-	376	1806	990	38.0%	376
2/2	Ahead	U	56	-	260	1806	990	26.3%	260
2/3	Ahead	U	56	-	536	1806	990	54.2%	536
2/4	Ahead	U	56	-	639	1806	990	64.6%	639
<b>J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)</b>	-	-	-	-	-	-	-	<b>77.8%</b>	-
1/1	Hythe Road SB Ahead	U	25	-	157	1809	452	34.7%	157

Full Input Data And Results

1/2+1/3	Hythe Road SB Ahead	U	25	-	544	1841:1796	390+310	77.8 : 77.8%	544
2/1	Hythe Road	U	-	-	509	Inf	Inf	0.0%	509
2/2	Hythe Road	U	-	-	401	Inf	Inf	0.0%	401
3/1	Ahead	U	84	-	509	1800	1471	34.6%	509
3/2	Ahead	U	84	-	401	1800	1471	27.3%	401
4/1	Right	U	66	-	744	1806	1163	63.9%	744
4/2	Right	U	66	-	606	1806	1163	52.1%	606
4/3	Right	U	66	-	353	1806	1163	30.3%	353
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)</b>	-	-	-	-	-	-	-	<b>50.3%</b>	-
1/1	Ahead	U	-	-	901	1806	1806	49.9%	901
1/2	Ahead Right	U	-	-	909	1806	1806	50.3%	909
1/3	Right	U	-	-	594	1806	1806	32.9%	594
<b>J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)</b>	-	-	-	-	-	-	-	<b>66.2%</b>	-
1/2+1/1	A2070 Bad Munstereifel Rd Left	U	49	-	736	1798:1798	731+685	52.0 : 52.0%	736
1/3+1/4	A2070 Bad Munstereifel Rd Left	U	49	-	292	1798:1798	783+332	26.2 : 26.2%	292
2/1	A2070 Ahead	U	83	-	901	1800	1454	62.0%	901
2/2	A2070 Ahead	U	83	-	440	1800	1454	30.3%	440
3/1	Ahead	U	41	-	469	1806	729	64.3%	469
3/2	Ahead	U	41	-	483	1806	729	66.2%	483
3/3	Ahead	U	41	-	111	1806	729	15.2%	111
4/1	Hythe Road Ahead Ahead2	U	-	-	825	1940	1940	42.5%	825
4/2	Hythe Road Ahead Ahead2	U	-	-	863	2080	2080	41.5%	863
5/1	Bad Munstereifel Rd	U	-	-	901	Inf	Inf	0.0%	901



Full Input Data And Results

5/2	Bad Munstereifel Rd	U	-	-	440	Inf	Inf	0.0%	440
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)</b>	-	-	-	-	-	-	-	<b>79.2%</b>	-
1/1	M20 WB OnSlip Right	U	68	-	952	1811	1202	79.2%	952
2/1	M20 WB OnSlip	U	-	-	237	Inf	Inf	0.0%	237
2/2	M20 WB OnSlip	U	-	-	952	Inf	Inf	0.0%	952
3/2+3/1	A292 Hythe Rd Left Ahead	U	24	-	416	1940:1741	232+307	77.2 : 77.2%	416
3/3	A292 Hythe Rd Ahead	U	24	-	331	1940	466	71.0%	331
4/1	A292 Hythe Rd	U	-	-	736	Inf	Inf	0.0%	736
5/1	A292 Hythe Rd Ahead	U	85	-	736	1800	1488	49.4%	736
6/1	Hythe Road Ahead	U	-	-	179	Inf	Inf	0.0%	179
6/2	Hythe Road Ahead	U	-	-	331	Inf	Inf	0.0%	331
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0



Full Input Data And Results

3/1	509	-	0.1	0.3	0.3	2.4	0.6	0.3	0.9
3/2	401	-	0.1	0.2	0.3	2.3	0.7	0.2	0.8
4/1	744	-	1.5	0.9	2.4	11.4	11.1	0.9	12.0
4/2	606	-	0.8	0.5	1.4	8.0	9.2	0.5	9.8
4/3	353	-	1.4	0.2	1.6	16.8	5.7	0.2	5.9
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	-	-	-	Inf	Inf	-	-	Inf
<b>J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)</b>	-	<b>0</b>	<b>0.0</b>	<b>1.2</b>	<b>1.2</b>	-	-	-	-
1/1	901	-	0.0	0.5	0.5	2.0	0.0	0.5	0.5
1/2	909	-	0.0	0.5	0.5	2.0	0.0	0.5	0.5
1/3	594	-	0.0	0.2	0.2	1.5	0.0	0.2	0.2
<b>J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)</b>	-	<b>0</b>	<b>8.8</b>	<b>4.4</b>	<b>13.2</b>	-	-	-	-
1/2+1/1	736	-	3.6	0.5	4.1	20.3	7.2	0.5	7.7
1/3+1/4	292	-	1.3	0.2	1.4	17.7	3.4	0.2	3.6
2/1	901	-	0.2	0.8	1.0	4.1	2.5	0.8	3.3
2/2	440	-	0.0	0.2	0.2	1.8	0.0	0.2	0.2
3/1	469	-	1.7	0.9	2.6	19.9	11.7	0.9	12.6
3/2	483	-	1.8	1.0	2.7	20.4	7.6	1.0	8.6
3/3	111	-	0.2	0.1	0.3	9.5	2.7	0.1	2.8
4/1	825	-	0.0	0.4	0.4	1.6	0.0	0.4	0.4
4/2	863	-	0.0	0.4	0.4	1.5	0.0	0.4	0.4
5/1	901	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	440	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	-	-	-	Inf	Inf	-	-	Inf
<b>J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)</b>	-	<b>0</b>	<b>9.7</b>	<b>5.2</b>	<b>14.9</b>	-	-	-	-

Full Input Data And Results

1/1	952	-	2.2	1.9	4.1	15.4	15.3	1.9	17.2																																																															
2/1	237	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																																															
2/2	952	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																																															
3/2+3/1	416	-	4.0	1.6	5.7	49.1	8.2	1.6	9.9																																																															
3/3	331	-	3.3	1.2	4.5	49.2	8.7	1.2	9.9																																																															
4/1	736	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																																															
5/1	736	-	0.1	0.5	0.6	3.1	1.6	0.5	2.1																																																															
6/1	179	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																																															
6/2	331	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																																															
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf																																																															
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf																																																															
Ped Link: P3	0	-	-	-	Inf	Inf	-	-	Inf																																																															
<table border="0"> <tbody> <tr> <td>C1 - e84038</td> <td>PRC for Signalled Lanes (%):</td> <td>97.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>3.84</td> <td>Cycle Time (s):</td> <td>104</td> </tr> <tr> <td>C2 - e84039</td> <td>PRC for Signalled Lanes (%):</td> <td>33.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>12.47</td> <td>Cycle Time (s):</td> <td>104</td> </tr> <tr> <td>C3 - e84040</td> <td>PRC for Signalled Lanes (%):</td> <td>39.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>14.26</td> <td>Cycle Time (s):</td> <td>104</td> </tr> <tr> <td>C4 - e84041</td> <td>Stream: 1 PRC for Signalled Lanes (%):</td> <td>15.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>13.95</td> <td>Cycle Time (s):</td> <td>104</td> </tr> <tr> <td>C4 - e84041</td> <td>Stream: 2 PRC for Signalled Lanes (%):</td> <td>160.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.59</td> <td>Cycle Time (s):</td> <td>104</td> </tr> <tr> <td>C5 - e84043</td> <td>Stream: 1 PRC for Signalled Lanes (%):</td> <td>35.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>11.21</td> <td>Cycle Time (s):</td> <td>104</td> </tr> <tr> <td>C5 - e84043</td> <td>Stream: 2 PRC for Signalled Lanes (%):</td> <td>45.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.25</td> <td>Cycle Time (s):</td> <td>104</td> </tr> <tr> <td>C6 - e84044</td> <td>PRC for Signalled Lanes (%):</td> <td>13.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>14.90</td> <td>Cycle Time (s):</td> <td>104</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%):</td> <td>13.6</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>74.60</td> <td></td> <td></td> </tr> </tbody> </table>										C1 - e84038	PRC for Signalled Lanes (%):	97.0	Total Delay for Signalled Lanes (pcuHr):	3.84	Cycle Time (s):	104	C2 - e84039	PRC for Signalled Lanes (%):	33.5	Total Delay for Signalled Lanes (pcuHr):	12.47	Cycle Time (s):	104	C3 - e84040	PRC for Signalled Lanes (%):	39.4	Total Delay for Signalled Lanes (pcuHr):	14.26	Cycle Time (s):	104	C4 - e84041	Stream: 1 PRC for Signalled Lanes (%):	15.7	Total Delay for Signalled Lanes (pcuHr):	13.95	Cycle Time (s):	104	C4 - e84041	Stream: 2 PRC for Signalled Lanes (%):	160.1	Total Delay for Signalled Lanes (pcuHr):	0.59	Cycle Time (s):	104	C5 - e84043	Stream: 1 PRC for Signalled Lanes (%):	35.9	Total Delay for Signalled Lanes (pcuHr):	11.21	Cycle Time (s):	104	C5 - e84043	Stream: 2 PRC for Signalled Lanes (%):	45.2	Total Delay for Signalled Lanes (pcuHr):	1.25	Cycle Time (s):	104	C6 - e84044	PRC for Signalled Lanes (%):	13.6	Total Delay for Signalled Lanes (pcuHr):	14.90	Cycle Time (s):	104		PRC Over All Lanes (%):	13.6	Total Delay Over All Lanes(pcuHr):	74.60		
C1 - e84038	PRC for Signalled Lanes (%):	97.0	Total Delay for Signalled Lanes (pcuHr):	3.84	Cycle Time (s):	104																																																																		
C2 - e84039	PRC for Signalled Lanes (%):	33.5	Total Delay for Signalled Lanes (pcuHr):	12.47	Cycle Time (s):	104																																																																		
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C5 - e84043	Stream: 1 PRC for Signalled Lanes (%):	35.9	Total Delay for Signalled Lanes (pcuHr):	11.21	Cycle Time (s):	104																																																																		
C5 - e84043	Stream: 2 PRC for Signalled Lanes (%):	45.2	Total Delay for Signalled Lanes (pcuHr):	1.25	Cycle Time (s):	104																																																																		
C6 - e84044	PRC for Signalled Lanes (%):	13.6	Total Delay for Signalled Lanes (pcuHr):	14.90	Cycle Time (s):	104																																																																		
	PRC Over All Lanes (%):	13.6	Total Delay Over All Lanes(pcuHr):	74.60																																																																				

Full Input Data And Results

Scenario 7: 'AM DS 2037\_it6' (FG21: 'AM DS 2037\_it6', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J1 M20Junction 10</b>	-	-	-	-	-	-	-	<b>72.5%</b>	-
<b>J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)</b>	-	-	-	-	-	-	-	<b>48.5%</b>	-
1/1	Right	U	51	-	343	1806	903	38.0%	343
1/2	Right	U	51	-	309	1806	903	34.2%	309
2/2+2/1	Hythe Road EB Left	U	41	-	429	1767:1737	585+299	48.5 : 48.5%	429
<b>J2: M20 Junction 10 / M20 EB Offslip (e84039)</b>	-	-	-	-	-	-	-	<b>72.1%</b>	-
1/1	Kennington Road	U	-	-	654	1940	1940	33.7%	654
1/2	Kennington Road	U	-	-	259	2080	2080	12.5%	259
2/2+2/1	M20 EB Off-Slip Ahead Left	U	61	-	791	1804:1796	771+667	55.0 : 55.0%	791
2/3	M20 EB Off-Slip Ahead	U	61	-	439	1747	1041	42.2%	439
3/1	Ahead	U	30	-	388	1806	538	72.1%	388
3/2	Right Ahead	U	30	-	373	1806	538	69.3%	373
3/3	Right	U	30	-	320	1806	538	59.4%	320
<b>J3: M20 Junction 10 / A2070 Kennington Road (e84040)</b>	-	-	-	-	-	-	-	<b>44.9%</b>	-
1/2+1/1	Kennington Road Left Ahead	U	32	-	259	1828:1762	364+485	30.5 : 30.5%	259
1/3	Kennington Road Ahead	U	32	-	253	1775	563	44.9%	253
2/1	Ahead	U	59	-	215	1806	1042	20.6%	215
2/2	Ahead	U	59	-	283	1806	1042	27.2%	283
2/3	Ahead	U	59	-	436	1806	1042	41.8%	436
2/4	Ahead	U	59	-	464	1806	1042	44.5%	464
<b>J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)</b>	-	-	-	-	-	-	-	<b>72.3%</b>	-
1/1	Hythe Road SB Ahead	U	41	-	140	1809	731	19.2%	140

Full Input Data And Results

1/2+1/3	Hythe Road SB Ahead	U	41	-	648	1841:1796	313+584	72.3 : 72.3%	648
2/1	Hythe Road	U	-	-	303	Inf	Inf	0.0%	303
2/2	Hythe Road	U	-	-	343	Inf	Inf	0.0%	343
3/1	Ahead	U	84	-	303	1800	1471	20.6%	303
3/2	Ahead	U	84	-	343	1800	1471	23.3%	343
4/1	Right	U	50	-	547	1806	886	61.8%	547
4/2	Right	U	50	-	495	1806	886	55.9%	495
4/3	Right	U	50	-	222	1806	886	25.1%	222
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)</b>	-	-	-	-	-	-	-	<b>39.9%</b>	-
1/1	Ahead	U	-	-	687	1806	1806	38.0%	687
1/2	Ahead Right	U	-	-	721	1806	1806	39.9%	721
1/3	Right	U	-	-	644	1806	1806	35.7%	644
<b>J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)</b>	-	-	-	-	-	-	-	<b>59.7%</b>	-
1/2+1/1	A2070 Bad Munstereifel Rd Left	U	55	-	604	1798:1798	781+765	39.1 : 39.1%	604
1/3+1/4	A2070 Bad Munstereifel Rd Left	U	55	-	381	1798:1798	858+353	31.5 : 31.5%	381
2/1	A2070 Ahead	U	83	-	687	1800	1454	47.3%	687
2/2	A2070 Ahead	U	83	-	422	1800	1454	29.0%	422
3/1	Ahead	U	35	-	299	1806	625	47.8%	299
3/2	Ahead	U	35	-	373	1806	625	59.7%	373
3/3	Ahead	U	35	-	271	1806	625	43.3%	271
4/1	Hythe Road Ahead Ahead2	U	-	-	598	1940	1940	30.8%	598
4/2	Hythe Road Ahead Ahead2	U	-	-	678	2080	2080	32.6%	678
5/1	Bad Munstereifel Rd	U	-	-	687	Inf	Inf	0.0%	687

Full Input Data And Results

5/2	Bad Munstereifel Rd	U	-	-	422	Inf	Inf	0.0%	422
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)</b>	-	-	-	-	-	-	-	<b>72.5%</b>	-
1/1	M20 WB OnSlip Right	U	62	-	784	1811	1097	71.5%	784
2/1	M20 WB OnSlip	U	-	-	365	Inf	Inf	0.0%	365
2/2	M20 WB OnSlip	U	-	-	784	Inf	Inf	0.0%	784
3/2+3/1	A292 Hythe Rd Left Ahead	U	30	-	395	1940:1741	41+503	72.5 : 72.5%	395
3/3	A292 Hythe Rd Ahead	U	30	-	399	1940	578	69.0%	399
4/1	A292 Hythe Rd	U	-	-	492	Inf	Inf	0.0%	492
5/1	A292 Hythe Rd Ahead	U	85	-	492	1800	1488	33.1%	492
6/1	Hythe Road Ahead	U	-	-	30	Inf	Inf	0.0%	30
6/2	Hythe Road Ahead	U	-	-	399	Inf	Inf	0.0%	399
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0





Full Input Data And Results

3/1	303	-	0.0	0.1	0.2	2.0	0.4	0.1	0.5
3/2	343	-	0.0	0.2	0.2	1.9	0.3	0.2	0.4
4/1	547	-	3.2	0.8	4.0	26.1	11.6	0.8	12.4
4/2	495	-	2.6	0.6	3.2	23.5	10.4	0.6	11.0
4/3	222	-	2.0	0.2	2.1	34.4	6.0	0.2	6.1
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	-	-	-	Inf	Inf	-	-	Inf
<b>J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)</b>	-	<b>0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.9</b>	-	-	-	-
1/1	687	-	0.0	0.3	0.3	1.6	0.0	0.3	0.3
1/2	721	-	0.0	0.3	0.3	1.7	0.0	0.3	0.3
1/3	644	-	0.0	0.3	0.3	1.5	0.0	0.3	0.3
<b>J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)</b>	-	<b>0</b>	<b>8.4</b>	<b>3.2</b>	<b>11.6</b>	-	-	-	-
1/2+1/1	604	-	2.2	0.3	2.6	15.2	4.8	0.3	5.1
1/3+1/4	381	-	1.3	0.2	1.6	14.9	4.2	0.2	4.4
2/1	687	-	0.1	0.4	0.5	2.8	0.8	0.4	1.2
2/2	422	-	0.0	0.2	0.2	1.7	0.0	0.2	0.2
3/1	299	-	1.7	0.5	2.2	26.3	6.6	0.5	7.1
3/2	373	-	1.2	0.7	1.9	18.6	4.8	0.7	5.6
3/3	271	-	1.8	0.4	2.2	29.1	7.8	0.4	8.1
4/1	598	-	0.0	0.2	0.2	1.3	0.0	0.2	0.2
4/2	678	-	0.0	0.2	0.2	1.3	0.0	0.2	0.2
5/1	687	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	422	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	-	-	-	Inf	Inf	-	-	Inf
<b>J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)</b>	-	<b>0</b>	<b>8.9</b>	<b>3.9</b>	<b>12.8</b>	-	-	-	-

Full Input Data And Results

1/1	784	-	1.7	1.2	2.9	13.4	10.9	1.2	12.1
2/1	365	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2/2	784	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2+3/1	395	-	3.5	1.3	4.8	44.1	9.8	1.3	11.1
3/3	399	-	3.6	1.1	4.7	42.2	10.1	1.1	11.2
4/1	492	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	492	-	0.1	0.2	0.3	2.3	0.7	0.2	1.0
6/1	30	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/2	399	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	-	-	-	Inf	Inf	-	-	Inf
C1 - e84038	PRC for Signalled Lanes (%)	85.5	Total Delay for Signalled Lanes (pcuHr)	4.82	Cycle Time (s)	104			
C2 - e84039	PRC for Signalled Lanes (%)	24.9	Total Delay for Signalled Lanes (pcuHr)	14.85	Cycle Time (s)	104			
C3 - e84040	PRC for Signalled Lanes (%)	100.4	Total Delay for Signalled Lanes (pcuHr)	8.68	Cycle Time (s)	104			
C4 - e84041	Stream: 1 PRC for Signalled Lanes (%)	24.5	Total Delay for Signalled Lanes (pcuHr)	15.67	Cycle Time (s)	104			
C4 - e84041	Stream: 2 PRC for Signalled Lanes (%)	286.0	Total Delay for Signalled Lanes (pcuHr)	0.35	Cycle Time (s)	104			
C5 - e84043	Stream: 1 PRC for Signalled Lanes (%)	50.8	Total Delay for Signalled Lanes (pcuHr)	10.43	Cycle Time (s)	104			
C5 - e84043	Stream: 2 PRC for Signalled Lanes (%)	90.5	Total Delay for Signalled Lanes (pcuHr)	0.73	Cycle Time (s)	104			
C6 - e84044	PRC for Signalled Lanes (%)	24.1	Total Delay for Signalled Lanes (pcuHr)	12.76	Cycle Time (s)	104			
	PRC Over All Lanes (%)	24.1	Total Delay Over All Lanes(pcuHr)	70.00					

Full Input Data And Results

Scenario 8: 'PM DS 2037\_it6' (FG22: 'PM DS 2037\_it6', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J1 M20Junction 10</b>	-	-	-	-	-	-	-	<b>78.7%</b>	-
<b>J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)</b>	-	-	-	-	-	-	-	<b>46.2%</b>	-
1/1	Right	U	47	-	287	1806	834	34.4%	287
1/2	Right	U	47	-	188	1806	834	22.6%	188
2/2+2/1	Hythe Road EB Left	U	45	-	500	1767:1737	535+548	46.2 : 46.2%	500
<b>J2: M20 Junction 10 / M20 EB Offslip (e84039)</b>	-	-	-	-	-	-	-	<b>68.5%</b>	-
1/1	Kennington Road	U	-	-	463	1940	1940	23.9%	463
1/2	Kennington Road	U	-	-	74	2080	2080	3.6%	74
2/2+2/1	M20 EB Off-Slip Ahead Left	U	64	-	829	1804:1796	876+489	60.7 : 60.7%	829
2/3	M20 EB Off-Slip Ahead	U	64	-	587	1747	1092	53.8%	587
3/1	Ahead	U	27	-	317	1806	486	65.2%	317
3/2	Right Ahead	U	27	-	333	1806	486	68.5%	333
3/3	Right	U	27	-	325	1806	486	66.8%	325
<b>J3: M20 Junction 10 / A2070 Kennington Road (e84040)</b>	-	-	-	-	-	-	-	<b>61.5%</b>	-
1/2+1/1	Kennington Road Left Ahead	U	34	-	428	1828:1762	301+520	52.1 : 52.1%	428
1/3	Kennington Road Ahead	U	34	-	351	1775	597	58.8%	351
2/1	Ahead	U	57	-	410	1806	1007	40.7%	410
2/2	Ahead	U	57	-	286	1806	1007	28.4%	286
2/3	Ahead	U	57	-	539	1806	1007	53.5%	539
2/4	Ahead	U	57	-	619	1806	1007	61.5%	619
<b>J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)</b>	-	-	-	-	-	-	-	<b>77.7%</b>	-
1/1	Hythe Road SB Ahead	U	25	-	176	1809	452	38.9%	176

Full Input Data And Results

1/2+1/3	Hythe Road SB Ahead	U	25	-	588	1841:1796	382+374	77.7 : 77.7%	588
2/1	Hythe Road	U	-	-	541	Inf	Inf	0.0%	541
2/2	Hythe Road	U	-	-	426	Inf	Inf	0.0%	426
3/1	Ahead	U	84	-	541	1800	1471	36.8%	541
3/2	Ahead	U	84	-	426	1800	1471	29.0%	426
4/1	Right	U	66	-	696	1806	1163	59.8%	696
4/2	Right	U	66	-	626	1806	1163	53.8%	626
4/3	Right	U	66	-	344	1806	1163	29.6%	344
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)</b>	-	-	-	-	-	-	-	<b>51.1%</b>	-
1/1	Ahead	U	-	-	872	1806	1806	48.3%	872
1/2	Ahead Right	U	-	-	923	1806	1806	51.1%	923
1/3	Right	U	-	-	635	1806	1806	35.2%	635
<b>J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)</b>	-	-	-	-	-	-	-	<b>68.7%</b>	-
1/2+1/1	A2070 Bad Munstereifel Rd Left	U	50	-	744	1798:1798	737+718	51.1 : 51.1%	744
1/3+1/4	A2070 Bad Munstereifel Rd Left	U	50	-	329	1798:1798	749+620	24.0 : 24.0%	329
2/1	A2070 Ahead	U	83	-	872	1800	1454	60.0%	872
2/2	A2070 Ahead	U	83	-	475	1800	1454	32.7%	475
3/1	Ahead	U	40	-	448	1806	712	62.9%	448
3/2	Ahead	U	40	-	489	1806	712	68.7%	489
3/3	Ahead	U	40	-	146	1806	712	20.5%	146
4/1	Hythe Road Ahead Ahead2	U	-	-	815	1940	1940	42.0%	815
4/2	Hythe Road Ahead Ahead2	U	-	-	866	2080	2080	41.6%	866
5/1	Bad Munstereifel Rd	U	-	-	872	Inf	Inf	0.0%	872

Full Input Data And Results

5/2	Bad Munstereifel Rd	U	-	-	475	Inf	Inf	0.0%	475
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)</b>	-	-	-	-	-	-	-	<b>78.7%</b>	-
1/1	M20 WB OnSlip Right	U	68	-	946	1811	1202	78.7%	946
2/1	M20 WB OnSlip	U	-	-	246	Inf	Inf	0.0%	246
2/2	M20 WB OnSlip	U	-	-	946	Inf	Inf	0.0%	946
3/2+3/1	A292 Hythe Rd Left Ahead	U	24	-	409	1940:1741	210+317	77.7 : 77.7%	409
3/3	A292 Hythe Rd Ahead	U	24	-	337	1940	466	72.3%	337
4/1	A292 Hythe Rd	U	-	-	735	Inf	Inf	0.0%	735
5/1	A292 Hythe Rd Ahead	U	85	-	735	1800	1488	49.4%	735
6/1	Hythe Road Ahead	U	-	-	163	Inf	Inf	0.0%	163
6/2	Hythe Road Ahead	U	-	-	337	Inf	Inf	0.0%	337
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0



Full Input Data And Results

3/1	541	-	0.1	0.3	0.4	2.4	0.6	0.3	0.9
3/2	426	-	0.1	0.2	0.3	2.3	0.7	0.2	0.9
4/1	696	-	1.0	0.7	1.8	9.1	9.9	0.7	10.6
4/2	626	-	1.4	0.6	2.0	11.3	10.4	0.6	10.9
4/3	344	-	1.4	0.2	1.6	17.0	5.9	0.2	6.1
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	-	-	-	Inf	Inf	-	-	Inf
<b>J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)</b>	-	<b>0</b>	<b>0.0</b>	<b>1.3</b>	<b>1.3</b>	-	-	-	-
1/1	872	-	0.0	0.5	0.5	1.9	0.0	0.5	0.5
1/2	923	-	0.0	0.5	0.5	2.0	0.0	0.5	0.5
1/3	635	-	0.0	0.3	0.3	1.5	0.0	0.3	0.3
<b>J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)</b>	-	<b>0</b>	<b>8.6</b>	<b>4.4</b>	<b>13.0</b>	-	-	-	-
1/2+1/1	744	-	3.5	0.5	4.0	19.6	7.0	0.5	7.5
1/3+1/4	329	-	1.4	0.2	1.5	16.6	2.9	0.2	3.1
2/1	872	-	0.3	0.7	1.0	4.2	3.5	0.7	4.3
2/2	475	-	0.0	0.2	0.2	1.8	0.0	0.2	0.3
3/1	448	-	1.5	0.8	2.3	18.5	10.2	0.8	11.1
3/2	489	-	1.7	1.1	2.8	20.7	7.7	1.1	8.8
3/3	146	-	0.3	0.1	0.4	9.5	3.7	0.1	3.8
4/1	815	-	0.0	0.4	0.4	1.6	0.0	0.4	0.4
4/2	866	-	0.0	0.4	0.4	1.5	0.0	0.4	0.4
5/1	872	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	475	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	-	-	-	Inf	Inf	-	-	Inf
<b>J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)</b>	-	<b>0</b>	<b>9.5</b>	<b>5.3</b>	<b>14.8</b>	-	-	-	-

Full Input Data And Results

1/1	946	-	2.0	1.8	3.8	14.6	14.4	1.8	16.2
2/1	246	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2/2	946	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2+3/1	409	-	4.0	1.7	5.7	50.0	8.5	1.7	10.2
3/3	337	-	3.4	1.3	4.7	50.0	8.9	1.3	10.2
4/1	735	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	735	-	0.1	0.5	0.6	3.0	1.4	0.5	1.9
6/1	163	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/2	337	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	-	-	-	Inf	Inf	-	-	Inf
C1 - e84038	PRC for Signalled Lanes (%)	94.8	Total Delay for Signalled Lanes (pcuHr)	4.22	Cycle Time (s)	104			
C2 - e84039	PRC for Signalled Lanes (%)	31.4	Total Delay for Signalled Lanes (pcuHr)	13.15	Cycle Time (s)	104			
C3 - e84040	PRC for Signalled Lanes (%)	46.4	Total Delay for Signalled Lanes (pcuHr)	14.06	Cycle Time (s)	104			
C4 - e84041	Stream: 1 PRC for Signalled Lanes (%)	15.8	Total Delay for Signalled Lanes (pcuHr)	14.65	Cycle Time (s)	104			
C4 - e84041	Stream: 2 PRC for Signalled Lanes (%)	144.7	Total Delay for Signalled Lanes (pcuHr)	0.63	Cycle Time (s)	104			
C5 - e84043	Stream: 1 PRC for Signalled Lanes (%)	31.0	Total Delay for Signalled Lanes (pcuHr)	11.05	Cycle Time (s)	104			
C5 - e84043	Stream: 2 PRC for Signalled Lanes (%)	50.1	Total Delay for Signalled Lanes (pcuHr)	1.26	Cycle Time (s)	104			
C6 - e84044	PRC for Signalled Lanes (%)	14.3	Total Delay for Signalled Lanes (pcuHr)	14.81	Cycle Time (s)	104			
	PRC Over All Lanes (%)	14.3	Total Delay Over All Lanes(pcuHr)	75.98					



Full Input Data And Results

Scenario 9: 'AM DS 2044\_it6' (FG23: 'AM DS 2044\_it6', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J1 M20Junction 10</b>	-	-	-	-	-	-	-	<b>73.3%</b>	-
<b>J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)</b>	-	-	-	-	-	-	-	<b>48.9%</b>	-
1/1	Right	U	53	-	391	1806	938	41.7%	391
1/2	Right	U	53	-	309	1806	938	33.0%	309
2/2+2/1	Hythe Road EB Left	U	39	-	445	1767:1737	536+374	48.9 : 48.9%	445
<b>J2: M20 Junction 10 / M20 EB Offslip (e84039)</b>	-	-	-	-	-	-	-	<b>69.2%</b>	-
1/1	Kennington Road	U	-	-	690	1940	1940	35.6%	690
1/2	Kennington Road	U	-	-	288	2080	2080	13.8%	288
2/2+2/1	M20 EB Off-Slip Ahead Left	U	51	-	884	1804:1796	674+604	69.2 : 69.2%	884
2/3	M20 EB Off-Slip Ahead	U	51	-	488	1747	874	55.9%	488
3/1	Ahead	U	40	-	410	1806	712	57.6%	410
3/2	Right Ahead	U	40	-	400	1806	712	56.2%	400
3/3	Right	U	40	-	335	1806	712	47.1%	335
<b>J3: M20 Junction 10 / A2070 Kennington Road (e84040)</b>	-	-	-	-	-	-	-	<b>58.1%</b>	-
1/2+1/1	Kennington Road Left Ahead	U	25	-	267	1828:1762	358+413	34.6 : 34.6%	267
1/3	Kennington Road Ahead	U	25	-	258	1775	444	58.1%	258
2/1	Ahead	U	66	-	250	1806	1163	21.5%	250
2/2	Ahead	U	66	-	329	1806	1163	28.3%	329
2/3	Ahead	U	66	-	458	1806	1163	39.4%	458
2/4	Ahead	U	66	-	502	1806	1163	43.1%	502
<b>J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)</b>	-	-	-	-	-	-	-	<b>73.0%</b>	-
1/1	Hythe Road SB Ahead	U	46	-	182	1809	818	22.3%	182

Full Input Data And Results

1/2+1/3	Hythe Road SB Ahead	U	46	-	719	1841:1796	345+640	73.0 : 73.0%	719
2/1	Hythe Road	U	-	-	328	Inf	Inf	0.0%	328
2/2	Hythe Road	U	-	-	394	Inf	Inf	0.0%	394
3/1	Ahead	U	84	-	328	1800	1471	22.3%	328
3/2	Ahead	U	84	-	394	1800	1471	26.8%	394
4/1	Right	U	45	-	582	1806	799	72.9%	582
4/2	Right	U	45	-	530	1806	799	66.3%	530
4/3	Right	U	45	-	230	1806	799	28.8%	230
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)</b>	-	-	-	-	-	-	-	<b>43.3%</b>	-
1/1	Ahead	U	-	-	764	1806	1806	42.3%	764
1/2	Ahead Right	U	-	-	782	1806	1806	43.3%	782
1/3	Right	U	-	-	697	1806	1806	38.6%	697
<b>J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)</b>	-	-	-	-	-	-	-	<b>62.1%</b>	-
1/2+1/1	A2070 Bad Munstereifel Rd Left	U	54	-	595	1798:1798	778+711	40.0 : 40.0%	595
1/3+1/4	A2070 Bad Munstereifel Rd Left	U	54	-	402	1798:1798	786+657	27.9 : 27.9%	402
2/1	A2070 Ahead	U	83	-	764	1800	1454	52.6%	764
2/2	A2070 Ahead	U	83	-	455	1800	1454	31.3%	455
3/1	Ahead	U	36	-	327	1806	643	50.9%	327
3/2	Ahead	U	36	-	399	1806	643	62.1%	399
3/3	Ahead	U	36	-	298	1806	643	46.4%	298
4/1	Hythe Road Ahead Ahead2	U	-	-	611	1940	1940	31.5%	611
4/2	Hythe Road Ahead Ahead2	U	-	-	710	2080	2080	34.1%	710
5/1	Bad Munstereifel Rd	U	-	-	764	Inf	Inf	0.0%	764

Full Input Data And Results

5/2	Bad Munstereifel Rd	U	-	-	455	Inf	Inf	0.0%	455
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)</b>	-	-	-	-	-	-	-	<b>73.3%</b>	-
1/1	M20 WB OnSlip Right	U	61	-	791	1811	1080	73.3%	791
2/1	M20 WB OnSlip	U	-	-	390	Inf	Inf	0.0%	390
2/2	M20 WB OnSlip	U	-	-	791	Inf	Inf	0.0%	791
3/2+3/1	A292 Hythe Rd Left Ahead	U	31	-	404	1940:1741	19+535	72.9 : 72.9%	404
3/3	A292 Hythe Rd Ahead	U	31	-	431	1940	597	72.2%	431
4/1	A292 Hythe Rd	U	-	-	530	Inf	Inf	0.0%	530
5/1	A292 Hythe Rd Ahead	U	85	-	530	1800	1488	35.6%	530
6/1	Hythe Road Ahead	U	-	-	14	Inf	Inf	0.0%	14
6/2	Hythe Road Ahead	U	-	-	431	Inf	Inf	0.0%	431
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0



Full Input Data And Results

3/1	328	-	0.0	0.1	0.1	1.6	0.0	0.1	0.1
3/2	394	-	0.0	0.2	0.2	2.1	0.3	0.2	0.5
4/1	582	-	5.8	1.3	7.2	44.3	16.8	1.3	18.1
4/2	530	-	4.9	1.0	5.9	40.1	15.3	1.0	16.3
4/3	230	-	1.9	0.2	2.1	32.8	6.6	0.2	6.8
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	-	-	-	Inf	Inf	-	-	Inf
<b>J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)</b>	-	<b>0</b>	<b>0.0</b>	<b>1.1</b>	<b>1.1</b>	-	-	-	-
1/1	764	-	0.0	0.4	0.4	1.7	0.0	0.4	0.4
1/2	782	-	0.0	0.4	0.4	1.8	0.0	0.4	0.4
1/3	697	-	0.0	0.3	0.3	1.6	0.0	0.3	0.3
<b>J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)</b>	-	<b>0</b>	<b>9.8</b>	<b>3.6</b>	<b>13.3</b>	-	-	-	-
1/2+1/1	595	-	2.3	0.3	2.6	15.9	5.1	0.3	5.4
1/3+1/4	402	-	1.5	0.2	1.6	14.7	3.3	0.2	3.5
2/1	764	-	0.1	0.6	0.7	3.1	3.5	0.6	4.1
2/2	455	-	0.0	0.2	0.2	1.8	0.0	0.2	0.2
3/1	327	-	2.3	0.5	2.9	31.5	7.6	0.5	8.1
3/2	399	-	1.3	0.8	2.1	18.9	4.9	0.8	5.8
3/3	298	-	2.3	0.4	2.7	33.1	8.6	0.4	9.0
4/1	611	-	0.0	0.2	0.2	1.4	0.0	0.2	0.2
4/2	710	-	0.0	0.3	0.3	1.3	0.0	0.3	0.3
5/1	764	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	455	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	-	-	-	Inf	Inf	-	-	Inf
<b>J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)</b>	-	<b>0</b>	<b>9.2</b>	<b>4.2</b>	<b>13.4</b>	-	-	-	-

Full Input Data And Results

1/1	791	-	1.7	1.4	3.1	13.9	9.8	1.4	11.1
2/1	390	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2/2	791	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2+3/1	404	-	3.6	1.3	4.9	43.9	10.2	1.3	11.5
3/3	431	-	3.8	1.3	5.1	42.7	11.0	1.3	12.3
4/1	530	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	530	-	0.0	0.3	0.3	2.2	1.5	0.3	1.8
6/1	14	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/2	431	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	-	-	-	Inf	Inf	-	-	Inf
C1 - e84038	PRC for Signalled Lanes (%)	84.0	Total Delay for Signalled Lanes (pcuHr)	4.91	Cycle Time (s)	104			
C2 - e84039	PRC for Signalled Lanes (%)	30.1	Total Delay for Signalled Lanes (pcuHr)	14.40	Cycle Time (s)	104			
C3 - e84040	PRC for Signalled Lanes (%)	54.8	Total Delay for Signalled Lanes (pcuHr)	10.83	Cycle Time (s)	104			
C4 - e84041	Stream: 1 PRC for Signalled Lanes (%)	23.3	Total Delay for Signalled Lanes (pcuHr)	21.55	Cycle Time (s)	104			
C4 - e84041	Stream: 2 PRC for Signalled Lanes (%)	236.1	Total Delay for Signalled Lanes (pcuHr)	0.37	Cycle Time (s)	104			
C5 - e84043	Stream: 1 PRC for Signalled Lanes (%)	44.9	Total Delay for Signalled Lanes (pcuHr)	11.96	Cycle Time (s)	104			
C5 - e84043	Stream: 2 PRC for Signalled Lanes (%)	71.3	Total Delay for Signalled Lanes (pcuHr)	0.89	Cycle Time (s)	104			
C6 - e84044	PRC for Signalled Lanes (%)	22.8	Total Delay for Signalled Lanes (pcuHr)	13.42	Cycle Time (s)	104			
	PRC Over All Lanes (%)	22.8	Total Delay Over All Lanes(pcuHr)	80.24					

Full Input Data And Results

Scenario 10: 'PM DS 2044\_it6' (FG24: 'PM DS 2044\_it6', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J1 M20Junction 10</b>	-	-	-	-	-	-	-	<b>81.3%</b>	-
<b>J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)</b>	-	-	-	-	-	-	-	<b>50.0%</b>	-
1/1	Right	U	45	-	305	1806	799	38.2%	305
1/2	Right	U	45	-	187	1806	799	23.4%	187
2/2+2/1	Hythe Road EB Left	U	47	-	549	1767:1737	588+510	50.0 : 50.0%	549
<b>J2: M20 Junction 10 / M20 EB Offslip (e84039)</b>	-	-	-	-	-	-	-	<b>72.6%</b>	-
1/1	Kennington Road	U	-	-	490	1940	1940	25.3%	490
1/2	Kennington Road	U	-	-	65	2080	2080	3.1%	65
2/2+2/1	M20 EB Off-Slip Ahead Left	U	64	-	911	1804:1796	879+483	66.9 : 66.9%	911
2/3	M20 EB Off-Slip Ahead	U	64	-	664	1747	1092	60.8%	664
3/1	Ahead	U	27	-	339	1806	486	69.7%	339
3/2	Right Ahead	U	27	-	353	1806	486	72.6%	353
3/3	Right	U	27	-	349	1806	486	71.8%	349
<b>J3: M20 Junction 10 / A2070 Kennington Road (e84040)</b>	-	-	-	-	-	-	-	<b>67.5%</b>	-
1/2+1/1	Kennington Road Left Ahead	U	30	-	495	1828:1762	293+474	64.6 : 64.6%	495
1/3	Kennington Road Ahead	U	30	-	347	1775	529	65.6%	347
2/1	Ahead	U	61	-	460	1806	1077	42.7%	460
2/2	Ahead	U	61	-	291	1806	1077	27.0%	291
2/3	Ahead	U	61	-	583	1806	1077	54.1%	583
2/4	Ahead	U	61	-	727	1806	1077	67.5%	727
<b>J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)</b>	-	-	-	-	-	-	-	<b>75.5%</b>	-
1/1	Hythe Road SB Ahead	U	30	-	186	1809	539	34.5%	186

Full Input Data And Results

1/2+1/3	Hythe Road SB Ahead	U	30	-	618	1841:1796	432+387	75.5 : 75.5%	618
2/1	Hythe Road	U	-	-	592	Inf	Inf	0.0%	592
2/2	Hythe Road	U	-	-	465	Inf	Inf	0.0%	465
3/1	Ahead	U	84	-	592	1800	1471	40.2%	592
3/2	Ahead	U	84	-	465	1800	1471	31.6%	465
4/1	Right	U	61	-	772	1806	1077	71.7%	772
4/2	Right	U	61	-	704	1806	1077	65.4%	704
4/3	Right	U	61	-	370	1806	1077	34.4%	370
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)</b>	-	-	-	-	-	-	-	<b>57.0%</b>	-
1/1	Ahead	U	-	-	958	1806	1806	53.0%	958
1/2	Ahead Right	U	-	-	1030	1806	1806	57.0%	1030
1/3	Right	U	-	-	662	1806	1806	36.7%	662
<b>J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)</b>	-	-	-	-	-	-	-	<b>70.3%</b>	-
1/2+1/1	A2070 Bad Munstereifel Rd Left	U	49	-	749	1798:1798	729+708	52.1 : 52.1%	749
1/3+1/4	A2070 Bad Munstereifel Rd Left	U	49	-	343	1798:1798	755+502	27.3 : 27.3%	343
2/1	A2070 Ahead	U	83	-	958	1800	1454	65.9%	958
2/2	A2070 Ahead	U	83	-	557	1800	1454	38.3%	557
3/1	Ahead	U	41	-	473	1806	729	64.9%	473
3/2	Ahead	U	41	-	513	1806	729	70.3%	513
3/3	Ahead	U	41	-	149	1806	729	20.4%	149
4/1	Hythe Road Ahead Ahead2	U	-	-	842	1940	1940	43.4%	842
4/2	Hythe Road Ahead Ahead2	U	-	-	893	2080	2080	42.9%	893
5/1	Bad Munstereifel Rd	U	-	-	958	Inf	Inf	0.0%	958



Full Input Data And Results

5/2	Bad Munstereifel Rd	U	-	-	557	Inf	Inf	0.0%	557
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)</b>	-	-	-	-	-	-	-	<b>81.3%</b>	-
1/1	M20 WB OnSlip Right	U	68	-	973	1811	1202	81.0%	973
2/1	M20 WB OnSlip	U	-	-	243	Inf	Inf	0.0%	243
2/2	M20 WB OnSlip	U	-	-	973	Inf	Inf	0.0%	973
3/2+3/1	A292 Hythe Rd Left Ahead	U	24	-	448	1940:1741	252+299	81.3 : 81.3%	448
3/3	A292 Hythe Rd Ahead	U	24	-	344	1940	466	73.8%	344
4/1	A292 Hythe Rd	U	-	-	762	Inf	Inf	0.0%	762
5/1	A292 Hythe Rd Ahead	U	85	-	762	1800	1488	51.2%	762
6/1	Hythe Road Ahead	U	-	-	205	Inf	Inf	0.0%	205
6/2	Hythe Road Ahead	U	-	-	344	Inf	Inf	0.0%	344
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0



Full Input Data And Results

3/1	592	-	0.1	0.3	0.4	2.6	0.7	0.3	1.1
3/2	465	-	0.1	0.2	0.4	2.7	1.0	0.2	1.3
4/1	772	-	2.7	1.3	4.0	18.5	12.9	1.3	14.1
4/2	704	-	1.9	0.9	2.8	14.5	12.5	0.9	13.4
4/3	370	-	1.9	0.3	2.2	21.3	7.8	0.3	8.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	-	-	-	Inf	Inf	-	-	Inf
<b>J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)</b>	-	<b>0</b>	<b>0.0</b>	<b>1.5</b>	<b>1.5</b>	-	-	-	-
1/1	958	-	0.0	0.6	0.6	2.1	0.0	0.6	0.6
1/2	1030	-	0.0	0.7	0.7	2.3	0.0	0.7	0.7
1/3	662	-	0.0	0.3	0.3	1.6	0.0	0.3	0.3
<b>J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)</b>	-	<b>0</b>	<b>9.1</b>	<b>5.0</b>	<b>14.1</b>	-	-	-	-
1/2+1/1	749	-	3.7	0.5	4.2	20.3	7.2	0.5	7.7
1/3+1/4	343	-	1.5	0.2	1.7	17.5	3.4	0.2	3.6
2/1	958	-	0.2	1.0	1.1	4.2	1.7	1.0	2.6
2/2	557	-	0.0	0.3	0.3	2.0	0.0	0.3	0.3
3/1	473	-	1.6	0.9	2.5	19.0	10.1	0.9	11.0
3/2	513	-	1.8	1.2	2.9	20.5	7.1	1.2	8.2
3/3	149	-	0.4	0.1	0.6	13.6	3.9	0.1	4.0
4/1	842	-	0.0	0.4	0.4	1.6	0.0	0.4	0.4
4/2	893	-	0.0	0.4	0.4	1.5	0.0	0.4	0.4
5/1	958	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	557	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	-	-	-	Inf	Inf	-	-	Inf
<b>J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)</b>	-	<b>0</b>	<b>9.9</b>	<b>6.1</b>	<b>16.0</b>	-	-	-	-

Full Input Data And Results

1/1	973	-	1.9	2.1	4.0	14.8	15.3	2.1	17.3
2/1	243	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2/2	973	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2+3/1	448	-	4.4	2.1	6.5	52.1	9.0	2.1	11.1
3/3	344	-	3.5	1.4	4.9	50.9	9.2	1.4	10.5
4/1	762	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	762	-	0.1	0.5	0.7	3.1	1.6	0.5	2.1
6/1	205	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/2	344	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	-	-	-	Inf	Inf	-	-	Inf
C1 - e84038	PRC for Signalled Lanes (%)	80.1	Total Delay for Signalled Lanes (pcuHr)	4.63	Cycle Time (s)	104			
C2 - e84039	PRC for Signalled Lanes (%)	24.0	Total Delay for Signalled Lanes (pcuHr)	15.31	Cycle Time (s)	104			
C3 - e84040	PRC for Signalled Lanes (%)	33.3	Total Delay for Signalled Lanes (pcuHr)	16.03	Cycle Time (s)	104			
C4 - e84041	Stream: 1 PRC for Signalled Lanes (%)	19.1	Total Delay for Signalled Lanes (pcuHr)	17.57	Cycle Time (s)	104			
C4 - e84041	Stream: 2 PRC for Signalled Lanes (%)	123.7	Total Delay for Signalled Lanes (pcuHr)	0.78	Cycle Time (s)	104			
C5 - e84043	Stream: 1 PRC for Signalled Lanes (%)	28.0	Total Delay for Signalled Lanes (pcuHr)	11.89	Cycle Time (s)	104			
C5 - e84043	Stream: 2 PRC for Signalled Lanes (%)	36.6	Total Delay for Signalled Lanes (pcuHr)	1.43	Cycle Time (s)	104			
C6 - e84044	PRC for Signalled Lanes (%)	10.6	Total Delay for Signalled Lanes (pcuHr)	16.02	Cycle Time (s)	104			
	PRC Over All Lanes (%)	10.6	Total Delay Over All Lanes(pcuHr)	86.11					

Full Input Data And Results

Scenario 11: 'AM DS 2046\_it6' (FG25: 'AM DS 2046\_it6', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J1 M20Junction 10</b>	-	-	-	-	-	-	-	<b>74.8%</b>	-
<b>J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)</b>	-	-	-	-	-	-	-	<b>48.6%</b>	-
1/1	Right	U	55	-	400	1806	972	41.1%	400
1/2	Right	U	55	-	315	1806	972	32.4%	315
2/2+2/1	Hythe Road EB Left	U	37	-	452	1767:1737	498+432	48.6 : 48.6%	452
<b>J2: M20 Junction 10 / M20 EB Offslip (e84039)</b>	-	-	-	-	-	-	-	<b>67.5%</b>	-
1/1	Kennington Road	U	-	-	735	1940	1940	37.9%	735
1/2	Kennington Road	U	-	-	258	2080	2080	12.4%	258
2/2+2/1	M20 EB Off-Slip Ahead Left	U	50	-	863	1804:1796	659+619	67.5 : 67.5%	863
2/3	M20 EB Off-Slip Ahead	U	50	-	528	1747	857	61.6%	528
3/1	Ahead	U	41	-	451	1806	729	61.8%	451
3/2	Right Ahead	U	41	-	424	1806	729	58.1%	424
3/3	Right	U	41	-	292	1806	729	40.0%	292
<b>J3: M20 Junction 10 / A2070 Kennington Road (e84040)</b>	-	-	-	-	-	-	-	<b>69.5%</b>	-
1/2+1/1	Kennington Road Left Ahead	U	21	-	271	1828:1762	339+373	38.1 : 38.1%	271
1/3	Kennington Road Ahead	U	21	-	261	1775	375	69.5%	261
2/1	Ahead	U	70	-	300	1806	1233	24.3%	300
2/2	Ahead	U	70	-	283	1806	1233	23.0%	283
2/3	Ahead	U	70	-	426	1806	1233	34.6%	426
2/4	Ahead	U	70	-	556	1806	1233	45.1%	556
<b>J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)</b>	-	-	-	-	-	-	-	<b>73.6%</b>	-
1/1	Hythe Road SB Ahead	U	46	-	154	1809	818	18.8%	154

Full Input Data And Results

1/2+1/3	Hythe Road SB Ahead	U	46	-	741	1841:1796	382+625	73.6 : 73.6%	741
2/1	Hythe Road	U	-	-	376	Inf	Inf	0.0%	376
2/2	Hythe Road	U	-	-	349	Inf	Inf	0.0%	349
3/1	Ahead	U	84	-	376	1800	1471	25.6%	376
3/2	Ahead	U	84	-	349	1800	1471	23.7%	349
4/1	Right	U	45	-	555	1806	799	69.5%	555
4/2	Right	U	45	-	506	1806	799	63.3%	506
4/3	Right	U	45	-	311	1806	799	38.9%	311
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)</b>	-	-	-	-	-	-	-	<b>43.6%</b>	-
1/1	Ahead	U	-	-	709	1806	1806	39.3%	709
1/2	Ahead Right	U	-	-	787	1806	1806	43.6%	787
1/3	Right	U	-	-	771	1806	1806	42.7%	771
<b>J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)</b>	-	-	-	-	-	-	-	<b>65.6%</b>	-
1/2+1/1	A2070 Bad Munstereifel Rd Left	U	50	-	585	1798:1798	736+729	39.9 : 39.9%	585
1/3+1/4	A2070 Bad Munstereifel Rd Left	U	50	-	411	1798:1798	758+556	31.3 : 31.3%	411
2/1	A2070 Ahead	U	83	-	709	1800	1454	48.8%	709
2/2	A2070 Ahead	U	83	-	502	1800	1454	34.5%	502
3/1	Ahead	U	40	-	285	1806	712	40.0%	285
3/2	Ahead	U	40	-	467	1806	712	65.6%	467
3/3	Ahead	U	40	-	304	1806	712	42.7%	304
4/1	Hythe Road Ahead Ahead2	U	-	-	576	1940	1940	29.7%	576
4/2	Hythe Road Ahead Ahead2	U	-	-	761	2080	2080	36.6%	761
5/1	Bad Munstereifel Rd	U	-	-	709	Inf	Inf	0.0%	709

Full Input Data And Results

5/2	Bad Munstereifel Rd	U	-	-	502	Inf	Inf	0.0%	502
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)</b>	-	-	-	-	-	-	-	<b>74.8%</b>	-
1/1	M20 WB OnSlip Right	U	61	-	797	1811	1080	73.8%	797
2/1	M20 WB OnSlip	U	-	-	391	Inf	Inf	0.0%	391
2/2	M20 WB OnSlip	U	-	-	797	Inf	Inf	0.0%	797
3/2+3/1	A292 Hythe Rd Left Ahead	U	31	-	419	1940:1741	37+523	74.8 : 74.8%	419
3/3	A292 Hythe Rd Ahead	U	31	-	424	1940	597	71.0%	424
4/1	A292 Hythe Rd	U	-	-	540	Inf	Inf	0.0%	540
5/1	A292 Hythe Rd Ahead	U	85	-	540	1800	1488	36.3%	540
6/1	Hythe Road Ahead	U	-	-	28	Inf	Inf	0.0%	28
6/2	Hythe Road Ahead	U	-	-	424	Inf	Inf	0.0%	424
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0





Full Input Data And Results

3/1	376	-	0.0	0.2	0.2	1.7	0.0	0.2	0.2
3/2	349	-	0.0	0.2	0.2	1.8	0.1	0.2	0.3
4/1	555	-	6.1	1.1	7.2	46.8	16.0	1.1	17.2
4/2	506	-	4.6	0.9	5.5	38.8	14.6	0.9	15.5
4/3	311	-	2.5	0.3	2.8	32.9	9.0	0.3	9.3
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	-	-	-	Inf	Inf	-	-	Inf
<b>J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)</b>	-	<b>0</b>	<b>0.0</b>	<b>1.1</b>	<b>1.1</b>	-	-	-	-
1/1	709	-	0.0	0.3	0.3	1.6	0.0	0.3	0.3
1/2	787	-	0.0	0.4	0.4	1.8	0.0	0.4	0.4
1/3	771	-	0.0	0.4	0.4	1.7	0.0	0.4	0.4
<b>J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)</b>	-	<b>0</b>	<b>10.4</b>	<b>3.4</b>	<b>13.8</b>	-	-	-	-
1/2+1/1	585	-	2.6	0.3	3.0	18.2	5.1	0.3	5.5
1/3+1/4	411	-	1.7	0.2	2.0	17.3	4.0	0.2	4.2
2/1	709	-	0.1	0.5	0.6	2.9	3.0	0.5	3.5
2/2	502	-	0.0	0.3	0.3	1.9	0.0	0.3	0.3
3/1	285	-	2.3	0.3	2.7	33.8	8.1	0.3	8.4
3/2	467	-	1.2	0.9	2.1	16.6	4.6	0.9	5.6
3/3	304	-	2.4	0.4	2.7	32.6	8.7	0.4	9.1
4/1	576	-	0.0	0.2	0.2	1.3	0.0	0.2	0.2
4/2	761	-	0.0	0.3	0.3	1.4	0.0	0.3	0.3
5/1	709	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	502	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	-	-	-	Inf	Inf	-	-	Inf
<b>J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)</b>	-	<b>0</b>	<b>9.2</b>	<b>4.3</b>	<b>13.6</b>	-	-	-	-

Full Input Data And Results

1/1	797	-	1.7	1.4	3.1	14.0	9.7	1.4	11.1
2/1	391	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2/2	797	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2+3/1	419	-	3.7	1.5	5.2	44.6	10.6	1.5	12.0
3/3	424	-	3.8	1.2	5.0	42.2	10.8	1.2	12.0
4/1	540	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	540	-	0.0	0.3	0.3	2.2	2.5	0.3	2.8
6/1	28	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/2	424	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	-	-	-	Inf	Inf	-	-	Inf
C1 - e84038	PRC for Signalled Lanes (%)	85.2	Total Delay for Signalled Lanes (pcuHr)	4.80	Cycle Time (s)	104			
C2 - e84039	PRC for Signalled Lanes (%)	33.3	Total Delay for Signalled Lanes (pcuHr)	14.70	Cycle Time (s)	104			
C3 - e84040	PRC for Signalled Lanes (%)	29.5	Total Delay for Signalled Lanes (pcuHr)	10.70	Cycle Time (s)	104			
C4 - e84041	Stream: 1 PRC for Signalled Lanes (%)	22.3	Total Delay for Signalled Lanes (pcuHr)	21.88	Cycle Time (s)	104			
C4 - e84041	Stream: 2 PRC for Signalled Lanes (%)	252.1	Total Delay for Signalled Lanes (pcuHr)	0.35	Cycle Time (s)	104			
C5 - e84043	Stream: 1 PRC for Signalled Lanes (%)	37.2	Total Delay for Signalled Lanes (pcuHr)	12.50	Cycle Time (s)	104			
C5 - e84043	Stream: 2 PRC for Signalled Lanes (%)	84.6	Total Delay for Signalled Lanes (pcuHr)	0.83	Cycle Time (s)	104			
C6 - e84044	PRC for Signalled Lanes (%)	20.3	Total Delay for Signalled Lanes (pcuHr)	13.58	Cycle Time (s)	104			
	PRC Over All Lanes (%)	20.3	Total Delay Over All Lanes(pcuHr)	81.30					

Full Input Data And Results

**Scenario 12: 'PM DS 2046\_it6'** (FG26: 'PM DS 2046\_it6', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J1 M20Junction 10</b>	-	-	-	-	-	-	-	<b>83.5%</b>	-
<b>J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)</b>	-	-	-	-	-	-	-	<b>50.4%</b>	-
1/1	Right	U	45	-	318	1806	799	39.8%	318
1/2	Right	U	45	-	183	1806	799	22.9%	183
2/2+2/1	Hythe Road EB Left	U	47	-	559	1767:1737	583+526	50.4 : 50.4%	559
<b>J2: M20 Junction 10 / M20 EB Offslip (e84039)</b>	-	-	-	-	-	-	-	<b>73.0%</b>	-
1/1	Kennington Road	U	-	-	507	1940	1940	26.1%	507
1/2	Kennington Road	U	-	-	58	2080	2080	2.8%	58
2/2+2/1	M20 EB Off-Slip Ahead Left	U	64	-	958	1804:1796	868+509	69.6 : 69.6%	958
2/3	M20 EB Off-Slip Ahead	U	64	-	699	1747	1092	64.0%	699
3/1	Ahead	U	27	-	354	1806	486	72.8%	354
3/2	Right Ahead	U	27	-	355	1806	486	73.0%	355
3/3	Right	U	27	-	351	1806	486	72.2%	351
<b>J3: M20 Junction 10 / A2070 Kennington Road (e84040)</b>	-	-	-	-	-	-	-	<b>73.3%</b>	-
1/2+1/1	Kennington Road Left Ahead	U	28	-	494	1828:1762	276+453	67.8 : 67.8%	494
1/3	Kennington Road Ahead	U	28	-	363	1775	495	73.3%	363
2/1	Ahead	U	63	-	498	1806	1111	44.8%	498
2/2	Ahead	U	63	-	270	1806	1111	24.3%	270
2/3	Ahead	U	63	-	629	1806	1111	56.6%	629
2/4	Ahead	U	63	-	755	1806	1111	67.9%	755
<b>J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)</b>	-	-	-	-	-	-	-	<b>78.2%</b>	-
1/1	Hythe Road SB Ahead	U	29	-	188	1809	522	36.0%	188

Full Input Data And Results

1/2+1/3	Hythe Road SB Ahead	U	29	-	632	1841:1796	421+388	78.2 : 78.2%	632
2/1	Hythe Road	U	-	-	629	Inf	Inf	0.0%	629
2/2	Hythe Road	U	-	-	446	Inf	Inf	0.0%	446
3/1	Ahead	U	84	-	629	1800	1471	42.8%	629
3/2	Ahead	U	84	-	446	1800	1471	30.3%	446
4/1	Right	U	62	-	816	1806	1094	74.6%	816
4/2	Right	U	62	-	733	1806	1094	67.0%	733
4/3	Right	U	62	-	385	1806	1094	35.2%	385
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)</b>	-	-	-	-	-	-	-	<b>58.8%</b>	-
1/1	Ahead	U	-	-	1004	1806	1806	55.6%	1004
1/2	Ahead Right	U	-	-	1062	1806	1806	58.8%	1062
1/3	Right	U	-	-	688	1806	1806	38.1%	688
<b>J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)</b>	-	-	-	-	-	-	-	<b>71.4%</b>	-
1/2+1/1	A2070 Bad Munstereifel Rd Left	U	48	-	776	1798:1798	719+705	54.5 : 54.5%	776
1/3+1/4	A2070 Bad Munstereifel Rd Left	U	48	-	346	1798:1798	750+457	28.7 : 28.7%	346
2/1	A2070 Ahead	U	83	-	1004	1800	1454	69.1%	1004
2/2	A2070 Ahead	U	83	-	592	1800	1454	40.7%	592
3/1	Ahead	U	42	-	470	1806	747	62.9%	470
3/2	Ahead	U	42	-	533	1806	747	71.4%	533
3/3	Ahead	U	42	-	155	1806	747	20.8%	155
4/1	Hythe Road Ahead Ahead2	U	-	-	854	1940	1940	44.0%	854
4/2	Hythe Road Ahead Ahead2	U	-	-	925	2080	2080	44.5%	925
5/1	Bad Munstereifel Rd	U	-	-	1004	Inf	Inf	0.0%	1004

Full Input Data And Results

5/2	Bad Munstereifel Rd	U	-	-	592	Inf	Inf	0.0%	592
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)</b>	-	-	-	-	-	-	-	<b>83.5%</b>	-
1/1	M20 WB OnSlip Right	U	68	-	1003	1811	1202	83.5%	1003
2/1	M20 WB OnSlip	U	-	-	255	Inf	Inf	0.0%	255
2/2	M20 WB OnSlip	U	-	-	1003	Inf	Inf	0.0%	1003
3/2+3/1	A292 Hythe Rd Left Ahead	U	24	-	448	1940:1741	232+307	83.1 : 83.1%	448
3/3	A292 Hythe Rd Ahead	U	24	-	366	1940	466	78.5%	366
4/1	A292 Hythe Rd	U	-	-	776	Inf	Inf	0.0%	776
5/1	A292 Hythe Rd Ahead	U	85	-	776	1800	1488	52.1%	776
6/1	Hythe Road Ahead	U	-	-	193	Inf	Inf	0.0%	193
6/2	Hythe Road Ahead	U	-	-	366	Inf	Inf	0.0%	366
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0



Full Input Data And Results

3/1	629	-	0.1	0.4	0.5	2.8	2.7	0.4	3.0
3/2	446	-	0.1	0.2	0.3	2.6	0.8	0.2	1.1
4/1	816	-	2.7	1.5	4.1	18.3	13.4	1.5	14.8
4/2	733	-	1.8	1.0	2.8	13.8	12.4	1.0	13.4
4/3	385	-	2.1	0.3	2.4	22.2	8.4	0.3	8.7
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	-	-	-	Inf	Inf	-	-	Inf
<b>J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)</b>	-	<b>0</b>	<b>0.0</b>	<b>1.6</b>	<b>1.6</b>	-	-	-	-
1/1	1004	-	0.0	0.6	0.6	2.2	0.0	0.6	0.6
1/2	1062	-	0.0	0.7	0.7	2.4	0.0	0.7	0.7
1/3	688	-	0.0	0.3	0.3	1.6	0.0	0.3	0.3
<b>J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)</b>	-	<b>0</b>	<b>9.5</b>	<b>5.3</b>	<b>14.7</b>	-	-	-	-
1/2+1/1	776	-	4.0	0.6	4.6	21.3	7.6	0.6	8.2
1/3+1/4	346	-	1.6	0.2	1.8	18.3	3.7	0.2	3.9
2/1	1004	-	0.2	1.1	1.3	4.7	1.7	1.1	2.8
2/2	592	-	0.0	0.3	0.3	2.1	0.0	0.3	0.4
3/1	470	-	1.6	0.8	2.5	19.0	10.6	0.8	11.4
3/2	533	-	1.7	1.2	2.9	19.5	7.1	1.2	8.3
3/3	155	-	0.4	0.1	0.5	12.6	4.1	0.1	4.2
4/1	854	-	0.0	0.4	0.4	1.7	0.0	0.4	0.4
4/2	925	-	0.0	0.4	0.4	1.6	0.0	0.4	0.4
5/1	1004	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	592	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	-	-	-	Inf	Inf	-	-	Inf
<b>J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)</b>	-	<b>0</b>	<b>10.4</b>	<b>7.1</b>	<b>17.5</b>	-	-	-	-

Full Input Data And Results

1/1	1003	-	2.0	2.5	4.5	16.2	15.6	2.5	18.1
2/1	255	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2/2	1003	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2+3/1	448	-	4.4	2.3	6.8	54.3	9.4	2.3	11.8
3/3	366	-	3.8	1.8	5.5	54.3	9.9	1.8	11.6
4/1	776	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	776	-	0.1	0.5	0.7	3.2	1.7	0.5	2.3
6/1	193	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/2	366	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	-	-	-	Inf	Inf	-	-	Inf
C1 - e84038	PRC for Signalled Lanes (%)	78.6	Total Delay for Signalled Lanes (pcuHr)	4.70	Cycle Time (s)	104			
C2 - e84039	PRC for Signalled Lanes (%)	23.3	Total Delay for Signalled Lanes (pcuHr)	16.21	Cycle Time (s)	104			
C3 - e84040	PRC for Signalled Lanes (%)	22.7	Total Delay for Signalled Lanes (pcuHr)	17.09	Cycle Time (s)	104			
C4 - e84041	Stream: 1 PRC for Signalled Lanes (%)	15.1	Total Delay for Signalled Lanes (pcuHr)	18.50	Cycle Time (s)	104			
C4 - e84041	Stream: 2 PRC for Signalled Lanes (%)	110.5	Total Delay for Signalled Lanes (pcuHr)	0.81	Cycle Time (s)	104			
C5 - e84043	Stream: 1 PRC for Signalled Lanes (%)	26.1	Total Delay for Signalled Lanes (pcuHr)	12.28	Cycle Time (s)	104			
C5 - e84043	Stream: 2 PRC for Signalled Lanes (%)	30.3	Total Delay for Signalled Lanes (pcuHr)	1.65	Cycle Time (s)	104			
C6 - e84044	PRC for Signalled Lanes (%)	7.8	Total Delay for Signalled Lanes (pcuHr)	17.48	Cycle Time (s)	104			
	PRC Over All Lanes (%)	7.8	Total Delay Over All Lanes(pcuHr)	91.34					



**P.2 J2\_M20 J11**

<h1>Junctions 9</h1>
<h2>ARCADY 9 - Roundabout Module</h2>
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**Filename:** J2\_M20 J11 B2048 A20.j9

**Path:** \\hc-ukr-ln-fs-10\LN\_Proj\UA008926 Otterpool\D-Calcs\Modelling\DM\_it5\Appendix\Arcady Roundabout Analysis\J2 M20-J11-A20

**Report generation date:** 15/11/2018 10:02:08

- 
- »Base, AM
  - »Base, PM
  - »DM 2037, AM
  - »DM 2037, PM
  - »DM 2044, AM
  - »DM 2044, PM
  - »DM 2046, AM
  - »DM 2046, PM
  - »DS 2037, AM
  - »DS 2037, PM
  - »DS 2044, AM
  - »DS 2044, PM
  - »DS 2046, AM
  - »DS 2046, PM

### Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
<b>Base</b>								
Arm A	0.5	2.87	0.34	A	0.5	3.57	0.34	A
Arm B	0.7	2.19	0.40	A	0.5	1.92	0.32	A
Arm C	0.2	4.05	0.15	A	0.1	3.25	0.13	A
Arm D	0.4	3.44	0.28	A	0.8	4.22	0.45	A
Arm E	0.3	3.09	0.24	A	0.5	4.16	0.32	A
<b>DM 2037</b>								
Arm A	0.7	3.61	0.40	A	0.7	3.74	0.40	A
Arm B	0.7	2.26	0.43	A	0.5	2.03	0.35	A
Arm C	0.2	4.38	0.17	A	0.2	3.50	0.14	A
Arm D	0.7	4.44	0.42	A	0.9	4.52	0.47	A
Arm E	0.4	3.73	0.30	A	0.6	4.46	0.36	A
<b>DM 2044</b>								
Arm A	0.7	3.67	0.41	A	0.8	4.53	0.46	A
Arm B	0.8	2.39	0.45	A	0.5	2.03	0.35	A
Arm C	0.2	4.68	0.18	A	0.2	3.55	0.14	A
Arm D	0.7	4.49	0.41	A	1.3	5.55	0.57	A
Arm E	0.4	3.77	0.30	A	0.7	5.35	0.40	A
<b>DM 2046</b>								
Arm A	0.7	3.71	0.41	A	0.8	4.56	0.46	A
Arm B	0.8	2.40	0.46	A	0.5	2.05	0.35	A
Arm C	0.2	4.74	0.19	A	0.2	3.59	0.15	A
Arm D	0.7	4.61	0.43	A	1.3	5.60	0.57	A
Arm E	0.4	3.84	0.31	A	0.7	5.40	0.41	A
<b>DS 2037</b>								
Arm A	1.9	6.77	0.66	A	3.0	11.07	0.76	B
Arm B	2.0	3.90	0.67	A	1.4	3.11	0.58	A
Arm C	0.4	9.45	0.31	A	0.3	5.96	0.22	A
Arm D	2.1	11.04	0.69	B	5.7	22.65	0.86	C
Arm E	0.9	7.52	0.46	A	2.2	17.60	0.70	C
<b>DS 2044</b>								
Arm A	12.1	34.34	0.94	D	14.5	46.14	0.96	E
Arm B	3.2	5.44	0.76	A	2.2	4.10	0.69	A
Arm C	0.8	16.82	0.45	C	0.4	9.05	0.30	A
Arm D	6.0	28.69	0.87	D	119.8	360.33	1.27	F
Arm E	1.7	14.14	0.64	B	9.1	72.83	0.94	F
<b>DS 2046</b>								
Arm A	14.5	39.95	0.96	E	10.3	31.32	0.93	D
Arm B	3.9	6.41	0.80	A	2.4	4.38	0.71	A
Arm C	1.1	24.20	0.54	C	0.5	10.03	0.32	B
Arm D	11.3	53.96	0.95	F	156.5	480.43	1.37	F
Arm E	2.2	18.47	0.70	C	11.1	86.90	0.96	F

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	J2 Otterpool Park_Base Model AM PEAK
Location	M20 J11, B2068-A20
Site number	
Date	27/06/2017
Version	
Status	Base Model
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	

### Units

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

### Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	ONE HOUR	07:45	09:15	15	9
D2	Base	PM	ONE HOUR	16:30	18:00	15	9
D15	DM 2037	AM	ONE HOUR	07:45	09:15	15	9
D16	DM 2037	PM	ONE HOUR	16:30	18:00	15	9
D17	DM 2044	AM	ONE HOUR	07:45	09:15	15	9
D18	DM 2044	PM	ONE HOUR	16:30	18:00	15	9
D19	DM 2046	AM	ONE HOUR	07:45	09:15	15	9
D20	DM 2046	PM	ONE HOUR	16:30	18:00	15	9
D21	DS 2037	AM	ONE HOUR	07:45	09:15	15	9
D22	DS 2037	PM	ONE HOUR	16:30	18:00	15	9
D23	DS 2044	AM	ONE HOUR	07:45	09:15	15	9
D24	DS 2044	PM	ONE HOUR	16:30	18:00	15	9
D25	DS 2046	AM	ONE HOUR	07:45	09:15	15	9
D26	DS 2046	PM	ONE HOUR	16:30	18:00	15	9

### Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	9	100.000	100.000

# Base, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	A, B, C, D, E	2.80	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description
A	M20 OffSlip Westbound	
B	A20 Ashford Road	
C	Services	
D	M20 OffSlip Eastbound	
E	B2068	

### 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)	Exit only
A	5.38	7.20	28.0	64.6	226.8	21.0	
B	5.44	9.46	29.3	41.6	223.0	23.0	
C	3.98	7.14	27.1	28.9	223.0	41.0	
D	5.53	6.09	25.5	49.2	226.0	18.0	
E	3.08	6.63	25.5	41.4	223.0	31.0	

### Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry to-exit separation (m)
A	540	105.00
B	240	49.60
C	1140	33.90
D	720	108.00
E	720	42.00

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	1.028	2740
B	1.195	3327
C	0.788	2390
D	0.926	2432
E	0.843	2324

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	596	100.000
B		ONE HOUR	9	983	100.000
C		ONE HOUR	9	144	100.000
D		ONE HOUR	9	373	100.000
E		ONE HOUR	9	326	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To					
		\$	%	&	'	(	
From	\$	5	434	49	1	107	
	%	305	55	37	403	183	
	&	47	17	0	72	8	
	'	1	266	26	1	79	
	(	132	109	7	78	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To					
		\$	%	&	'	(	
From	\$	0	5	31	0	7	
	%	12	9	3	6	2	
	&	26	0	0	36	13	
	'	100	9	42	0	9	
	(	2	4	0	4	0	

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.34	2.87	0.5	A	547	820
B	0.40	2.19	0.7	A	902	1353
C	0.15	4.05	0.2	A	132	198
D	0.28	3.44	0.4	A	342	513
E	0.24	3.09	0.3	A	299	449

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	449	112	420	2115	0.212	448	368	0.0	0.3	2.158	A
B	740	185	206	2845	0.260	739	662	0.0	0.4	1.709	A
C	108	27	855	1312	0.083	108	89	0.0	0.1	2.991	A
D	281	70	546	1686	0.167	280	417	0.0	0.2	2.559	A
E	245	61	543	1755	0.140	245	283	0.0	0.2	2.382	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	536	134	502	2029	0.264	535	440	0.3	0.4	2.410	A
B	884	221	246	2793	0.316	883	791	0.4	0.5	1.884	A
C	129	32	1022	1201	0.108	129	107	0.1	0.1	3.359	A
D	335	84	653	1589	0.211	335	499	0.2	0.3	2.870	A
E	293	73	650	1657	0.177	293	339	0.2	0.2	2.638	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	656	164	615	1912	0.343	656	539	0.4	0.5	2.863	A
B	1082	271	301	2724	0.397	1082	969	0.5	0.7	2.191	A
C	159	40	1252	1048	0.151	158	131	0.1	0.2	4.043	A
D	411	103	800	1456	0.282	410	611	0.3	0.4	3.439	A
E	359	90	795	1523	0.236	359	415	0.2	0.3	3.090	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	656	164	615	1912	0.343	656	539	0.5	0.5	2.866	A
B	1082	271	302	2723	0.397	1082	970	0.7	0.7	2.193	A
C	159	40	1253	1048	0.151	159	131	0.2	0.2	4.048	A
D	411	103	800	1456	0.282	411	611	0.4	0.4	3.444	A
E	359	90	796	1523	0.236	359	415	0.3	0.3	3.092	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	536	134	503	2028	0.264	536	441	0.5	0.4	2.415	A
B	884	221	247	2793	0.316	884	793	0.7	0.5	1.886	A
C	129	32	1024	1200	0.108	130	107	0.2	0.1	3.364	A
D	335	84	654	1588	0.211	336	499	0.4	0.3	2.875	A
E	293	73	651	1656	0.177	293	339	0.3	0.2	2.641	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	449	112	421	2113	0.212	449	369	0.4	0.3	2.165	A
B	740	185	206	2844	0.260	740	664	0.5	0.4	1.711	A
C	108	27	857	1310	0.083	109	90	0.1	0.1	2.995	A
D	281	70	548	1685	0.167	281	418	0.3	0.2	2.564	A
E	245	61	545	1754	0.140	246	284	0.2	0.2	2.389	A





# Base, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	A, B, C, D, E	3.27	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

[same as above]

### Roundabout Geometry

[same as above]

### Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry to -exit separation (m)
A	540	105.00
B	240	49.60
C	1140	33.90
D	720	108.00
E	720	42.00

### Slope / Intercept / Capacity

[same as above]

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base	PM	ONE HOUR	16:30	18:00	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	482	100.000
B		ONE HOUR	9	807	100.000
C		ONE HOUR	9	145	100.000
D		ONE HOUR	9	636	100.000
E		ONE HOUR	9	363	100.000

## Origin -Destination Data

### Demand (Veh/hr)

From	To					
	\$	%	&	'	(	
	5	325	57	0	95	
	353	63	38	237	116	
	48	27	0	57	13	
	1	475	52	9	99	
	110	159	10	84	0	

## Vehicle Mix

### Heavy Vehicle Percentages

From	To					
	\$	%	&	'	(	
	20	7	40	0	0	
	3	0	8	4	0	
	33	7	0	21	8	
	0	3	52	0	5	
	3	1	20	4	0	

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.34	3.57	0.5	A	442	663
B	0.32	1.92	0.5	A	741	1111
C	0.13	3.25	0.1	A	133	200
D	0.45	4.22	0.8	A	584	875
E	0.32	4.16	0.5	A	333	500

### Main Results for each time segment

#### 16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	363	91	660	1845	0.197	362	388	0.0	0.2	2.426	A
B	608	152	234	2914	0.209	606	787	0.0	0.3	1.560	A
C	109	27	723	1490	0.073	109	118	0.0	0.1	2.606	A
D	479	120	541	1781	0.269	477	291	0.0	0.4	2.760	A
E	273	68	776	1581	0.173	272	243	0.0	0.2	2.750	A

## 16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	433	108	789	1717	0.252	433	465	0.2	0.3	2.804	A
B	725	181	280	2851	0.255	725	942	0.3	0.3	1.693	A
C	130	33	864	1395	0.093	130	141	0.1	0.1	2.844	A
D	572	143	647	1685	0.339	571	348	0.4	0.5	3.230	A
E	326	82	928	1448	0.225	326	290	0.2	0.3	3.209	A

## 17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	531	133	966	1542	0.344	530	569	0.3	0.5	3.557	A
B	889	222	343	2765	0.321	888	1153	0.3	0.5	1.917	A
C	160	40	1058	1266	0.126	159	173	0.1	0.1	3.252	A
D	700	175	792	1554	0.450	699	426	0.5	0.8	4.202	A
E	400	100	1136	1265	0.316	399	355	0.3	0.5	4.148	A

## 17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	531	133	968	1540	0.345	531	569	0.5	0.5	3.565	A
B	889	222	344	2764	0.321	889	1155	0.5	0.5	1.918	A
C	160	40	1059	1266	0.126	160	173	0.1	0.1	3.254	A
D	700	175	793	1554	0.451	700	426	0.8	0.8	4.216	A
E	400	100	1137	1264	0.316	400	356	0.5	0.5	4.163	A

## 17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	433	108	792	1714	0.253	434	465	0.5	0.3	2.815	A
B	725	181	281	2849	0.255	726	945	0.5	0.3	1.694	A
C	130	33	866	1395	0.093	131	141	0.1	0.1	2.849	A
D	572	143	648	1684	0.339	573	348	0.8	0.5	3.242	A
E	326	82	930	1446	0.226	327	291	0.5	0.3	3.221	A

## 17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	363	91	663	1842	0.197	363	390	0.3	0.2	2.435	A
B	608	152	235	2912	0.209	608	791	0.3	0.3	1.561	A
C	109	27	725	1489	0.073	109	118	0.1	0.1	2.611	A
D	479	120	542	1779	0.269	479	292	0.5	0.4	2.770	A
E	273	68	778	1579	0.173	274	243	0.3	0.2	2.760	A

# DM 2037, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	A, B, C, D, E	3.33	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

[same as above]

### Roundabout Geometry

[same as above]

### Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry to -exit separation (m)
A	540	105.00
B	240	49.60
C	1140	33.90
D	720	108.00
E	720	42.00

### Slope / Intercept / Capacity

[same as above]

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	DM 2037	AM	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	609	100.000
B		ONE HOUR	9	1075	100.000
C		ONE HOUR	9	155	100.000
D		ONE HOUR	9	524	100.000
E		ONE HOUR	9	367	100.000

## Origin -Destination Data

### Demand (Veh/hr)

From	To					
	\$	%	&	'	(	
	0	488	37	0	84	
	340	46	40	438	211	
	41	27	0	81	6	
	0	368	41	0	115	
	111	154	8	94	0	

## Vehicle Mix

### Heavy Vehicle Percentages

From	To					
	\$	%	&	'	(	
	0	7	27	0	8	
	7	2	5	7	0	
	27	11	0	36	17	
	0	15	44	0	11	
	3	1	0	9	0	

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.40	3.61	0.7	A	559	838
B	0.43	2.26	0.7	A	986	1480
C	0.17	4.38	0.2	A	142	213
D	0.42	4.44	0.7	A	481	721
E	0.30	3.73	0.4	A	337	505

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	458	115	554	1941	0.236	457	370	0.0	0.3	2.423	A
B	809	202	198	2897	0.279	808	813	0.0	0.4	1.723	A
C	117	29	911	1268	0.092	116	95	0.0	0.1	3.126	A
D	394	99	567	1610	0.245	393	460	0.0	0.3	2.955	A
E	276	69	648	1647	0.168	275	312	0.0	0.2	2.623	A

## 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	547	137	663	1826	0.300	547	442	0.3	0.4	2.815	A
B	966	242	237	2846	0.340	966	973	0.4	0.5	1.914	A
C	139	35	1090	1152	0.121	139	113	0.1	0.1	3.553	A
D	471	118	678	1517	0.311	471	551	0.3	0.4	3.439	A
E	330	82	775	1530	0.216	330	374	0.2	0.3	2.998	A

## 08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	671	168	811	1668	0.402	670	541	0.4	0.7	3.600	A
B	1184	296	290	2776	0.426	1183	1191	0.5	0.7	2.259	A
C	171	43	1334	994	0.172	170	139	0.1	0.2	4.372	A
D	577	144	830	1388	0.416	576	674	0.4	0.7	4.428	A
E	404	101	949	1371	0.295	404	457	0.3	0.4	3.720	A

## 08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	671	168	813	1667	0.402	671	542	0.7	0.7	3.611	A
B	1184	296	291	2775	0.427	1184	1192	0.7	0.7	2.261	A
C	171	43	1336	993	0.172	171	139	0.2	0.2	4.378	A
D	577	144	831	1387	0.416	577	675	0.7	0.7	4.442	A
E	404	101	950	1370	0.295	404	458	0.4	0.4	3.727	A

## 08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	547	137	665	1824	0.300	548	443	0.7	0.4	2.826	A
B	966	242	238	2845	0.340	967	975	0.7	0.5	1.917	A
C	139	35	1092	1151	0.121	140	113	0.2	0.1	3.562	A
D	471	118	679	1516	0.311	472	552	0.7	0.5	3.452	A
E	330	82	777	1529	0.216	330	375	0.4	0.3	3.007	A

## 09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	458	115	556	1939	0.236	459	371	0.4	0.3	2.432	A
B	809	202	199	2896	0.279	810	816	0.5	0.4	1.727	A
C	117	29	914	1266	0.092	117	95	0.1	0.1	3.131	A
D	394	99	569	1609	0.245	395	462	0.5	0.3	2.965	A
E	276	69	650	1645	0.168	277	313	0.3	0.2	2.632	A

# DM 2037, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	A, B, C, D, E	3.48	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

[same as above]

### Roundabout Geometry

[same as above]

### Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry to -exit separation (m)
A	540	105.00
B	240	49.60
C	1140	33.90
D	720	108.00
E	720	42.00

### Slope / Intercept / Capacity

[same as above]

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	DM 2037	PM	ONE HOUR	16:30	18:00	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	592	100.000
B		ONE HOUR	9	867	100.000
C		ONE HOUR	9	152	100.000
D		ONE HOUR	9	633	100.000
E		ONE HOUR	9	412	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To				
		A	B	C	D	E
From	A	0	440	48	0	104
	B	429	24	38	243	133
	C	38	25	0	75	14
	D	0	460	62	0	111
	E	118	180	10	104	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	3	33	0	0
	B	3	0	5	5	0
	C	21	4	0	32	7
	D	0	3	60	0	5
	E	2	0	20	6	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.40	3.74	0.7	A	543	815
B	0.35	2.03	0.5	A	796	1193
C	0.14	3.50	0.2	A	139	209
D	0.47	4.52	0.9	A	581	871
E	0.36	4.46	0.6	A	378	567

### Main Results for each time segment

#### 16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	446	111	649	1932	0.231	444	439	0.0	0.3	2.418	A
B	653	163	246	2889	0.226	652	847	0.0	0.3	1.609	A
C	114	29	779	1436	0.080	114	119	0.0	0.1	2.722	A
D	477	119	576	1728	0.276	475	317	0.0	0.4	2.869	A
E	310	78	779	1580	0.196	309	272	0.0	0.2	2.831	A



**16:45 - 17:00**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	532	133	777	1798	0.296	532	526	0.3	0.4	2.843	A
B	779	195	295	2822	0.276	779	1014	0.3	0.4	1.761	A
C	137	34	932	1335	0.102	137	142	0.1	0.1	3.003	A
D	569	142	689	1629	0.349	568	379	0.4	0.5	3.392	A
E	370	93	932	1446	0.256	370	325	0.2	0.3	3.346	A

**17:00 - 17:15**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	652	163	951	1616	0.403	651	643	0.4	0.7	3.727	A
B	955	239	361	2731	0.349	954	1241	0.4	0.5	2.025	A
C	167	42	1141	1196	0.140	167	174	0.1	0.2	3.497	A
D	697	174	844	1494	0.467	696	464	0.5	0.9	4.503	A
E	454	113	1141	1262	0.359	453	398	0.3	0.6	4.443	A

**17:15 - 17:30**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	652	163	952	1614	0.404	652	644	0.7	0.7	3.740	A
B	955	239	361	2730	0.350	955	1243	0.5	0.5	2.026	A
C	167	42	1142	1196	0.140	167	174	0.2	0.2	3.499	A
D	697	174	844	1493	0.467	697	465	0.9	0.9	4.520	A
E	454	113	1143	1261	0.360	454	399	0.6	0.6	4.459	A

**17:30 - 17:45**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	532	133	779	1795	0.296	533	526	0.7	0.4	2.854	A
B	779	195	295	2821	0.276	780	1017	0.5	0.4	1.763	A
C	137	34	933	1334	0.102	137	142	0.2	0.1	3.006	A
D	569	142	690	1628	0.349	570	380	0.9	0.5	3.406	A
E	370	93	935	1444	0.257	371	326	0.6	0.3	3.360	A

**17:45 - 18:00**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	446	111	652	1929	0.231	446	441	0.4	0.3	2.430	A
B	653	163	247	2887	0.226	653	851	0.4	0.3	1.610	A
C	114	29	781	1435	0.080	115	119	0.1	0.1	2.726	A
D	477	119	578	1727	0.276	477	318	0.5	0.4	2.884	A
E	310	78	782	1578	0.197	311	273	0.3	0.2	2.840	A

# DM 2044, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	A, B, C, D, E	3.41	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

[same as above]

### Roundabout Geometry

[same as above]

### Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	540	105.00
B	240	49.60
C	1140	33.90
D	720	108.00
E	720	42.00

### Slope / Intercept / Capacity

[same as above]

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	DM 2044	AM	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	613	100.000
B		ONE HOUR	✓	1139	100.000
C		ONE HOUR	✓	158	100.000
D		ONE HOUR	✓	510	100.000
E		ONE HOUR	✓	377	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To				
		A	B	C	D	E
From	A	0	491	38	0	84
	B	350	46	41	489	213
	C	41	26	0	85	6
	D	0	359	40	0	111
	E	113	154	8	102	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	8	26	0	8
	B	7	2	5	7	0
	C	27	12	0	35	17
	D	0	16	48	0	12
	E	3	1	0	8	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.41	3.67	0.7	A	562	844
B	0.45	2.39	0.8	A	1045	1568
C	0.18	4.68	0.2	A	145	217
D	0.41	4.49	0.7	A	468	702
E	0.30	3.77	0.4	A	346	519

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	461	115	552	1928	0.239	460	379	0.0	0.3	2.451	A
B	857	214	204	2888	0.297	856	808	0.0	0.4	1.769	A
C	119	30	965	1234	0.096	119	95	0.0	0.1	3.227	A
D	384	96	575	1586	0.242	383	508	0.0	0.3	2.988	A
E	284	71	647	1648	0.172	283	311	0.0	0.2	2.636	A

**08:00 - 08:15**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	551	138	660	1813	0.304	551	453	0.3	0.4	2.852	A
B	1024	256	244	2835	0.361	1023	966	0.4	0.6	1.987	A
C	142	36	1154	1112	0.128	142	114	0.1	0.1	3.712	A
D	458	115	688	1492	0.307	458	607	0.3	0.4	3.479	A
E	339	85	774	1530	0.221	339	372	0.2	0.3	3.020	A

**08:15 - 08:30**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	675	169	808	1657	0.407	674	554	0.4	0.7	3.660	A
B	1254	314	299	2763	0.454	1253	1183	0.6	0.8	2.384	A
C	174	43	1412	944	0.184	174	140	0.1	0.2	4.673	A
D	562	140	843	1363	0.412	561	744	0.4	0.7	4.480	A
E	415	104	948	1370	0.303	414	455	0.3	0.4	3.766	A

**08:30 - 08:45**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	675	169	809	1655	0.408	675	555	0.7	0.7	3.671	A
B	1254	314	299	2762	0.454	1254	1185	0.8	0.8	2.386	A
C	174	43	1414	943	0.185	174	140	0.2	0.2	4.682	A
D	562	140	843	1362	0.412	562	744	0.7	0.7	4.495	A
E	415	104	949	1369	0.303	415	456	0.4	0.4	3.773	A

**08:45 - 09:00**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	551	138	662	1811	0.304	552	454	0.7	0.4	2.863	A
B	1024	256	245	2834	0.361	1025	969	0.8	0.6	1.991	A
C	142	36	1156	1110	0.128	142	114	0.2	0.1	3.719	A
D	458	115	689	1491	0.308	459	608	0.7	0.4	3.492	A
E	339	85	776	1529	0.222	340	373	0.4	0.3	3.028	A

**09:00 - 09:15**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	461	115	554	1925	0.240	462	380	0.4	0.3	2.460	A
B	857	214	205	2886	0.297	858	811	0.6	0.4	1.774	A
C	119	30	967	1232	0.097	119	96	0.1	0.1	3.235	A
D	384	96	577	1585	0.242	384	509	0.4	0.3	3.001	A
E	284	71	650	1646	0.172	284	312	0.3	0.2	2.646	A

# DM 2044, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	A, B, C, D, E	4.12	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

[same as above]

### Roundabout Geometry

[same as above]

### Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	540	105.00
B	240	49.60
C	1140	33.90
D	720	108.00
E	720	42.00

### Slope / Intercept / Capacity

[same as above]

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	DM 2044	PM	ONE HOUR	16:30	18:00	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	603	100.000
B		ONE HOUR	✓	866	100.000
C		ONE HOUR	✓	154	100.000
D		ONE HOUR	✓	780	100.000
E		ONE HOUR	✓	413	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To				
		A	B	C	D	E
From	A	0	450	49	0	104
	B	431	22	39	241	133
	C	38	26	0	76	14
	D	0	598	65	0	117
	E	119	181	11	102	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	3	33	0	0
	B	3	0	5	5	0
	C	24	4	0	34	7
	D	0	3	58	0	4
	E	2	0	18	6	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.46	4.53	0.8	A	553	830
B	0.35	2.03	0.5	A	795	1192
C	0.14	3.55	0.2	A	141	212
D	0.57	5.55	1.3	A	716	1074
E	0.40	5.35	0.7	A	379	568

### Main Results for each time segment

#### 16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	454	113	754	1825	0.249	453	442	0.0	0.3	2.620	A
B	652	163	248	2885	0.226	651	958	0.0	0.3	1.611	A
C	116	29	776	1419	0.082	116	123	0.0	0.1	2.762	A
D	587	147	577	1746	0.336	585	315	0.0	0.5	3.096	A
E	311	78	886	1490	0.209	310	276	0.0	0.3	3.048	A

**16:45 - 17:00**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	542	136	902	1671	0.324	541	528	0.3	0.5	3.186	A
B	779	195	297	2818	0.276	778	1147	0.3	0.4	1.764	A
C	138	35	928	1320	0.105	138	147	0.1	0.1	3.047	A
D	701	175	690	1646	0.426	700	376	0.5	0.7	3.804	A
E	371	93	1060	1337	0.278	371	331	0.3	0.4	3.722	A

**17:00 - 17:15**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	664	166	1104	1461	0.455	663	647	0.5	0.8	4.503	A
B	953	238	364	2727	0.350	953	1403	0.4	0.5	2.029	A
C	170	42	1136	1183	0.143	169	180	0.1	0.2	3.550	A
D	859	215	845	1508	0.569	857	461	0.7	1.3	5.504	A
E	455	114	1297	1129	0.403	454	404	0.4	0.7	5.318	A

**17:15 - 17:30**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	664	166	1106	1458	0.455	664	647	0.8	0.8	4.533	A
B	953	238	364	2726	0.350	953	1406	0.5	0.5	2.031	A
C	170	42	1137	1183	0.143	170	181	0.2	0.2	3.553	A
D	859	215	846	1508	0.570	859	461	1.3	1.3	5.547	A
E	455	114	1299	1127	0.403	455	405	0.7	0.7	5.350	A

**17:30 - 17:45**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	542	136	906	1667	0.325	543	529	0.8	0.5	3.210	A
B	779	195	298	2816	0.276	779	1151	0.5	0.4	1.766	A
C	138	35	930	1318	0.105	139	148	0.2	0.1	3.053	A
D	701	175	691	1645	0.426	703	377	1.3	0.7	3.836	A
E	371	93	1063	1334	0.278	372	332	0.7	0.4	3.748	A

**17:45 - 18:00**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	454	113	758	1821	0.249	455	443	0.5	0.3	2.634	A
B	652	163	250	2884	0.226	652	963	0.4	0.3	1.615	A
C	116	29	778	1418	0.082	116	124	0.1	0.1	2.765	A
D	587	147	579	1745	0.337	588	316	0.7	0.5	3.117	A
E	311	78	889	1487	0.209	311	277	0.4	0.3	3.066	A

# DM 2046, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	A, B, C, D, E	3.47	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

[same as above]

### Roundabout Geometry

[same as above]

### Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	540	105.00
B	240	49.60
C	1140	33.90
D	720	108.00
E	720	42.00

### Slope / Intercept / Capacity

[same as above]

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	DM 2046	AM	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	620	100.000
B		ONE HOUR	✓	1147	100.000
C		ONE HOUR	✓	161	100.000
D		ONE HOUR	✓	524	100.000
E		ONE HOUR	✓	378	100.000



## Origin-Destination Data

### Demand (Veh/hr)

		To				
		A	B	C	D	E
From	A	0	497	38	0	85
	B	352	47	41	492	215
	C	42	27	0	86	6
	D	0	369	41	0	114
	E	113	155	8	102	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	7	26	0	8
	B	7	2	5	7	0
	C	26	11	0	36	17
	D	0	16	46	0	12
	E	3	1	0	8	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.41	3.71	0.7	A	569	853
B	0.46	2.40	0.8	A	1053	1579
C	0.19	4.74	0.2	A	148	222
D	0.43	4.61	0.7	A	481	721
E	0.31	3.84	0.4	A	347	520

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	467	117	562	1931	0.242	465	381	0.0	0.3	2.453	A
B	864	216	206	2886	0.299	862	822	0.0	0.4	1.776	A
C	121	30	971	1230	0.099	121	96	0.0	0.1	3.244	A
D	394	99	581	1584	0.249	393	511	0.0	0.3	3.021	A
E	285	71	659	1637	0.174	284	315	0.0	0.2	2.658	A

**08:00 - 08:15**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	557	139	673	1814	0.307	557	455	0.3	0.4	2.862	A
B	1031	258	246	2833	0.364	1031	983	0.4	0.6	1.997	A
C	145	36	1162	1106	0.131	145	115	0.1	0.1	3.743	A
D	471	118	695	1489	0.316	471	611	0.3	0.5	3.534	A
E	340	85	789	1518	0.224	340	377	0.2	0.3	3.055	A

**08:15 - 08:30**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	683	171	823	1653	0.413	682	558	0.4	0.7	3.701	A
B	1263	316	301	2761	0.457	1262	1204	0.6	0.8	2.401	A
C	177	44	1422	937	0.189	177	141	0.1	0.2	4.734	A
D	577	144	851	1358	0.425	576	748	0.5	0.7	4.596	A
E	416	104	965	1355	0.307	416	462	0.3	0.4	3.831	A

**08:30 - 08:45**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	683	171	825	1652	0.413	683	558	0.7	0.7	3.713	A
B	1263	316	302	2760	0.458	1263	1206	0.8	0.8	2.404	A
C	177	44	1424	936	0.189	177	141	0.2	0.2	4.744	A
D	577	144	852	1357	0.425	577	749	0.7	0.7	4.612	A
E	416	104	967	1353	0.307	416	462	0.4	0.4	3.840	A

**08:45 - 09:00**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	557	139	675	1812	0.308	558	456	0.7	0.4	2.874	A
B	1031	258	247	2832	0.364	1032	986	0.8	0.6	2.002	A
C	145	36	1164	1105	0.131	145	115	0.2	0.2	3.754	A
D	471	118	697	1487	0.317	472	612	0.7	0.5	3.551	A
E	340	85	791	1516	0.224	340	378	0.4	0.3	3.065	A

**09:00 - 09:15**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	467	117	565	1929	0.242	467	382	0.4	0.3	2.465	A
B	864	216	207	2885	0.299	864	825	0.6	0.4	1.780	A
C	121	30	974	1228	0.099	121	96	0.2	0.1	3.256	A
D	394	99	583	1582	0.249	395	512	0.5	0.3	3.034	A
E	285	71	662	1635	0.174	285	316	0.3	0.2	2.666	A

# DM 2046, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	A, B, C, D, E	4.15	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

[same as above]

### Roundabout Geometry

[same as above]

### Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	540	105.00
B	240	49.60
C	1140	33.90
D	720	108.00
E	720	42.00

### Slope / Intercept / Capacity

[same as above]

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	DM 2046	PM	ONE HOUR	16:30	18:00	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	608	100.000
B		ONE HOUR	✓	876	100.000
C		ONE HOUR	✓	156	100.000
D		ONE HOUR	✓	777	100.000
E		ONE HOUR	✓	417	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To				
		A	B	C	D	E
From	A	0	453	50	0	105
	B	435	22	39	246	134
	C	39	26	0	77	14
	D	0	594	65	0	118
	E	120	182	11	104	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	3	32	0	0
	B	3	0	5	5	0
	C	23	4	0	34	7
	D	0	3	60	0	4
	E	2	0	18	6	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.46	4.56	0.8	A	558	837
B	0.35	2.05	0.5	A	804	1206
C	0.15	3.59	0.2	A	143	215
D	0.57	5.60	1.3	A	713	1069
E	0.41	5.40	0.7	A	383	574

### Main Results for each time segment

#### 16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	458	114	753	1826	0.251	456	446	0.0	0.3	2.626	A
B	660	165	251	2881	0.229	658	958	0.0	0.3	1.620	A
C	117	29	786	1415	0.083	117	124	0.0	0.1	2.774	A
D	585	146	582	1738	0.336	583	321	0.0	0.5	3.110	A
E	314	78	887	1488	0.211	313	279	0.0	0.3	3.059	A

**16:45 - 17:00**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	547	137	901	1671	0.327	546	534	0.3	0.5	3.197	A
B	788	197	301	2812	0.280	787	1147	0.3	0.4	1.776	A
C	140	35	940	1314	0.107	140	148	0.1	0.1	3.066	A
D	699	175	696	1637	0.427	698	384	0.5	0.7	3.827	A
E	375	94	1061	1336	0.281	374	333	0.3	0.4	3.743	A

**17:00 - 17:15**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	669	167	1103	1461	0.458	668	653	0.5	0.8	4.530	A
B	964	241	368	2720	0.355	964	1403	0.4	0.5	2.050	A
C	172	43	1151	1176	0.146	172	181	0.1	0.2	3.585	A
D	855	214	853	1499	0.571	853	470	0.7	1.3	5.552	A
E	459	115	1298	1127	0.407	458	408	0.4	0.7	5.369	A

**17:15 - 17:30**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	669	167	1105	1458	0.459	669	654	0.8	0.8	4.563	A
B	964	241	369	2719	0.355	964	1406	0.5	0.5	2.051	A
C	172	43	1152	1175	0.146	172	182	0.2	0.2	3.588	A
D	855	214	853	1499	0.571	855	470	1.3	1.3	5.598	A
E	459	115	1300	1125	0.408	459	408	0.7	0.7	5.402	A

**17:30 - 17:45**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	547	137	905	1667	0.328	548	535	0.8	0.5	3.222	A
B	788	197	302	2811	0.280	788	1151	0.5	0.4	1.782	A
C	140	35	941	1313	0.107	140	149	0.2	0.1	3.073	A
D	699	175	697	1636	0.427	701	384	1.3	0.8	3.858	A
E	375	94	1064	1333	0.281	376	334	0.7	0.4	3.769	A

**17:45 - 18:00**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	458	114	757	1822	0.251	458	448	0.5	0.3	2.640	A
B	660	165	253	2879	0.229	660	963	0.4	0.3	1.624	A
C	117	29	788	1413	0.083	118	124	0.1	0.1	2.778	A
D	585	146	584	1737	0.337	586	322	0.8	0.5	3.131	A
E	314	78	890	1485	0.211	314	280	0.4	0.3	3.075	A

# DS 2037, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	A, B, C, D, E	6.48	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

[same as above]

### Roundabout Geometry

[same as above]

### Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	540	105.00
B	240	49.60
C	1140	33.90
D	720	108.00
E	720	42.00

### Slope / Intercept / Capacity

[same as above]

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	DS 2037	AM	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	922	100.000
B		ONE HOUR	✓	1722	100.000
C		ONE HOUR	✓	154	100.000
D		ONE HOUR	✓	644	100.000
E		ONE HOUR	✓	376	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To				
		A	B	C	D	E
From	A	0	801	37	0	84
	B	728	78	40	646	230
	C	41	26	0	81	6
	D	0	488	41	0	115
	E	111	162	8	95	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	4	27	0	8
	B	3	1	5	6	0
	C	27	12	0	36	17
	D	0	11	44	0	11
	E	3	1	0	8	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.66	6.77	1.9	A	846	1269
B	0.67	3.90	2.0	A	1580	2370
C	0.31	9.45	0.4	A	141	212
D	0.69	11.04	2.1	B	591	886
E	0.46	7.52	0.9	A	345	518

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	694	174	673	1883	0.369	692	661	0.0	0.6	3.017	A
B	1296	324	199	2944	0.440	1293	1166	0.0	0.8	2.178	A
C	116	29	1398	965	0.120	115	95	0.0	0.1	4.232	A
D	485	121	896	1389	0.349	483	617	0.0	0.5	3.962	A
E	283	71	1052	1325	0.214	282	326	0.0	0.3	3.450	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	829	207	806	1742	0.476	828	790	0.6	0.9	3.932	A
B	1548	387	238	2891	0.535	1547	1395	0.8	1.1	2.675	A
C	138	35	1671	791	0.175	138	113	0.1	0.2	5.511	A
D	579	145	1071	1240	0.467	578	738	0.5	0.9	5.422	A
E	338	85	1258	1143	0.296	337	390	0.3	0.4	4.465	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	1015	254	983	1552	0.654	1011	967	0.9	1.9	6.611	A
B	1896	474	290	2821	0.672	1892	1704	1.1	2.0	3.862	A
C	170	42	2045	553	0.307	169	138	0.2	0.4	9.340	A
D	709	177	1311	1037	0.684	704	903	0.9	2.1	10.668	B
E	414	103	1538	898	0.461	412	477	0.4	0.8	7.387	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	1015	254	989	1546	0.656	1015	969	1.9	1.9	6.770	A
B	1896	474	292	2819	0.672	1896	1712	2.0	2.0	3.898	A
C	170	42	2049	551	0.308	170	139	0.4	0.4	9.447	A
D	709	177	1313	1034	0.685	709	905	2.1	2.1	11.042	B
E	414	103	1543	893	0.464	414	479	0.8	0.9	7.518	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	829	207	813	1734	0.478	833	793	1.9	0.9	4.011	A
B	1548	387	240	2889	0.536	1552	1406	2.0	1.2	2.698	A
C	138	35	1677	787	0.176	139	114	0.4	0.2	5.563	A
D	579	145	1075	1237	0.468	584	741	2.1	0.9	5.557	A
E	338	85	1266	1136	0.298	340	393	0.9	0.4	4.532	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	694	174	678	1878	0.370	695	663	0.9	0.6	3.046	A
B	1296	324	200	2942	0.441	1298	1173	1.2	0.8	2.191	A
C	116	29	1403	962	0.121	116	95	0.2	0.1	4.257	A
D	485	121	899	1386	0.350	486	620	0.9	0.5	4.007	A
E	283	71	1057	1320	0.215	284	328	0.4	0.3	3.478	A



# DS 2037, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	A, B, C, D, E	11.26	B

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

[same as above]

### Roundabout Geometry

[same as above]

### Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	540	105.00
B	240	49.60
C	1140	33.90
D	720	108.00
E	720	42.00

### Slope / Intercept / Capacity

[same as above]

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	DS 2037	PM	ONE HOUR	16:30	18:00	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	908	100.000
B		ONE HOUR	✓	1468	100.000
C		ONE HOUR	✓	152	100.000
D		ONE HOUR	✓	869	100.000
E		ONE HOUR	✓	425	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To				
		A	B	C	D	E
From	A	0	756	48	0	104
	B	819	58	38	403	150
	C	36	26	0	76	14
	D	0	696	62	0	111
	E	113	198	10	104	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	2	33	0	0
	B	1	0	5	3	0
	C	22	4	0	32	7
	D	0	2	60	0	5
	E	2	0	20	6	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.76	11.07	3.0	B	833	1250
B	0.58	3.11	1.4	A	1347	2021
C	0.22	5.96	0.3	A	139	209
D	0.86	22.65	5.7	C	797	1196
E	0.70	17.60	2.2	C	390	585

### Main Results for each time segment

#### 16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	684	171	865	1745	0.392	681	727	0.0	0.6	3.374	A
B	1105	276	246	2934	0.377	1103	1300	0.0	0.6	1.963	A
C	114	29	1230	1146	0.100	114	118	0.0	0.1	3.485	A
D	654	164	906	1483	0.441	651	438	0.0	0.8	4.310	A
E	320	80	1273	1179	0.271	318	284	0.0	0.4	4.178	A

**16:45 - 17:00**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	816	204	1034	1568	0.521	815	869	0.6	1.1	4.768	A
B	1320	330	294	2867	0.460	1319	1555	0.6	0.8	2.324	A
C	137	34	1471	989	0.138	136	142	0.1	0.2	4.222	A
D	781	195	1084	1326	0.589	779	523	0.8	1.4	6.544	A
E	382	96	1523	965	0.396	381	340	0.4	0.6	6.150	A

**17:00 - 17:15**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	1000	250	1253	1340	0.746	993	1063	1.1	2.8	10.179	B
B	1616	404	357	2779	0.582	1614	1888	0.8	1.4	3.086	A
C	167	42	1799	774	0.216	167	172	0.2	0.3	5.923	A
D	957	239	1326	1112	0.860	941	640	1.4	5.3	19.509	C
E	468	117	1853	683	0.686	462	414	0.6	2.1	15.954	C

**17:15 - 17:30**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	1000	250	1269	1323	0.756	999	1066	2.8	3.0	11.073	B
B	1616	404	361	2774	0.583	1616	1907	1.4	1.4	3.109	A
C	167	42	1803	772	0.217	167	174	0.3	0.3	5.956	A
D	957	239	1329	1110	0.862	955	642	5.3	5.7	22.653	C
E	468	117	1867	671	0.698	467	417	2.1	2.2	17.604	C

**17:30 - 17:45**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	816	204	1057	1544	0.529	824	873	3.0	1.1	5.048	A
B	1320	330	299	2860	0.461	1322	1582	1.4	0.9	2.343	A
C	137	34	1477	985	0.139	137	144	0.3	0.2	4.249	A
D	781	195	1088	1323	0.590	798	526	5.7	1.5	7.071	A
E	382	96	1542	949	0.403	388	344	2.2	0.7	6.495	A

**17:45 - 18:00**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	684	171	872	1738	0.393	686	730	1.1	0.7	3.429	A
B	1105	276	248	2932	0.377	1106	1310	0.9	0.6	1.972	A
C	114	29	1235	1143	0.100	115	119	0.2	0.1	3.499	A
D	654	164	910	1480	0.442	657	440	1.5	0.8	4.387	A
E	320	80	1281	1172	0.273	321	286	0.7	0.4	4.237	A

# DS 2044, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	A, B, C, D, E	18.50	C

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

[same as above]

### Roundabout Geometry

[same as above]

### Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	540	105.00
B	240	49.60
C	1140	33.90
D	720	108.00
E	720	42.00

### Slope / Intercept / Capacity

[same as above]

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D23	DS 2044	AM	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1229	100.000
B		ONE HOUR	✓	1940	100.000
C		ONE HOUR	✓	159	100.000
D		ONE HOUR	✓	724	100.000
E		ONE HOUR	✓	402	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To				
		A	B	C	D	E
From	A	0	1107	38	0	84
	B	848	87	40	728	237
	C	41	26	0	86	6
	D	0	572	41	0	111
	E	113	178	8	103	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	3	26	0	8
	B	3	1	5	7	0
	C	27	12	0	35	17
	D	0	10	46	0	12
	E	3	1	0	8	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.94	34.34	12.1	D	1128	1692
B	0.76	5.44	3.2	A	1780	2670
C	0.45	16.82	0.8	C	146	219
D	0.87	28.69	6.0	D	664	997
E	0.64	14.14	1.7	B	369	553

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	925	231	761	1816	0.510	921	752	0.0	1.0	4.007	A
B	1461	365	205	2923	0.500	1457	1476	0.0	1.0	2.448	A
C	120	30	1567	856	0.140	119	95	0.0	0.2	4.878	A
D	545	136	998	1312	0.415	542	688	0.0	0.7	4.657	A
E	303	76	1211	1190	0.254	301	329	0.0	0.3	4.046	A

**08:00 - 08:15**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	1105	276	910	1655	0.668	1101	899	1.0	2.0	6.453	A
B	1744	436	246	2870	0.608	1742	1765	1.0	1.5	3.186	A
C	143	36	1874	660	0.217	142	114	0.2	0.3	6.952	A
D	651	163	1193	1145	0.568	649	823	0.7	1.3	7.208	A
E	361	90	1449	982	0.368	360	393	0.3	0.6	5.781	A

**08:15 - 08:30**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	1353	338	1100	1451	0.933	1322	1099	2.0	9.7	23.890	C
B	2136	534	297	2802	0.762	2130	2126	1.5	3.1	5.302	A
C	175	44	2288	394	0.444	173	138	0.3	0.8	16.141	C
D	797	199	1456	921	0.866	781	1005	1.3	5.4	23.506	C
E	443	111	1760	710	0.623	439	477	0.6	1.6	13.065	B

**08:30 - 08:45**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	1353	338	1115	1434	0.943	1343	1103	9.7	12.1	34.339	D
B	2136	534	300	2797	0.764	2136	2158	3.1	3.2	5.440	A
C	175	44	2297	389	0.450	175	139	0.8	0.8	16.823	C
D	797	199	1462	915	0.871	795	1009	5.4	6.0	28.688	D
E	443	111	1776	696	0.636	442	481	1.6	1.7	14.139	B

**08:45 - 09:00**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	1105	276	932	1631	0.677	1145	905	12.1	2.2	8.003	A
B	1744	436	253	2860	0.610	1750	1824	3.2	1.6	3.263	A
C	143	36	1886	652	0.219	145	117	0.8	0.3	7.134	A
D	651	163	1202	1137	0.572	669	829	6.0	1.4	7.987	A
E	361	90	1471	962	0.376	366	400	1.7	0.6	6.083	A

**09:00 - 09:15**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	925	231	767	1808	0.512	930	756	2.2	1.1	4.118	A
B	1461	365	207	2921	0.500	1463	1490	1.6	1.0	2.472	A
C	120	30	1574	852	0.141	120	96	0.3	0.2	4.925	A
D	545	136	1002	1308	0.417	548	692	1.4	0.7	4.748	A
E	303	76	1219	1183	0.256	304	331	0.6	0.3	4.100	A

# DS 2044, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	A, B, C, D, E	103.80	F

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

[same as above]

### Roundabout Geometry

[same as above]

### Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	540	105.00
B	240	49.60
C	1140	33.90
D	720	108.00
E	720	42.00

### Slope / Intercept / Capacity

[same as above]

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D24	DS 2044	PM	ONE HOUR	16:30	18:00	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1081	100.000
B		ONE HOUR	✓	1751	100.000
C		ONE HOUR	✓	154	100.000
D		ONE HOUR	✓	998	100.000
E		ONE HOUR	✓	435	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To				
		A	B	C	D	E
From	A	0	928	49	0	104
	B	943	173	38	438	159
	C	32	32	0	76	14
	D	0	813	65	0	120
	E	93	229	11	102	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	2	33	0	0
	B	1	0	5	3	0
	C	28	3	0	34	7
	D	0	3	58	0	4
	E	2	0	18	6	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.96	46.14	14.5	E	992	1488
B	0.69	4.10	2.2	A	1607	2410
C	0.30	9.05	0.4	A	141	212
D	1.27	360.33	119.8	F	916	1374
E	0.94	72.83	9.1	F	399	599

### Main Results for each time segment

#### 16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	814	203	1066	1540	0.528	809	802	0.0	1.1	4.897	A
B	1318	330	248	2935	0.449	1315	1628	0.0	0.8	2.217	A
C	116	29	1441	999	0.116	115	122	0.0	0.1	4.071	A
D	751	188	1094	1316	0.571	746	462	0.0	1.3	6.257	A
E	327	82	1542	951	0.344	325	297	0.0	0.5	5.738	A



**16:45 - 17:00**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	972	243	1270	1327	0.733	966	959	1.1	2.6	9.811	A
B	1574	394	295	2868	0.549	1573	1941	0.8	1.2	2.774	A
C	138	35	1722	817	0.169	138	146	0.1	0.2	5.299	A
D	897	224	1308	1128	0.795	888	553	1.3	3.6	14.479	B
E	391	98	1841	695	0.562	388	355	0.5	1.2	11.608	B

**17:00 - 17:15**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	1190	298	1344	1253	0.950	1157	1169	2.6	10.9	30.397	D
B	1928	482	338	2814	0.685	1924	2163	1.2	2.1	4.030	A
C	170	42	2101	573	0.296	169	162	0.2	0.4	8.887	A
D	1099	275	1598	873	1.259	865	671	3.6	62.1	148.245	F
E	479	120	2057	515	0.930	456	405	1.2	7.1	48.765	E

**17:15 - 17:30**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	1190	298	1360	1237	0.962	1176	1174	10.9	14.5	46.143	E
B	1928	482	345	2805	0.687	1928	2190	2.1	2.2	4.103	A
C	170	42	2109	567	0.299	170	164	0.4	0.4	9.054	A
D	1099	275	1603	868	1.265	868	676	62.1	119.8	360.330	F
E	479	120	2063	510	0.938	471	408	7.1	9.1	72.826	F

**17:30 - 17:45**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	972	243	1489	1095	0.888	992	967	14.5	9.4	38.641	E
B	1574	394	320	2828	0.557	1578	2161	2.2	1.3	2.887	A
C	138	35	1736	808	0.171	139	162	0.4	0.2	5.390	A
D	897	224	1315	1122	0.800	1113	560	119.8	65.9	297.650	F
E	391	98	2042	518	0.755	414	385	9.1	3.5	39.368	E

**17:45 - 18:00**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	814	203	1309	1282	0.635	844	807	9.4	1.8	8.776	A
B	1318	330	273	2892	0.456	1320	1880	1.3	0.8	2.293	A
C	116	29	1452	992	0.117	116	141	0.2	0.1	4.114	A
D	751	188	1101	1310	0.574	1010	467	65.9	1.4	31.401	D
E	327	82	1778	744	0.440	338	333	3.5	0.8	9.106	A

# DS 2046, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	A, B, C, D, E	25.18	D

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

[same as above]

### Roundabout Geometry

[same as above]

### Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	540	105.00
B	240	49.60
C	1140	33.90
D	720	108.00
E	720	42.00

### Slope / Intercept / Capacity

[same as above]

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D25	DS 2046	AM	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1249	100.000
B		ONE HOUR	✓	2033	100.000
C		ONE HOUR	✓	160	100.000
D		ONE HOUR	✓	727	100.000
E		ONE HOUR	✓	404	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To				
		A	B	C	D	E
From	A	0	1126	38	0	85
	B	920	93	40	738	242
	C	42	26	0	86	6
	D	0	571	42	0	114
	E	113	180	8	103	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	3	26	0	8
	B	2	1	5	8	0
	C	26	12	0	36	17
	D	0	10	45	0	12
	E	3	1	0	8	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.96	39.95	14.5	E	1146	1719
B	0.80	6.41	3.9	A	1866	2798
C	0.54	24.20	1.1	C	147	220
D	0.95	53.96	11.3	F	667	1001
E	0.70	18.47	2.2	C	371	556

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	940	235	766	1810	0.519	936	807	0.0	1.1	4.099	A
B	1531	383	207	2925	0.523	1526	1496	0.0	1.1	2.566	A
C	120	30	1637	811	0.149	120	96	0.0	0.2	5.202	A
D	547	137	1061	1264	0.433	544	696	0.0	0.8	4.978	A
E	304	76	1270	1146	0.265	303	335	0.0	0.4	4.261	A

**08:00 - 08:15**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	1123	281	916	1649	0.681	1119	965	1.1	2.1	6.740	A
B	1828	457	247	2872	0.636	1825	1788	1.1	1.7	3.431	A
C	144	36	1958	606	0.237	143	115	0.2	0.3	7.765	A
D	654	163	1269	1088	0.601	651	832	0.8	1.5	8.177	A
E	363	91	1519	930	0.390	362	401	0.4	0.6	6.324	A

**08:15 - 08:30**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	1375	344	1097	1456	0.945	1340	1177	2.1	10.8	25.822	D
B	2238	560	297	2805	0.798	2230	2139	1.7	3.8	6.171	A
C	176	44	2389	331	0.533	173	138	0.3	1.1	22.408	C
D	800	200	1548	852	0.940	771	1015	1.5	8.9	36.094	E
E	445	111	1835	657	0.677	439	484	0.6	2.0	16.138	C

**08:30 - 08:45**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	1375	344	1118	1433	0.960	1360	1183	10.8	14.5	39.954	E
B	2238	560	302	2799	0.800	2238	2176	3.8	3.9	6.405	A
C	176	44	2400	324	0.543	176	140	1.1	1.1	24.198	C
D	800	200	1555	845	0.947	791	1020	8.9	11.3	53.957	F
E	445	111	1857	637	0.698	444	490	2.0	2.2	18.474	C

**08:45 - 09:00**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	1123	281	958	1603	0.700	1171	973	14.5	2.4	9.250	A
B	1828	457	257	2858	0.639	1836	1872	3.9	1.8	3.552	A
C	144	36	1974	596	0.241	147	119	1.1	0.3	8.080	A
D	654	163	1281	1077	0.607	692	840	11.3	1.6	10.284	B
E	363	91	1561	892	0.407	369	412	2.2	0.7	6.966	A

**09:00 - 09:15**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	940	235	774	1802	0.522	946	811	2.4	1.1	4.231	A
B	1531	383	209	2923	0.524	1533	1511	1.8	1.1	2.597	A
C	120	30	1645	806	0.150	121	97	0.3	0.2	5.261	A
D	547	137	1067	1260	0.435	551	700	1.6	0.8	5.099	A
E	304	76	1280	1138	0.267	305	338	0.7	0.4	4.330	A

# DS 2046, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	A, B, C, D, E	129.35	F

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

[same as above]

### Roundabout Geometry

[same as above]

### Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	540	105.00
B	240	49.60
C	1140	33.90
D	720	108.00
E	720	42.00

### Slope / Intercept / Capacity

[same as above]

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D26	DS 2046	PM	ONE HOUR	16:30	18:00	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1144	100.000
B		ONE HOUR	✓	1800	100.000
C		ONE HOUR	✓	155	100.000
D		ONE HOUR	✓	1022	100.000
E		ONE HOUR	✓	441	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To				
		A	B	C	D	E
From	A	0	989	50	0	105
	B	1056	97	38	448	161
	C	33	31	0	77	14
	D	0	835	66	0	121
	E	96	230	11	104	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	2	32	0	0
	B	1	0	5	3	0
	C	27	3	0	34	7
	D	0	4	59	0	4
	E	2	0	18	6	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.93	31.32	10.3	D	1050	1575
B	0.71	4.38	2.4	A	1652	2478
C	0.32	10.03	0.5	B	142	213
D	1.37	480.43	156.5	F	938	1407
E	0.96	86.90	11.1	F	405	607

### Main Results for each time segment

#### 16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	861	215	1027	1573	0.548	856	890	0.0	1.2	4.994	A
B	1355	339	251	2928	0.463	1352	1632	0.0	0.9	2.278	A
C	117	29	1480	973	0.120	116	123	0.0	0.1	4.196	A
D	769	192	1124	1280	0.601	763	472	0.0	1.5	6.898	A
E	332	83	1587	907	0.366	330	300	0.0	0.6	6.210	A

**16:45 - 17:00**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	1028	257	1220	1369	0.751	1022	1063	1.2	2.9	10.177	B
B	1618	405	299	2862	0.565	1616	1943	0.9	1.3	2.887	A
C	139	35	1769	787	0.177	139	147	0.1	0.2	5.556	A
D	919	230	1344	1087	0.845	905	564	1.5	4.8	18.582	C
E	396	99	1891	646	0.614	393	358	0.6	1.5	14.007	B

**17:00 - 17:15**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	1260	315	1224	1370	0.919	1237	1296	2.9	8.6	23.733	C
B	1982	495	340	2812	0.705	1978	2120	1.3	2.3	4.292	A
C	171	43	2157	536	0.319	170	160	0.2	0.5	9.811	A
D	1125	281	1643	826	1.362	822	685	4.8	80.6	198.222	F
E	486	121	2061	507	0.958	458	403	1.5	8.4	55.963	F

**17:15 - 17:30**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	1260	315	1237	1357	0.928	1253	1302	8.6	10.3	31.317	D
B	1982	495	347	2804	0.707	1982	2143	2.3	2.4	4.376	A
C	171	43	2167	529	0.322	171	161	0.5	0.5	10.030	B
D	1125	281	1647	822	1.369	822	690	80.6	156.5	480.426	F
E	486	121	2064	505	0.962	475	405	8.4	11.1	86.895	F

**17:30 - 17:45**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	1028	257	1395	1182	0.870	1039	1074	10.3	7.6	26.889	D
B	1618	405	321	2827	0.572	1622	2113	2.4	1.3	2.996	A
C	139	35	1784	777	0.179	140	160	0.5	0.2	5.664	A
D	919	230	1350	1082	0.849	1075	574	156.5	117.5	444.392	F
E	396	99	2045	509	0.778	425	380	11.1	4.1	49.760	E

**17:45 - 18:00**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	861	215	1450	1118	0.770	878	895	7.6	3.6	15.839	C
B	1355	339	287	2864	0.473	1357	2040	1.3	0.9	2.392	A
C	117	29	1489	967	0.121	117	155	0.2	0.1	4.236	A
D	769	192	1130	1274	0.604	1232	476	117.5	1.8	164.173	F
E	332	83	2004	537	0.619	341	358	4.1	1.7	19.243	C

### P.3 J2\_M20 J11\_Mit

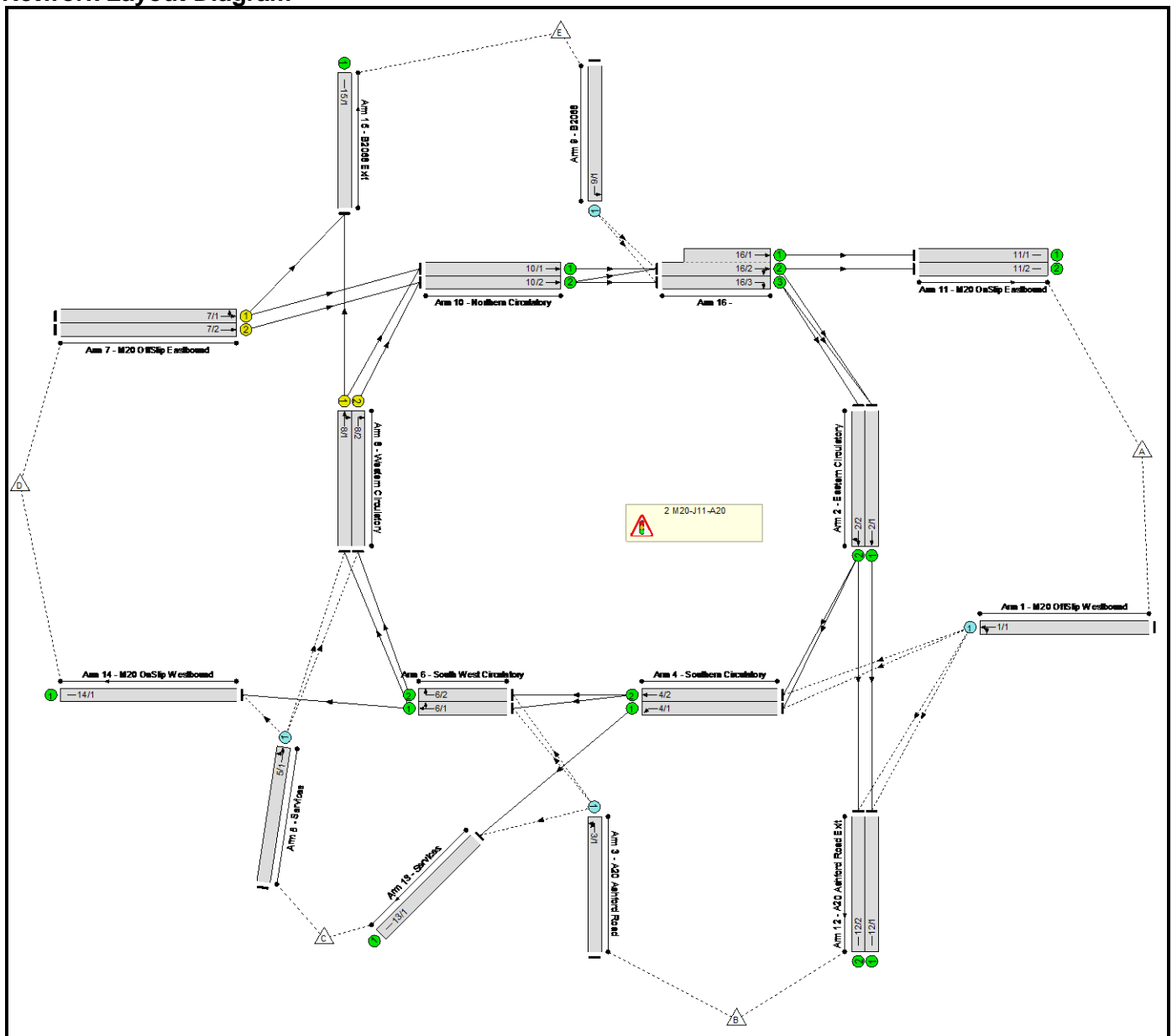


Full Input Data And Results  
**Full Input Data And Results**

**User and Project Details**

Project:	Otterpool Park
Title:	J2 M20 J11 A20
Location:	
Additional detail:	
File name:	J2 M20-J11-A20_Mit.lsg3x
Author:	Jonathan Gunasekera
Company:	ARCADIS UK
Address:	

**Network Layout Diagram**



Full Input Data And Results

**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7

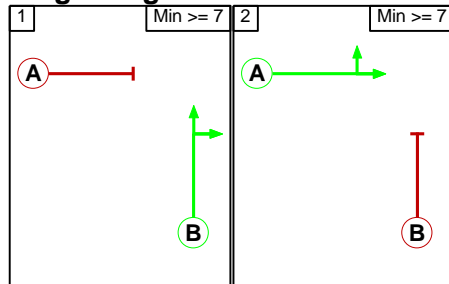
**Phase Intergreens Matrix**

	Starting Phase	
Terminating Phase	A	B
	A	6
	B	6

**Phases in Stage**

Stage No.	Phases in Stage
1	B
2	A

**Stage Diagram**



**Phase Delays**

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

**Traffic Flows, Desired**

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

**Desired Flow :**

Origin	Destination					
	A	B	C	D	E	Tot.
A	5	434	49	1	107	596
B	305	55	37	403	183	983
C	47	17	0	72	8	144
D	1	266	26	1	79	373
E	132	109	7	78	0	326
Tot.	490	881	119	555	377	2422

Full Input Data And Results

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

**Desired Flow :**

		Destination					
		A	B	C	D	E	Tot.
Origin	A	5	325	57	0	95	482
	B	353	63	38	237	116	807
	C	48	27	0	57	13	145
	D	1	475	52	9	99	636
	E	110	159	10	84	0	363
	Tot.	517	1049	157	387	323	2433

**Scenario 3: 'DS 2037 AM'** (FG5: '2037 AM DS', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	837	48	0	91	976
	B	749	79	42	682	231	1783
	C	53	29	0	110	7	199
	D	0	543	59	0	128	730
	E	115	164	8	104	0	391
	Tot.	917	1652	157	896	457	4079

**Scenario 4: 'DS 2037 PM'** (FG6: '2037 PM DS', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	770	65	0	104	939
	B	831	58	40	416	150	1495
	C	44	27	0	99	15	185
	D	0	711	99	0	116	926
	E	115	198	12	110	0	435
	Tot.	990	1764	216	625	385	3980

**Scenario 5: 'DS 2044 AM'** (FG9: '2044 AM DS', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	1142	48	0	91	1281
	B	870	88	42	781	238	2019
	C	52	29	0	115	6	202
	D	0	630	60	0	124	814
	E	116	179	8	112	0	415
	Tot.	1038	2068	158	1008	459	4731

Full Input Data And Results

**Scenario 6: 'DS 2044 PM'** (FG10: '2044 PM DS', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	942	65	0	104	1111
	B	955	173	40	452	159	1779
	C	41	33	0	102	15	191
	D	0	839	103	0	125	1067
	E	95	229	12	108	0	444
	Tot.	1091	2216	220	662	403	4592

**Scenario 7: 'DS 2046 AM'** (FG13: '2046 AM DS', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	1160	48	0	91	1299
	B	942	94	43	795	243	2117
	C	52	29	0	117	7	205
	D	0	630	60	0	128	818
	E	116	181	8	111	0	416
	Tot.	1110	2094	159	1023	469	4855

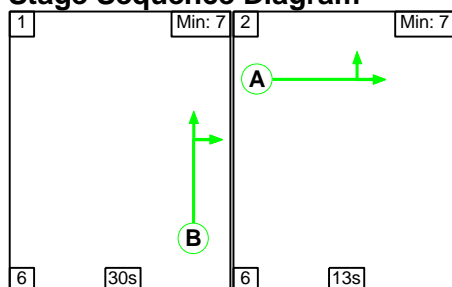
**Scenario 8: 'DS 2046 PM'** (FG14: '2046 PM DS', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	1005	65	0	105	1175
	B	1067	97	41	464	160	1829
	C	42	32	0	103	15	192
	D	0	864	105	0	126	1095
	E	98	230	12	110	0	450
	Tot.	1207	2228	223	677	406	4741

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

**Stage Sequence Diagram**

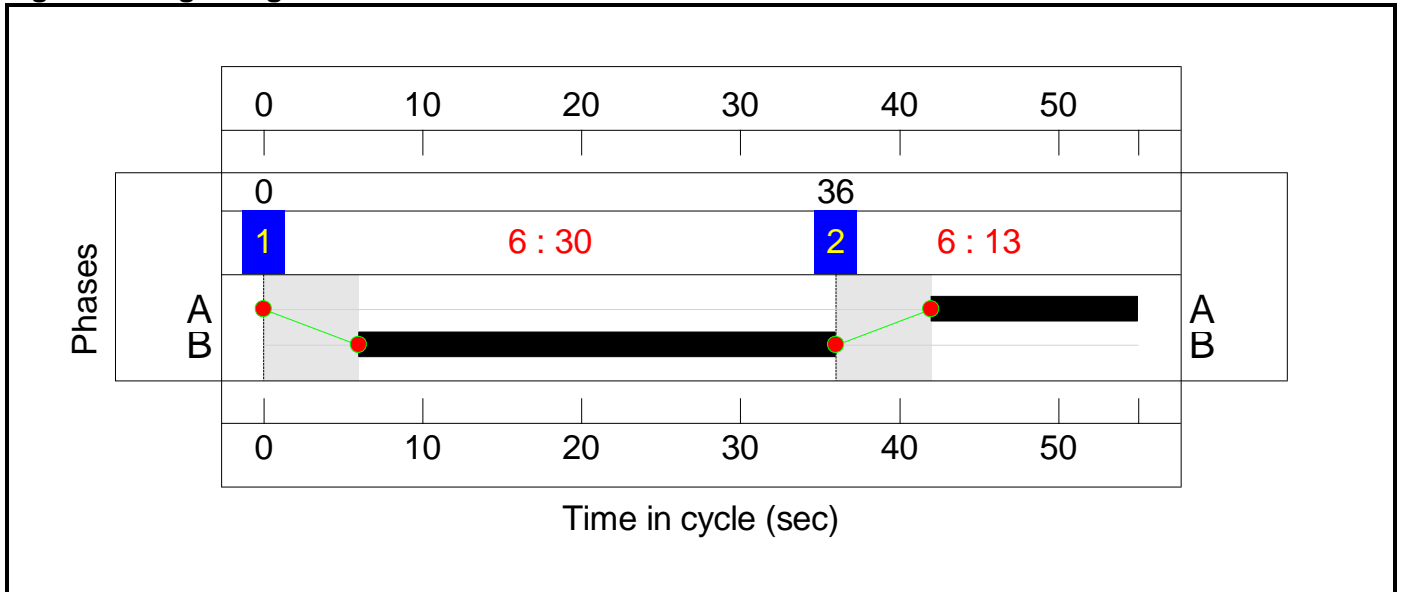


# Full Input Data And Results

## Stage Timings

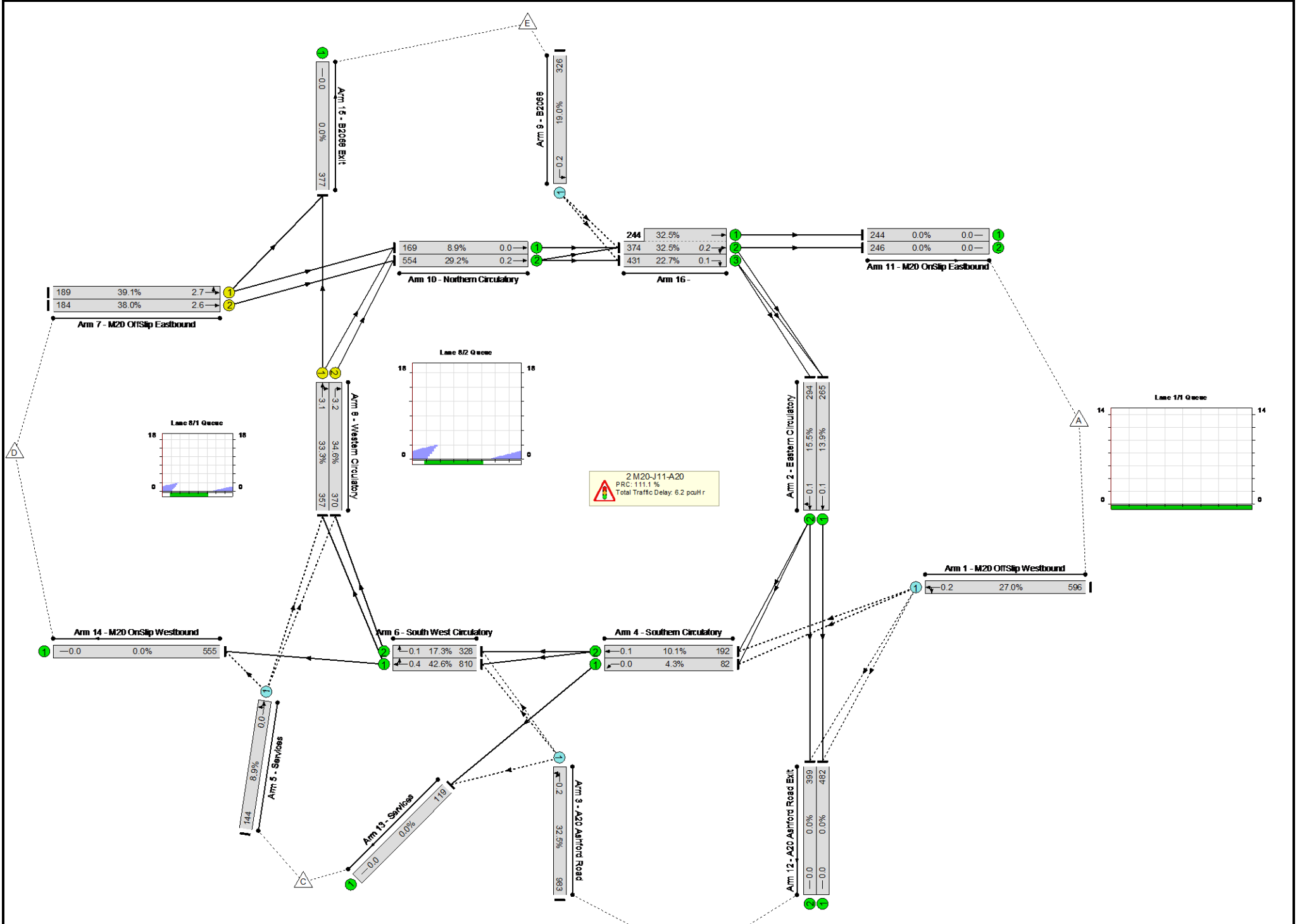
Stage	1	2
Duration	30	13
Change Point	0	36

## Signal Timings Diagram



Full Input Data And Results  
**Network Layout Diagram**

# Full Input Data And Results



## Full Input Data And Results



Full Input Data And Results

**Network Results**

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

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J2 M20 J11 A20</b>	-	-	-	-	-	-	-	<b>42.6%</b>	-
<b>2 M20-J11-A20</b>	-	-	-	-	-	-	-	<b>42.6%</b>	-
1/1	M20 OffSlip Westbound Ahead Left	O	-	-	596	2740	2204	27.0%	596
2/1	Eastern Circulatory Ahead	U	-	-	265	1900	1900	13.9%	265
2/2	Eastern Circulatory Right Ahead	U	-	-	294	1900	1900	15.5%	294
3/1	A20 Ashford Road Left Left2	O	-	-	983	3327	3023	32.5%	983
4/1	Southern Circulatory Left	U	-	-	82	1900	1900	4.3%	82
4/2	Southern Circulatory Ahead	U	-	-	192	1900	1900	10.1%	192
5/1	Services Ahead Left	O	-	-	144	2390	1610	8.9%	144
6/1	South West Circulatory Right Ahead	U	-	-	810	1900	1900	42.6%	810
6/2	South West Circulatory Right	U	-	-	328	1900	1900	17.3%	328
7/1	M20 OffSlip Eastbound Ahead Left	U	13	-	189	1900	484	39.1%	189
7/2	M20 OffSlip Eastbound Ahead	U	13	-	184	1900	484	38.0%	184
8/1	Western Circulatory Right Ahead	U	30	-	357	1900	1071	33.3%	357
8/2	Western Circulatory Right	U	30	-	370	1900	1071	34.6%	370
9/1	B2068 Left	O	-	-	326	2324	1716	19.0%	326
10/1	Northern Circulatory Ahead	U	-	-	169	1900	1900	8.9%	169
10/2	Northern Circulatory Ahead	U	-	-	554	1900	1900	29.2%	554

Full Input Data And Results

11/1	M20 OnSlip Eastbound	U	-	-	244	Inf	Inf	0.0%	244
11/2	M20 OnSlip Eastbound	U	-	-	246	Inf	Inf	0.0%	246
12/1	A20 Ashford Road Exit	U	-	-	482	Inf	Inf	0.0%	482
12/2	A20 Ashford Road Exit	U	-	-	399	Inf	Inf	0.0%	399
13/1	Services	U	-	-	119	Inf	Inf	0.0%	119
14/1	M20 OnSlip Westbound	U	-	-	555	Inf	Inf	0.0%	555
15/1	B2068 Exit	U	-	-	377	Inf	Inf	0.0%	377
16/2+16/1	Right Ahead	U	-	-	618	1900:1900	1150+750	32.5 : 32.5%	618
16/3	Right	U	-	-	431	1900	1900	22.7%	431

Full Input Data And Results

Item	Leaving (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: J2 M20 J11 A20</b>	-	0	3.1	3.1	6.2	-	-	-	-
<b>2 M20-J11-A20</b>	-	0	3.1	3.1	6.2	-	-	-	-
1/1	596	0	0.0	0.2	0.2	1.1	0.0	0.2	0.2
2/1	265	-	0.0	0.1	0.1	1.1	0.0	0.1	0.1
2/2	294	-	0.0	0.1	0.1	1.1	0.0	0.1	0.1
3/1	983	0	0.0	0.2	0.2	0.9	0.0	0.2	0.2
4/1	82	-	0.0	0.0	0.0	1.0	0.0	0.0	0.0
4/2	192	-	0.0	0.1	0.1	1.1	0.0	0.1	0.1
5/1	144	0	0.0	0.0	0.0	1.2	0.0	0.0	0.0
6/1	810	-	0.0	0.4	0.4	1.7	0.0	0.4	0.4
6/2	328	-	0.0	0.1	0.1	1.1	0.0	0.1	0.1
7/1	189	-	0.9	0.3	1.2	23.1	2.4	0.3	2.7
7/2	184	-	0.9	0.3	1.2	22.9	2.3	0.3	2.6
8/1	357	-	0.6	0.2	0.9	9.0	2.9	0.2	3.1
8/2	370	-	0.7	0.3	0.9	9.1	3.0	0.3	3.2
9/1	326	0	0.0	0.1	0.1	1.3	0.1	0.1	0.2
10/1	169	-	0.0	0.0	0.0	1.0	0.0	0.0	0.0
10/2	554	-	0.0	0.2	0.2	1.3	0.0	0.2	0.2
11/1	244	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11/2	246	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12/1	482	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12/2	399	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13/1	119	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14/1	555	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15/1	377	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16/2+16/1	618	-	0.0	0.2	0.2	1.4	0.0	0.2	0.2
16/3	431	-	0.0	0.1	0.1	1.2	0.0	0.1	0.1

## Full Input Data And Results

C1	PRC for Signalled Lanes (%):	130.3	Total Delay for Signalled Lanes (pcuHr):	4.21	Cycle Time (s):	55
	PRC Over All Lanes (%):	111.1	Total Delay Over All Lanes(pcuHr):	6.17		

Full Input Data And Results

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

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J2 M20 J11 A20</b>	-	-	-	-	-	-	-	<b>44.5%</b>	-
<b>2 M20-J11-A20</b>	-	-	-	-	-	-	-	<b>44.5%</b>	-
1/1	M20 OffSlip Westbound Ahead Left	O	-	-	482	2740	1884	25.6%	482
2/1	Eastern Circulatory Ahead	U	-	-	413	1900	1900	21.7%	413
2/2	Eastern Circulatory Right Ahead	U	-	-	466	1900	1900	24.5%	466
3/1	A20 Ashford Road Left Left2	O	-	-	807	3327	2976	27.1%	807
4/1	Southern Circulatory Left	U	-	-	119	1900	1900	6.3%	119
4/2	Southern Circulatory Ahead	U	-	-	193	1900	1900	10.2%	193
5/1	Services Ahead Left	O	-	-	145	2390	1719	8.4%	145
6/1	South West Circulatory Right Ahead	U	-	-	649	1900	1900	34.2%	649
6/2	South West Circulatory Right	U	-	-	313	1900	1900	16.5%	313
7/1	M20 OffSlip Eastbound Ahead Left	U	20	-	323	1900	725	44.5%	323
7/2	M20 OffSlip Eastbound Ahead	U	20	-	313	1900	725	43.1%	313
8/1	Western Circulatory Right Ahead	U	23	-	359	1900	829	43.3%	359
8/2	Western Circulatory Right	U	23	-	361	1900	829	43.5%	361
9/1	B2068 Left	O	-	-	363	2324	1460	24.9%	363
10/1	Northern Circulatory Ahead	U	-	-	359	1900	1900	18.9%	359
10/2	Northern Circulatory Ahead	U	-	-	674	1900	1900	35.5%	674
11/1	M20 OnSlip Eastbound	U	-	-	260	Inf	Inf	0.0%	260

### Full Input Data And Results

11/2	M20 OnSlip Eastbound	U	-	-	257	Inf	Inf	0.0%	257
12/1	A20 Ashford Road Exit	U	-	-	575	Inf	Inf	0.0%	575
12/2	A20 Ashford Road Exit	U	-	-	474	Inf	Inf	0.0%	474
13/1	Services	U	-	-	157	Inf	Inf	0.0%	157
14/1	M20 OnSlip Westbound	U	-	-	387	Inf	Inf	0.0%	387
15/1	B2068 Exit	U	-	-	323	Inf	Inf	0.0%	323
16/2+16/1	Right Ahead	U	-	-	767	1900:1900	1256+644	40.4 : 40.4%	767
16/3	Right	U	-	-	629	1900	1900	33.1%	629

Full Input Data And Results

Item	Leaving (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: J2 M20 J11 A20</b>	-	0	4.4	3.8	8.3	-	-	-	-
<b>2 M20-J11-A20</b>	-	0	4.4	3.8	8.3	-	-	-	-
1/1	482	0	0.0	0.2	0.2	1.3	0.0	0.2	0.2
2/1	413	-	0.0	0.1	0.1	1.2	0.0	0.1	0.1
2/2	466	-	0.0	0.2	0.2	1.3	0.0	0.2	0.2
3/1	807	0	0.0	0.2	0.2	0.8	0.0	0.2	0.2
4/1	119	-	0.0	0.0	0.0	1.0	0.0	0.0	0.0
4/2	193	-	0.0	0.1	0.1	1.1	0.0	0.1	0.1
5/1	145	0	0.0	0.0	0.0	1.1	0.0	0.0	0.0
6/1	649	-	0.0	0.3	0.3	1.4	0.0	0.3	0.3
6/2	313	-	0.0	0.1	0.1	1.1	0.0	0.1	0.1
7/1	323	-	1.1	0.4	1.5	17.1	3.6	0.4	4.0
7/2	313	-	1.1	0.4	1.5	16.9	3.5	0.4	3.9
8/1	359	-	1.1	0.4	1.5	14.6	3.8	0.4	4.2
8/2	361	-	1.1	0.4	1.5	14.6	3.8	0.4	4.2
9/1	363	0	0.0	0.2	0.2	1.9	0.6	0.2	0.8
10/1	359	-	0.0	0.1	0.1	1.2	0.0	0.1	0.1
10/2	674	-	0.0	0.3	0.3	1.5	0.0	0.3	0.3
11/1	260	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11/2	257	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12/1	575	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12/2	474	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13/1	157	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14/1	387	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15/1	323	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16/2+16/1	767	-	0.0	0.3	0.4	1.6	22.0	0.3	22.4
16/3	629	-	0.0	0.2	0.2	1.4	0.0	0.2	0.2

## Full Input Data And Results

C1	PRC for Signalled Lanes (%):	102.1	Total Delay for Signalled Lanes (pcuHr):	5.93	Cycle Time (s):	55
	PRC Over All Lanes (%):	102.1	Total Delay Over All Lanes(pcuHr):	8.26		



Full Input Data And Results

**Scenario 3: 'DS 2037 AM'** (FG5: '2037 AM DS', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J2 M20 J11 A20</b>	-	-	-	-	-	-	-	<b>68.8%</b>	-
<b>2 M20-J11-A20</b>	-	-	-	-	-	-	-	<b>68.8%</b>	-
1/1	M20 OffSlip Westbound Ahead Left	O	-	-	976	2740	1792	54.5%	976
2/1	Eastern Circulatory Ahead	U	-	-	390	1900	1900	20.5%	390
2/2	Eastern Circulatory Right Ahead	U	-	-	596	1900	1900	31.4%	596
3/1	A20 Ashford Road Left Left2	O	-	-	1783	3327	2973	60.0%	1783
4/1	Southern Circulatory Left	U	-	-	115	1900	1900	6.1%	115
4/2	Southern Circulatory Ahead	U	-	-	195	1900	1900	10.3%	195
5/1	Services Ahead Left	O	-	-	199	2390	1079	18.5%	199
6/1	South West Circulatory Right Ahead	U	-	-	1307	1900	1900	68.8%	1307
6/2	South West Circulatory Right	U	-	-	629	1900	1900	33.1%	629
7/1	M20 OffSlip Eastbound Ahead Left	U	15	-	363	1900	553	65.7%	363
7/2	M20 OffSlip Eastbound Ahead	U	15	-	367	1900	553	66.4%	367
8/1	Western Circulatory Right Ahead	U	28	-	594	1900	1002	59.3%	594
8/2	Western Circulatory Right	U	28	-	645	1900	1002	64.4%	645
9/1	B2068 Left	O	-	-	391	2324	1065	36.7%	391
10/1	Northern Circulatory Ahead	U	-	-	500	1900	1900	26.3%	500
10/2	Northern Circulatory Ahead	U	-	-	1012	1900	1900	53.3%	1012
11/1	M20 OnSlip Eastbound	U	-	-	461	Inf	Inf	0.0%	461

### Full Input Data And Results

11/2	M20 OnSlip Eastbound	U	-	-	456	Inf	Inf	0.0%	456
12/1	A20 Ashford Road Exit	U	-	-	808	Inf	Inf	0.0%	808
12/2	A20 Ashford Road Exit	U	-	-	844	Inf	Inf	0.0%	844
13/1	Services	U	-	-	157	Inf	Inf	0.0%	157
14/1	M20 OnSlip Westbound	U	-	-	896	Inf	Inf	0.0%	896
15/1	B2068 Exit	U	-	-	457	Inf	Inf	0.0%	457
16/2+16/1	Right Ahead	U	-	-	1179	1900:1900	1157+743	62.1 : 62.1%	1179
16/3	Right	U	-	-	724	1900	1900	38.1%	724

Full Input Data And Results

Item	Leaving (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: J2 M20 J11 A20</b>	-	0	7.1	9.0	16.1	-	-	-	-
<b>2 M20-J11-A20</b>	-	0	7.1	9.0	16.1	-	-	-	-
1/1	976	0	0.1	0.6	0.7	2.5	3.8	0.6	4.4
2/1	390	-	0.0	0.1	0.1	1.2	0.0	0.1	0.1
2/2	596	-	0.0	0.2	0.2	1.4	0.0	0.2	0.2
3/1	1783	0	0.0	0.7	0.7	1.5	0.0	0.7	0.7
4/1	115	-	0.0	0.0	0.0	1.0	0.0	0.0	0.0
4/2	195	-	0.0	0.1	0.1	1.1	0.0	0.1	0.1
5/1	199	0	0.0	0.1	0.1	2.0	0.0	0.1	0.1
6/1	1307	-	0.0	1.1	1.1	3.0	0.0	1.1	1.1
6/2	629	-	0.0	0.2	0.2	1.4	0.0	0.2	0.2
7/1	363	-	1.7	0.9	2.7	26.5	4.8	0.9	5.8
7/2	367	-	1.7	1.0	2.7	26.7	4.9	1.0	5.9
8/1	594	-	1.5	0.7	2.2	13.3	6.1	0.7	6.8
8/2	645	-	1.7	0.9	2.6	14.3	7.0	0.9	7.9
9/1	391	0	0.1	0.3	0.4	3.9	1.4	0.3	1.7
10/1	500	-	0.0	0.2	0.2	1.3	0.0	0.2	0.2
10/2	1012	-	0.0	0.6	0.6	2.0	0.0	0.6	0.6
11/1	461	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11/2	456	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12/1	808	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12/2	844	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13/1	157	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14/1	896	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15/1	457	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16/2+16/1	1179	-	0.3	0.8	1.1	3.3	28.9	0.8	29.7
16/3	724	-	0.0	0.3	0.3	1.5	0.0	0.3	0.3

## Full Input Data And Results

C1	PRC for Signalled Lanes (%):	35.5	Total Delay for Signalled Lanes (pcuHr):	10.16	Cycle Time (s):	55
	PRC Over All Lanes (%):	30.8	Total Delay Over All Lanes(pcuHr):	16.06		

Full Input Data And Results

**Scenario 4: 'DS 2037 PM'** (FG6: '2037 PM DS', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J2 M20 J11 A20</b>	-	-	-	-	-	-	-	<b>71.3%</b>	-
<b>2 M20-J11-A20</b>	-	-	-	-	-	-	-	<b>71.3%</b>	-
1/1	M20 OffSlip Westbound Ahead Left	O	-	-	939	2740	1558	60.3%	939
2/1	Eastern Circulatory Ahead	U	-	-	550	1900	1900	28.9%	550
2/2	Eastern Circulatory Right Ahead	U	-	-	665	1900	1900	35.0%	665
3/1	A20 Ashford Road Left Left2	O	-	-	1495	3327	2879	51.9%	1495
4/1	Southern Circulatory Left	U	-	-	176	1900	1900	9.3%	176
4/2	Southern Circulatory Ahead	U	-	-	214	1900	1900	11.3%	214
5/1	Services Ahead Left	O	-	-	185	2390	1274	14.5%	185
6/1	South West Circulatory Right Ahead	U	-	-	1096	1900	1900	57.7%	1096
6/2	South West Circulatory Right	U	-	-	573	1900	1900	30.2%	573
7/1	M20 OffSlip Eastbound Ahead Left	U	19	-	457	1900	691	66.1%	457
7/2	M20 OffSlip Eastbound Ahead	U	19	-	469	1900	691	67.9%	469
8/1	Western Circulatory Right Ahead	U	24	-	613	1900	864	71.0%	613
8/2	Western Circulatory Right	U	24	-	616	1900	864	71.3%	616
9/1	B2068 Left	O	-	-	435	2324	890	48.9%	435
10/1	Northern Circulatory Ahead	U	-	-	685	1900	1900	36.1%	685
10/2	Northern Circulatory Ahead	U	-	-	1085	1900	1900	57.1%	1085
11/1	M20 OnSlip Eastbound	U	-	-	493	Inf	Inf	0.0%	493

### Full Input Data And Results

11/2	M20 OnSlip Eastbound	U	-	-	497	Inf	Inf	0.0%	497
12/1	A20 Ashford Road Exit	U	-	-	935	Inf	Inf	0.0%	935
12/2	A20 Ashford Road Exit	U	-	-	829	Inf	Inf	0.0%	829
13/1	Services	U	-	-	216	Inf	Inf	0.0%	216
14/1	M20 OnSlip Westbound	U	-	-	625	Inf	Inf	0.0%	625
15/1	B2068 Exit	U	-	-	385	Inf	Inf	0.0%	385
16/2+16/1	Right Ahead	U	-	-	1341	1900:1900	1201+699	70.6 : 70.6%	1341
16/3	Right	U	-	-	864	1900	1900	45.5%	864

Full Input Data And Results

Item	Leaving (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: J2 M20 J11 A20</b>	-	0	9.4	10.4	19.7	-	-	-	-
<b>2 M20-J11-A20</b>	-	0	9.4	10.4	19.7	-	-	-	-
1/1	939	0	0.5	0.8	1.3	4.9	6.0	0.8	6.8
2/1	550	-	0.0	0.2	0.2	1.3	0.0	0.2	0.2
2/2	665	-	0.0	0.3	0.3	1.5	0.0	0.3	0.3
3/1	1495	0	0.0	0.5	0.5	1.3	0.0	0.5	0.5
4/1	176	-	0.0	0.1	0.1	1.0	0.0	0.1	0.1
4/2	214	-	0.0	0.1	0.1	1.1	0.0	0.1	0.1
5/1	185	0	0.0	0.1	0.1	1.7	0.0	0.1	0.1
6/1	1096	-	0.0	0.7	0.7	2.2	0.0	0.7	0.7
6/2	573	-	0.0	0.2	0.2	1.4	0.0	0.2	0.2
7/1	457	-	1.9	1.0	2.8	22.3	5.8	1.0	6.8
7/2	469	-	1.9	1.0	3.0	22.8	6.0	1.0	7.0
8/1	613	-	2.0	1.2	3.2	18.9	7.5	1.2	8.7
8/2	616	-	2.1	1.2	3.3	19.3	7.5	1.2	8.8
9/1	435	0	0.4	0.5	0.9	7.1	2.2	0.5	2.7
10/1	685	-	0.0	0.3	0.3	1.5	0.0	0.3	0.3
10/2	1085	-	0.0	0.7	0.7	2.2	0.0	0.7	0.7
11/1	493	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11/2	497	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12/1	935	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12/2	829	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13/1	216	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14/1	625	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15/1	385	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16/2+16/1	1341	-	0.6	1.2	1.8	4.8	32.2	1.2	33.4
16/3	864	-	0.0	0.4	0.4	1.7	0.0	0.4	0.4

## Full Input Data And Results

C1	PRC for Signalled Lanes (%):	26.2	Total Delay for Signalled Lanes (pcuHr):	12.32	Cycle Time (s):	55
	PRC Over All Lanes (%):	26.2	Total Delay Over All Lanes(pcuHr):	19.74		



Full Input Data And Results

**Scenario 5: 'DS 2044 AM '** (FG9: '2044 AM DS', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J2 M20 J11 A20</b>	-	-	-	-	-	-	-	<b>78.3%</b>	-
<b>2 M20-J11-A20</b>	-	-	-	-	-	-	-	<b>78.3%</b>	-
1/1	M20 OffSlip Westbound Ahead Left	O	-	-	1281	2740	1665	77.0%	1281
2/1	Eastern Circulatory Ahead	U	-	-	481	1900	1900	25.3%	481
2/2	Eastern Circulatory Right Ahead	U	-	-	625	1900	1900	32.9%	625
3/1	A20 Ashford Road Left Left2	O	-	-	2019	3327	2963	68.1%	2019
4/1	Southern Circulatory Left	U	-	-	116	1900	1900	6.1%	116
4/2	Southern Circulatory Ahead	U	-	-	203	1900	1900	10.7%	203
5/1	Services Ahead Left	O	-	-	202	2390	898	22.5%	202
6/1	South West Circulatory Right Ahead	U	-	-	1487	1900	1900	78.3%	1487
6/2	South West Circulatory Right	U	-	-	693	1900	1900	36.5%	693
7/1	M20 OffSlip Eastbound Ahead Left	U	20	-	403	1900	587	68.7%	403
7/2	M20 OffSlip Eastbound Ahead	U	20	-	411	1900	587	70.0%	411
8/1	Western Circulatory Right Ahead	U	36	-	654	1900	1034	63.3%	654
8/2	Western Circulatory Right	U	36	-	720	1900	1034	69.6%	720
9/1	B2068 Left	O	-	-	415	2324	905	45.9%	415
10/1	Northern Circulatory Ahead	U	-	-	598	1900	1900	31.5%	598
10/2	Northern Circulatory Ahead	U	-	-	1131	1900	1900	59.5%	1131
11/1	M20 OnSlip Eastbound	U	-	-	519	Inf	Inf	0.0%	519

### Full Input Data And Results

11/2	M20 OnSlip Eastbound	U	-	-	519	Inf	Inf	0.0%	519
12/1	A20 Ashford Road Exit	U	-	-	1052	Inf	Inf	0.0%	1052
12/2	A20 Ashford Road Exit	U	-	-	1016	Inf	Inf	0.0%	1016
13/1	Services	U	-	-	158	Inf	Inf	0.0%	158
14/1	M20 OnSlip Westbound	U	-	-	1008	Inf	Inf	0.0%	1008
15/1	B2068 Exit	U	-	-	459	Inf	Inf	0.0%	459
16/2+16/1	Right Ahead	U	-	-	1339	1900:1900	1164+736	70.5 : 70.5%	1339
16/3	Right	U	-	-	805	1900	1900	42.4%	805

Full Input Data And Results

Item	Leaving (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: J2 M20 J11 A20</b>	-	0	11.1	12.6	23.7	-	-	-	-
<b>2 M20-J11-A20</b>	-	0	11.1	12.6	23.7	-	-	-	-
1/1	1281	0	1.2	1.7	2.8	8.0	12.8	1.7	14.5
2/1	481	-	0.0	0.2	0.2	1.3	0.0	0.2	0.2
2/2	625	-	0.0	0.2	0.2	1.4	0.0	0.2	0.2
3/1	2019	0	0.0	1.1	1.1	1.9	0.0	1.1	1.1
4/1	116	-	0.0	0.0	0.0	1.0	0.0	0.0	0.0
4/2	203	-	0.0	0.1	0.1	1.1	0.0	0.1	0.1
5/1	202	0	0.0	0.1	0.1	2.6	0.0	0.1	0.1
6/1	1487	-	0.0	1.8	1.8	4.3	0.0	1.8	1.8
6/2	693	-	0.0	0.3	0.3	1.5	0.0	0.3	0.3
7/1	403	-	2.3	1.1	3.4	30.3	6.6	1.1	7.7
7/2	411	-	2.4	1.2	3.5	30.8	6.7	1.2	7.9
8/1	654	-	1.9	0.9	2.8	15.4	8.6	0.9	9.5
8/2	720	-	2.3	1.1	3.4	17.1	9.8	1.1	10.9
9/1	415	0	0.4	0.4	0.8	6.9	2.7	0.4	3.1
10/1	598	-	0.0	0.2	0.2	1.4	0.0	0.2	0.2
10/2	1131	-	0.0	0.7	0.7	2.3	0.0	0.7	0.7
11/1	519	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11/2	519	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12/1	1052	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12/2	1016	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13/1	158	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14/1	1008	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15/1	459	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16/2+16/1	1339	-	0.6	1.2	1.8	4.8	35.7	1.2	36.9
16/3	805	-	0.0	0.4	0.4	1.6	0.0	0.4	0.4

## Full Input Data And Results

C1	PRC for Signalled Lanes (%):	28.5	Total Delay for Signalled Lanes (pcuHr):	13.13	Cycle Time (s):	68
	PRC Over All Lanes (%):	15.0	Total Delay Over All Lanes(pcuHr):	23.69		

Full Input Data And Results

**Scenario 6: 'DS 2044 PM'** (FG10: '2044 PM DS', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J2 M20 J11 A20</b>	-	-	-	-	-	-	-	<b>84.9%</b>	-
<b>2 M20-J11-A20</b>	-	-	-	-	-	-	-	<b>84.9%</b>	-
1/1	M20 OffSlip Westbound Ahead Left	O	-	-	1111	2740	1309	84.9%	1111
2/1	Eastern Circulatory Ahead	U	-	-	747	1900	1900	39.3%	747
2/2	Eastern Circulatory Right Ahead	U	-	-	750	1900	1900	39.5%	750
3/1	A20 Ashford Road Left Left2	O	-	-	1779	3327	2875	61.9%	1779
4/1	Southern Circulatory Left	U	-	-	180	1900	1900	9.5%	180
4/2	Southern Circulatory Ahead	U	-	-	212	1900	1900	11.2%	212
5/1	Services Ahead Left	O	-	-	191	2390	1073	17.8%	191
6/1	South West Circulatory Right Ahead	U	-	-	1257	1900	1900	66.2%	1257
6/2	South West Circulatory Right	U	-	-	694	1900	1900	36.5%	694
7/1	M20 OffSlip Eastbound Ahead Left	U	23	-	528	1900	671	78.7%	528
7/2	M20 OffSlip Eastbound Ahead	U	23	-	539	1900	671	80.4%	539
8/1	Western Circulatory Right Ahead	U	33	-	743	1900	950	78.2%	743
8/2	Western Circulatory Right	U	33	-	737	1900	950	77.6%	737
9/1	B2068 Left	O	-	-	444	2324	645	68.8%	444
10/1	Northern Circulatory Ahead	U	-	-	868	1900	1900	45.7%	868
10/2	Northern Circulatory Ahead	U	-	-	1276	1900	1900	67.2%	1276
11/1	M20 OnSlip Eastbound	U	-	-	546	Inf	Inf	0.0%	546

### Full Input Data And Results

11/2	M20 OnSlip Eastbound	U	-	-	545	Inf	Inf	0.0%	545
12/1	A20 Ashford Road Exit	U	-	-	1218	Inf	Inf	0.0%	1218
12/2	A20 Ashford Road Exit	U	-	-	998	Inf	Inf	0.0%	998
13/1	Services	U	-	-	220	Inf	Inf	0.0%	220
14/1	M20 OnSlip Westbound	U	-	-	662	Inf	Inf	0.0%	662
15/1	B2068 Exit	U	-	-	403	Inf	Inf	0.0%	403
16/2+16/1	Right Ahead	U	-	-	1518	1900:1900	1217+683	79.9 : 79.9%	1518
16/3	Right	U	-	-	1070	1900	1900	56.3%	1070

Full Input Data And Results

Item	Leaving (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: J2 M20 J11 A20</b>	-	0	15.5	18.1	33.6	-	-	-	-
<b>2 M20-J11-A20</b>	-	0	15.5	18.1	33.6	-	-	-	-
1/1	1111	0	2.0	2.7	4.8	15.5	14.2	2.7	16.9
2/1	747	-	0.0	0.3	0.3	1.6	5.9	0.3	6.2
2/2	750	-	0.0	0.3	0.3	1.6	0.0	0.3	0.3
3/1	1779	0	0.0	0.8	0.8	1.6	0.0	0.8	0.8
4/1	180	-	0.0	0.1	0.1	1.0	0.0	0.1	0.1
4/2	212	-	0.0	0.1	0.1	1.1	0.0	0.1	0.1
5/1	191	0	0.0	0.1	0.1	2.0	0.0	0.1	0.1
6/1	1257	-	0.0	1.0	1.0	2.8	0.0	1.0	1.0
6/2	694	-	0.0	0.3	0.3	1.5	0.0	0.3	0.3
7/1	528	-	2.9	1.8	4.7	32.0	8.8	1.8	10.6
7/2	539	-	3.0	2.0	5.0	33.2	9.1	2.0	11.1
8/1	743	-	2.8	1.8	4.6	22.1	11.7	1.8	13.4
8/2	737	-	2.8	1.7	4.5	22.2	11.3	1.7	13.0
9/1	444	0	0.9	1.1	2.0	16.5	3.9	1.1	5.0
10/1	868	-	0.0	0.4	0.4	1.7	0.0	0.4	0.4
10/2	1276	-	0.0	1.0	1.0	2.9	0.0	1.0	1.0
11/1	546	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11/2	545	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12/1	1218	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12/2	998	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13/1	220	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14/1	662	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15/1	403	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16/2+16/1	1518	-	1.0	2.0	3.0	7.0	38.2	2.0	40.2
16/3	1070	-	0.0	0.6	0.6	2.2	0.0	0.6	0.6

## Full Input Data And Results

C1	PRC for Signalled Lanes (%):	12.0	Total Delay for Signalled Lanes (pcuHr):	18.76	Cycle Time (s):	68
	PRC Over All Lanes (%):	6.0	Total Delay Over All Lanes(pcuHr):	33.58		



Full Input Data And Results

**Scenario 7: 'DS 2046 AM'** (FG13: '2046 AM DS', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J2 M20 J11 A20</b>	-	-	-	-	-	-	-	<b>80.7%</b>	-
<b>2 M20-J11-A20</b>	-	-	-	-	-	-	-	<b>80.7%</b>	-
1/1	M20 OffSlip Westbound Ahead Left	O	-	-	1299	2740	1657	78.4%	1299
2/1	Eastern Circulatory Ahead	U	-	-	495	1900	1900	26.1%	495
2/2	Eastern Circulatory Right Ahead	U	-	-	618	1900	1900	32.5%	618
3/1	A20 Ashford Road Left Left2	O	-	-	2117	3327	2964	71.4%	2117
4/1	Southern Circulatory Left	U	-	-	116	1900	1900	6.1%	116
4/2	Southern Circulatory Ahead	U	-	-	202	1900	1900	10.6%	202
5/1	Services Ahead Left	O	-	-	205	2390	826	24.8%	205
6/1	South West Circulatory Right Ahead	U	-	-	1533	1900	1900	80.7%	1533
6/2	South West Circulatory Right	U	-	-	743	1900	1900	39.1%	743
7/1	M20 OffSlip Eastbound Ahead Left	U	20	-	405	1900	587	69.0%	405
7/2	M20 OffSlip Eastbound Ahead	U	20	-	413	1900	587	70.4%	413
8/1	Western Circulatory Right Ahead	U	36	-	696	1900	1034	67.3%	696
8/2	Western Circulatory Right	U	36	-	762	1900	1034	73.7%	762
9/1	B2068 Left	O	-	-	416	2324	843	49.4%	416
10/1	Northern Circulatory Ahead	U	-	-	632	1900	1900	33.3%	632
10/2	Northern Circulatory Ahead	U	-	-	1175	1900	1900	61.8%	1175
11/1	M20 OnSlip Eastbound	U	-	-	549	Inf	Inf	0.0%	549

### Full Input Data And Results

11/2	M20 OnSlip Eastbound	U	-	-	561	Inf	Inf	0.0%	561
12/1	A20 Ashford Road Exit	U	-	-	1075	Inf	Inf	0.0%	1075
12/2	A20 Ashford Road Exit	U	-	-	1019	Inf	Inf	0.0%	1019
13/1	Services	U	-	-	159	Inf	Inf	0.0%	159
14/1	M20 OnSlip Westbound	U	-	-	1023	Inf	Inf	0.0%	1023
15/1	B2068 Exit	U	-	-	469	Inf	Inf	0.0%	469
16/2+16/1	Right Ahead	U	-	-	1405	1900:1900	1158+742	73.9 : 73.9%	1405
16/3	Right	U	-	-	818	1900	1900	43.1%	818

Full Input Data And Results

Item	Leaving (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: J2 M20 J11 A20</b>	-	<b>0</b>	<b>11.9</b>	<b>14.1</b>	<b>26.0</b>	-	-	-	-
<b>2 M20-J11-A20</b>	-	<b>0</b>	<b>11.9</b>	<b>14.1</b>	<b>26.0</b>	-	-	-	-
1/1	1299	0	1.2	1.8	3.0	8.4	13.7	1.8	15.5
2/1	495	-	0.0	0.2	0.2	1.3	0.0	0.2	0.2
2/2	618	-	0.0	0.2	0.2	1.4	0.0	0.2	0.2
3/1	2117	0	0.0	1.2	1.2	2.1	0.0	1.2	1.2
4/1	116	-	0.0	0.0	0.0	1.0	0.0	0.0	0.0
4/2	202	-	0.0	0.1	0.1	1.1	0.0	0.1	0.1
5/1	205	0	0.0	0.2	0.2	2.9	0.0	0.2	0.2
6/1	1533	-	0.0	2.1	2.1	4.9	0.0	2.1	2.1
6/2	743	-	0.0	0.3	0.3	1.6	0.0	0.3	0.3
7/1	405	-	2.3	1.1	3.4	30.4	6.6	1.1	7.7
7/2	413	-	2.4	1.2	3.6	31.0	6.9	1.2	8.1
8/1	696	-	2.1	1.0	3.2	16.4	9.6	1.0	10.6
8/2	762	-	2.5	1.4	3.9	18.4	10.8	1.4	12.2
9/1	416	0	0.5	0.5	1.0	8.4	3.0	0.5	3.5
10/1	632	-	0.0	0.2	0.2	1.4	0.0	0.2	0.2
10/2	1175	-	0.0	0.8	0.8	2.5	0.0	0.8	0.8
11/1	549	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11/2	561	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12/1	1075	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12/2	1019	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13/1	159	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14/1	1023	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15/1	469	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16/2+16/1	1405	-	0.9	1.4	2.3	5.8	38.0	1.4	39.4
16/3	818	-	0.0	0.4	0.4	1.7	0.0	0.4	0.4

## Full Input Data And Results

C1	PRC for Signalled Lanes (%):	22.1	Total Delay for Signalled Lanes (pcuHr):	14.03	Cycle Time (s):	68
	PRC Over All Lanes (%):	11.5	Total Delay Over All Lanes(pcuHr):	26.04		

Full Input Data And Results

**Scenario 8: 'DS 2046 PM'** (FG14: '2046 PM DS', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J2 M20 J11 A20</b>	-	-	-	-	-	-	-	<b>85.2%</b>	-
<b>2 M20-J11-A20</b>	-	-	-	-	-	-	-	<b>85.2%</b>	-
1/1	M20 OffSlip Westbound Ahead Left	O	-	-	1175	2740	1384	84.9%	1175
2/1	Eastern Circulatory Ahead	U	-	-	711	1900	1900	37.4%	711
2/2	Eastern Circulatory Right Ahead	U	-	-	739	1900	1900	38.9%	739
3/1	A20 Ashford Road Left Left2	O	-	-	1829	3327	2870	63.7%	1829
4/1	Southern Circulatory Left	U	-	-	182	1900	1900	9.6%	182
4/2	Southern Circulatory Ahead	U	-	-	215	1900	1900	11.3%	215
5/1	Services Ahead Left	O	-	-	192	2390	1035	18.6%	192
6/1	South West Circulatory Right Ahead	U	-	-	1292	1900	1900	68.0%	1292
6/2	South West Circulatory Right	U	-	-	711	1900	1900	37.4%	711
7/1	M20 OffSlip Eastbound Ahead Left	U	23	-	536	1900	671	79.9%	536
7/2	M20 OffSlip Eastbound Ahead	U	23	-	559	1900	671	83.4%	559
8/1	Western Circulatory Right Ahead	U	33	-	760	1900	950	80.0%	760
8/2	Western Circulatory Right	U	33	-	758	1900	950	79.8%	758
9/1	B2068 Left	O	-	-	450	2324	605	74.4%	450
10/1	Northern Circulatory Ahead	U	-	-	890	1900	1900	46.8%	890
10/2	Northern Circulatory Ahead	U	-	-	1317	1900	1900	69.3%	1317
11/1	M20 OnSlip Eastbound	U	-	-	600	Inf	Inf	0.0%	600

### Full Input Data And Results

11/2	M20 OnSlip Eastbound	U	-	-	607	Inf	Inf	0.0%	607
12/1	A20 Ashford Road Exit	U	-	-	1213	Inf	Inf	0.0%	1213
12/2	A20 Ashford Road Exit	U	-	-	1015	Inf	Inf	0.0%	1015
13/1	Services	U	-	-	223	Inf	Inf	0.0%	223
14/1	M20 OnSlip Westbound	U	-	-	677	Inf	Inf	0.0%	677
15/1	B2068 Exit	U	-	-	406	Inf	Inf	0.0%	406
16/2+16/1	Right Ahead	U	-	-	1619	1900:1900	1196+704	85.2 : 85.2%	1619
16/3	Right	U	-	-	1038	1900	1900	54.6%	1038

Full Input Data And Results

Item	Leaving (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: J2 M20 J11 A20</b>	-	0	16.7	20.5	37.2	-	-	-	-
<b>2 M20-J11-A20</b>	-	0	16.7	20.5	37.2	-	-	-	-
1/1	1175	0	2.1	2.7	4.8	14.7	15.0	2.7	17.8
2/1	711	-	0.1	0.3	0.4	1.8	7.5	0.3	7.8
2/2	739	-	0.0	0.3	0.3	1.5	0.0	0.3	0.3
3/1	1829	0	0.0	0.9	0.9	1.7	0.0	0.9	0.9
4/1	182	-	0.0	0.1	0.1	1.0	0.0	0.1	0.1
4/2	215	-	0.0	0.1	0.1	1.1	0.0	0.1	0.1
5/1	192	0	0.0	0.1	0.1	2.1	0.0	0.1	0.1
6/1	1292	-	0.0	1.1	1.1	3.0	0.0	1.1	1.1
6/2	711	-	0.0	0.3	0.3	1.5	0.0	0.3	0.3
7/1	536	-	3.0	1.9	4.9	32.8	9.1	1.9	11.0
7/2	559	-	3.1	2.4	5.5	35.6	9.6	2.4	12.0
8/1	760	-	2.9	2.0	4.8	22.9	11.9	2.0	13.9
8/2	758	-	3.0	1.9	4.9	23.3	11.8	1.9	13.7
9/1	450	0	1.1	1.4	2.5	19.9	4.3	1.4	5.7
10/1	890	-	0.0	0.4	0.4	1.8	0.0	0.4	0.4
10/2	1317	-	0.0	1.1	1.1	3.1	0.0	1.1	1.1
11/1	600	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11/2	607	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12/1	1213	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12/2	1015	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13/1	223	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14/1	677	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15/1	406	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16/2+16/1	1619	-	1.6	2.8	4.4	9.8	42.7	2.8	45.5
16/3	1038	-	0.0	0.6	0.6	2.1	0.0	0.6	0.6

## Full Input Data And Results

C1	PRC for Signalled Lanes (%):	8.0	Total Delay for Signalled Lanes (pcuHr):	20.18	Cycle Time (s):	68
	PRC Over All Lanes (%):	5.6	Total Delay Over All Lanes(pcuHr):	37.18		



## P.4 J3\_A20 Ashford Rd Swan Ln

<h1>Junctions 9</h1>
<h2>PICADY 9 - Priority Intersection Module</h2>
Version: 9.0.2.5947 © Copyright TRL Limited, 2017
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**Filename:** J3\_A20 Ashford Rd Swan Ln.j9

**Path:** \\hc-ukr-ln-fs-10\LN\_Proj\UA008926 Otterpool\D-Calcs\Modelling\DM\_it5\Appendix\Picady Junction Analysis\J3 A20 Ashford Rd - Swan Ln

**Report generation date:** 19/11/2018 10:08:55

- 
- »Base, AM
  - »Base, PM
  - »DM 2037, AM
  - »DM 2037, PM
  - »DM 2044, AM
  - »DM 2044, PM
  - »DM 2046, AM
  - »DM 2046, PM
  - »DS 2037, AM
  - »DS 2037, PM
  - »DS 2044, AM
  - »DS 2044, PM
  - »DS 2046, AM
  - »DS 2046, PM

### Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
<b>Base</b>								
Stream B -ACD	0.0	8.16	0.02	A	0.0	0.00	0.00	A
Stream A -BCD	0.1	6.54	0.05	A	0.1	7.32	0.12	A
Stream D -ABC	0.6	14.83	0.40	B	0.4	12.62	0.29	B
Stream C -ABD	0.0	6.52	0.00	A	0.0	6.39	0.01	A
<b>DM 2037</b>								
Stream B -ACD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream A -BCD	0.1	6.69	0.05	A	0.2	7.65	0.14	A
Stream D -ABC	0.9	18.64	0.47	C	0.6	16.67	0.37	C
Stream C -ABD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
<b>DM 2044</b>								
Stream B -ACD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream A -BCD	0.1	6.64	0.05	A	0.2	7.39	0.14	A
Stream D -ABC	0.9	19.10	0.48	C	0.5	15.15	0.35	C
Stream C -ABD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
<b>DM 2046</b>								
Stream B -ACD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream A -BCD	0.1	6.66	0.05	A	0.2	7.40	0.14	A
Stream D -ABC	0.9	19.36	0.48	C	0.5	15.38	0.35	C
Stream C -ABD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
<b>DS 2037</b>								
Stream B -ACD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream A -BCD	0.1	6.90	0.07	A	0.2	7.16	0.15	A
Stream D -ABC	1.2	24.59	0.54	C	0.7	18.96	0.41	C
Stream C -ABD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
<b>DS 2044</b>								
Stream B -ACD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream A -BCD	0.1	6.71	0.07	A	0.3	7.86	0.17	A
Stream D -ABC	1.3	25.29	0.56	D	0.8	22.89	0.46	C
Stream C -ABD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
<b>DS 2046</b>								
Stream B -ACD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream A -BCD	0.1	6.73	0.07	A	0.3	7.95	0.18	A
Stream D -ABC	1.4	28.15	0.59	D	0.9	25.58	0.49	D
Stream C -ABD	0.0	0.00	0.00	A	0.0	0.00	0.00	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	J3 Otterpool Park_Base Model
Location	A20 Ashford Road - Swan Ln
Site number	
Date	27/06/2017
Version	
Status	Draft 1
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	

### Units

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

### Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

### Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	J3 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D2	Base	PM	J3 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D15	DM 2037	AM	J3 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D16	DM 2037	PM	J3 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D17	DM 2044	AM	J3 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D18	DM 2044	PM	J3 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D19	DM 2046	AM	J3 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D20	DM 2046	PM	J3 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D21	DS 2037	AM	J3 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D22	DS 2037	PM	J3 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D23	DS 2044	AM	J3 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D24	DS 2044	PM	J3 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D25	DS 2046	AM	J3 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D26	DS 2046	PM	J3 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

### Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	9	100.000	100.000

# Base, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	3.07	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm type
A	A20 Ashford Road Westbound		Major
B	Private Access		Minor
C	A20 Ashford Road Eastbound		Major
D	Swan Ln		Minor

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	6.90			120.0	9	1.00
C	6.90			120.0	9	1.00

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

### Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.20	35	35
D	One lane	2.70	23	43

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	643	-	-	-	-	-	-	0.240	0.342	0.240	-	-	-
1	B-A	466	0.081	0.206	0.206	-	-	-	0.130	0.294	-	0.206	0.206	0.103
1	B-C	594	0.088	0.221	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	466	0.081	0.206	0.206	-	-	-	0.130	0.294	0.130	-	-	-
1	B-D, offside lane	466	0.081	0.206	0.206	-	-	-	0.130	0.294	0.130	-	-	-
1	C-B	643	0.240	0.240	0.342	-	-	-	-	-	-	-	-	-
1	D-A	631	-	-	-	-	-	-	0.235	-	0.093	-	-	-
1	D-B, nearside lane	491	0.137	0.137	0.310	-	-	-	0.217	0.217	0.086	-	-	-
1	D-B, offside lane	491	0.137	0.137	0.310	-	-	-	0.217	0.217	0.086	-	-	-
1	D-C	491	-	0.137	0.310	0.109	0.217	0.217	0.217	0.217	0.086	-	-	-

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

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

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	J3 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	314	100.000
B		ONE HOUR	9	7	100.000
C		ONE HOUR	9	290	100.000
D		ONE HOUR	9	144	100.000

## Origin -Destination Data

### Demand (Veh/hr)

From	To				
	\$	%	&	'	
	0	0	290	24	
	2	0	5	0	
	214	2	0	74	
	42	0	102	0	

## Vehicle Mix

### Heavy Vehicle Percentages

From	To				
	\$	%	&	'	
	0	0	6	0	
	0	0	0	0	
	7	0	0	3	
	7	0	2	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.02	8.16	0.0	A	6	10
A-BCD	0.05	6.54	0.1	A	22	34
A-B					0	0
A-C					266	399
D-ABC	0.40	14.83	0.6	B	132	198
C-ABD	0.00	6.52	0.0	A	2	3
C-D					68	102
C-A					196	295

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	5	1	482	0.011	5	0.0	0.0	7.549	A
A-BCD	18	5	595	0.031	18	0.0	0.0	6.243	A
A-B	0	0			0				
A-C	218	55			218				
D-ABC	108	27	436	0.249	107	0.0	0.3	10.913	B
C-ABD	2	0.38	582	0.003	1	0.0	0.0	6.196	A
C-D	56	14			56				
C-A	161	40			161				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	6	2	468	0.013	6	0.0	0.0	7.794	A
A-BCD	22	5	587	0.037	22	0.0	0.0	6.371	A
A-B	0	0			0				
A-C	260	65			260				
D-ABC	129	32	421	0.307	129	0.3	0.4	12.298	B
C-ABD	2	0.45	571	0.003	2	0.0	0.0	6.327	A
C-D	67	17			67				
C-A	192	48			192				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	8	2	449	0.017	8	0.0	0.0	8.162	A
A-BCD	27	7	577	0.047	27	0.0	0.1	6.543	A
A-B	0	0			0				
A-C	319	80			319				
D-ABC	159	40	401	0.395	158	0.4	0.6	14.733	B
C-ABD	2	0.55	555	0.004	2	0.0	0.0	6.516	A
C-D	81	20			81				
C-A	236	59			236				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	8	2	449	0.017	8	0.0	0.0	8.163	A
A-BCD	27	7	577	0.047	27	0.1	0.1	6.543	A
A-B	0	0			0				
A-C	319	80			319				
D-ABC	159	40	401	0.395	159	0.6	0.6	14.826	B
C-ABD	2	0.55	555	0.004	2	0.0	0.0	6.517	A
C-D	81	20			81				
C-A	236	59			236				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	6	2	468	0.013	6	0.0	0.0	7.797	A
A-BCD	22	5	587	0.037	22	0.1	0.0	6.372	A
A-B	0	0			0				
A-C	260	65			260				
D-ABC	129	32	421	0.307	130	0.6	0.5	12.403	B
C-ABD	2	0.45	571	0.003	2	0.0	0.0	6.328	A
C-D	67	17			67				
C-A	192	48			192				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	5	1	482	0.011	5	0.0	0.0	7.554	A
A-BCD	18	5	595	0.031	18	0.0	0.0	6.248	A
A-B	0	0			0				
A-C	218	55			218				
D-ABC	108	27	436	0.249	109	0.5	0.3	11.030	B
C-ABD	2	0.38	582	0.003	2	0.0	0.0	6.199	A
C-D	56	14			56				
C-A	161	40			161				



# Base, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	2.22	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base	PM	J3 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	271	100.000
B		ONE HOUR	9	2	100.000
C		ONE HOUR	9	412	100.000
D		ONE HOUR	9	105	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	2	211	58	
	%	1	0	1	0	
	&	278	3	0	131	
	'	34	0	71	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	0	2	0	
	%	0	0	100	0	
	&	4	0	0	1	
	'	0	0	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.12	7.32	0.1	A	55	83
A-B					2	3
A-C					192	287
D-ABC	0.29	12.62	0.4	B	96	145
C-ABD	0.01	6.39	0.0	A	3	4
C-D					120	180
C-A					255	383

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	332	0.000	0	0.0	0.0	0.000	A
A-BCD	45	11	579	0.077	44	0.0	0.1	6.727	A
A-B	1	0.37			1				
A-C	158	39			158				
D-ABC	79	20	442	0.179	78	0.0	0.2	9.871	A
C-ABD	2	0.57	591	0.004	2	0.0	0.0	6.119	A
C-D	99	25			99				
C-A	209	52			209				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	319	0.000	0	0.0	0.0	0.000	A
A-BCD	54	13	570	0.095	54	0.1	0.1	6.975	A
A-B	2	0.45			2				
A-C	188	47			188				
D-ABC	94	24	425	0.222	94	0.2	0.3	10.876	B
C-ABD	3	0.68	580	0.005	3	0.0	0.0	6.230	A
C-D	118	29			118				
C-A	250	62			250				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	302	0.000	0	0.0	0.0	0.000	A
A-BCD	67	17	559	0.120	67	0.1	0.1	7.311	A
A-B	2	0.54			2				
A-C	229	57			229				
D-ABC	116	29	401	0.288	115	0.3	0.4	12.575	B
C-ABD	3	0.83	567	0.006	3	0.0	0.0	6.388	A
C-D	144	36			144				
C-A	306	77			306				

## 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	302	0.000	0	0.0	0.0	0.000	A
A-BCD	67	17	559	0.120	67	0.1	0.1	7.317	A
A-B	2	0.54			2				
A-C	229	57			229				
D-ABC	116	29	401	0.288	116	0.4	0.4	12.616	B
C-ABD	3	0.83	567	0.006	3	0.0	0.0	6.388	A
C-D	144	36			144				
C-A	306	77			306				

## 17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	319	0.000	0	0.0	0.0	0.000	A
A-BCD	54	13	570	0.094	54	0.1	0.1	6.979	A
A-B	2	0.45			2				
A-C	188	47			188				
D-ABC	94	24	425	0.222	95	0.4	0.3	10.927	B
C-ABD	3	0.68	580	0.005	3	0.0	0.0	6.231	A
C-D	118	29			118				
C-A	250	62			250				

## 18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	332	0.000	0	0.0	0.0	0.000	A
A-BCD	45	11	579	0.077	45	0.1	0.1	6.738	A
A-B	1	0.37			1				
A-C	158	39			158				
D-ABC	79	20	442	0.179	79	0.3	0.2	9.936	A
C-ABD	2	0.57	590	0.004	2	0.0	0.0	6.123	A
C-D	99	25			99				
C-A	209	52			209				

# DM 2037, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	3.09	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	DM 2037	AM	J3 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	443	100.000
B		ONE HOUR	9	0	100.000
C		ONE HOUR	9	357	100.000
D		ONE HOUR	9	153	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	0	417	26	
	%	0	0	0	0	
	&	270	0	0	87	
	'	43	0	110	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	0	10	0	
	%	0	0	0	0	
	&	7	0	0	2	
	'	5	0	4	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.05	6.69	0.1	A	25	37
A-B					0	0
A-C					382	573
D-ABC	0.47	18.64	0.9	C	140	211
C-ABD	0.00	0.00	0.0	A	0	0
C-D					80	120
C-A					248	372

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	382	0.000	0	0.0	0.0	0.000	A
A-BCD	20	5	586	0.034	20	0.0	0.0	6.356	A
A-B	0	0			0				
A-C	314	78			314				
D-ABC	115	29	407	0.283	114	0.0	0.4	12.214	B
C-ABD	0	0	1108	0.000	0	0.0	0.0	0.000	A
C-D	65	16			65				
C-A	203	51			203				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	360	0.000	0	0.0	0.0	0.000	A
A-BCD	24	6	577	0.042	24	0.0	0.0	6.500	A
A-B	0	0			0				
A-C	374	94			374				
D-ABC	138	34	388	0.355	137	0.4	0.5	14.308	B
C-ABD	0	0	1073	0.000	0	0.0	0.0	0.000	A
C-D	78	20			78				
C-A	243	61			243				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	330	0.000	0	0.0	0.0	0.000	A
A-BCD	30	7	568	0.053	30	0.0	0.1	6.689	A
A-B	0	0			0				
A-C	458	114			458				
D-ABC	168	42	361	0.466	167	0.5	0.8	18.422	C
C-ABD	0	0	1025	0.000	0	0.0	0.0	0.000	A
C-D	96	24			96				
C-A	297	74			297				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	330	0.000	0	0.0	0.0	0.000	A
A-BCD	30	7	568	0.053	30	0.1	0.1	6.689	A
A-B	0	0			0				
A-C	458	114			458				
D-ABC	168	42	361	0.466	168	0.8	0.9	18.641	C
C-ABD	0	0	1025	0.000	0	0.0	0.0	0.000	A
C-D	96	24			96				
C-A	297	74			297				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	360	0.000	0	0.0	0.0	0.000	A
A-BCD	24	6	578	0.042	24	0.1	0.0	6.502	A
A-B	0	0			0				
A-C	374	94			374				
D-ABC	138	34	388	0.355	139	0.9	0.6	14.516	B
C-ABD	0	0	1073	0.000	0	0.0	0.0	0.000	A
C-D	78	20			78				
C-A	243	61			243				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	382	0.000	0	0.0	0.0	0.000	A
A-BCD	20	5	586	0.034	20	0.0	0.0	6.359	A
A-B	0	0			0				
A-C	314	78			314				
D-ABC	115	29	407	0.283	116	0.6	0.4	12.398	B
C-ABD	0	0	1108	0.000	0	0.0	0.0	0.000	A
C-D	65	16			65				
C-A	203	51			203				

# DM 2037, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	2.23	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	DM 2037	PM	J3 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	407	100.000
B		ONE HOUR	9	0	100.000
C		ONE HOUR	9	542	100.000
D		ONE HOUR	9	115	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	0	343	64	
	%	0	0	0	0	
	&	400	0	0	142	
	'	34	0	81	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	0	4	0	
	%	0	0	0	0	
	&	5	0	0	1	
	'	0	0	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.14	7.65	0.2	A	63	95
A-B					0	0
A-C					310	465
D-ABC	0.37	16.67	0.6	C	106	158
C-ABD	0.00	0.00	0.0	A	0	0
C-D					130	195
C-A					367	551

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	380	0.000	0	0.0	0.0	0.000	A
A-BCD	50	13	565	0.089	50	0.0	0.1	6.986	A
A-B	0	0			0				
A-C	256	64			256				
D-ABC	87	22	402	0.216	85	0.0	0.3	11.348	B
C-ABD	0	0	1125	0.000	0	0.0	0.0	0.000	A
C-D	107	27			107				
C-A	301	75			301				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	357	0.000	0	0.0	0.0	0.000	A
A-BCD	61	15	556	0.110	61	0.1	0.1	7.274	A
A-B	0	0			0				
A-C	305	76			305				
D-ABC	103	26	377	0.274	103	0.3	0.4	13.119	B
C-ABD	0	0	1094	0.000	0	0.0	0.0	0.000	A
C-D	128	32			128				
C-A	360	90			360				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	326	0.000	0	0.0	0.0	0.000	A
A-BCD	78	20	548	0.142	78	0.1	0.2	7.647	A
A-B	0	0			0				
A-C	370	92			370				
D-ABC	127	32	342	0.370	126	0.4	0.6	16.552	C
C-ABD	0	0	1050	0.000	0	0.0	0.0	0.000	A
C-D	156	39			156				
C-A	440	110			440				



17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	325	0.000	0	0.0	0.0	0.000	A
A-BCD	78	20	549	0.142	78	0.2	0.2	7.652	A
A-B	0	0			0				
A-C	370	92			370				
D-ABC	127	32	342	0.370	127	0.6	0.6	16.672	C
C-ABD	0	0	1050	0.000	0	0.0	0.0	0.000	A
C-D	156	39			156				
C-A	440	110			440				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	357	0.000	0	0.0	0.0	0.000	A
A-BCD	61	15	557	0.110	61	0.2	0.1	7.284	A
A-B	0	0			0				
A-C	305	76			305				
D-ABC	103	26	377	0.274	104	0.6	0.4	13.239	B
C-ABD	0	0	1093	0.000	0	0.0	0.0	0.000	A
C-D	128	32			128				
C-A	360	90			360				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	380	0.000	0	0.0	0.0	0.000	A
A-BCD	50	13	565	0.089	50	0.1	0.1	7.001	A
A-B	0	0			0				
A-C	256	64			256				
D-ABC	87	22	402	0.216	87	0.4	0.3	11.460	B
C-ABD	0	0	1125	0.000	0	0.0	0.0	0.000	A
C-D	107	27			107				
C-A	301	75			301				

# DM 2044, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	3.16	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	DM 2044	AM	J3 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	471	100.000
B		ONE HOUR	9	0	100.000
C		ONE HOUR	9	347	100.000
D		ONE HOUR	9	157	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	0	445	26	
	%	0	0	0	0	
	&	261	0	0	86	
	'	42	0	115	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	0	9	0	
	%	0	0	0	0	
	&	7	0	0	2	
	'	5	0	3	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.05	6.64	0.1	A	25	37
A-B					0	0
A-C					408	611
D-ABC	0.48	19.10	0.9	C	144	216
C-ABD	0.00	0.00	0.0	A	0	0
C-D					79	118
C-A					239	359

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	379	0.000	0	0.0	0.0	0.000	A
A-BCD	20	5	589	0.034	20	0.0	0.0	6.327	A
A-B	0	0			0				
A-C	335	84			335				
D-ABC	118	30	407	0.290	117	0.0	0.4	12.311	B
C-ABD	0	0	1099	0.000	0	0.0	0.0	0.000	A
C-D	65	16			65				
C-A	196	49			196				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	356	0.000	0	0.0	0.0	0.000	A
A-BCD	24	6	581	0.041	24	0.0	0.0	6.463	A
A-B	0	0			0				
A-C	399	100			399				
D-ABC	141	35	388	0.364	141	0.4	0.6	14.503	B
C-ABD	0	0	1062	0.000	0	0.0	0.0	0.000	A
C-D	77	19			77				
C-A	235	59			235				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	325	0.000	0	0.0	0.0	0.000	A
A-BCD	30	7	572	0.052	30	0.0	0.1	6.636	A
A-B	0	0			0				
A-C	489	122			489				
D-ABC	173	43	361	0.479	172	0.6	0.9	18.860	C
C-ABD	0	0	1011	0.000	0	0.0	0.0	0.000	A
C-D	95	24			95				
C-A	287	72			287				

## 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	325	0.000	0	0.0	0.0	0.000	A
A-BCD	30	7	572	0.052	30	0.1	0.1	6.639	A
A-B	0	0			0				
A-C	489	122			489				
D-ABC	173	43	361	0.479	173	0.9	0.9	19.104	C
C-ABD	0	0	1011	0.000	0	0.0	0.0	0.000	A
C-D	95	24			95				
C-A	287	72			287				

## 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	356	0.000	0	0.0	0.0	0.000	A
A-BCD	24	6	581	0.041	24	0.1	0.0	6.464	A
A-B	0	0			0				
A-C	399	100			399				
D-ABC	141	35	388	0.364	142	0.9	0.6	14.727	B
C-ABD	0	0	1062	0.000	0	0.0	0.0	0.000	A
C-D	77	19			77				
C-A	235	59			235				

## 09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	378	0.000	0	0.0	0.0	0.000	A
A-BCD	20	5	589	0.034	20	0.0	0.0	6.330	A
A-B	0	0			0				
A-C	335	84			335				
D-ABC	118	30	407	0.290	119	0.6	0.4	12.508	B
C-ABD	0	0	1098	0.000	0	0.0	0.0	0.000	A
C-D	65	16			65				
C-A	196	49			196				

# DM 2044, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	2.19	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	DM 2044	PM	J3 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	398	100.000
B		ONE HOUR	9	0	100.000
C		ONE HOUR	9	472	100.000
D		ONE HOUR	9	114	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	0	335	63	
	%	0	0	0	0	
	&	324	0	0	148	
	'	34	0	80	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	0	4	0	
	%	0	0	0	0	
	&	6	0	0	1	
	'	0	0	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.14	7.39	0.2	A	62	93
A-B					0	0
A-C					303	455
D-ABC	0.35	15.15	0.5	C	105	157
C-ABD	0.00	0.00	0.0	A	0	0
C-D					136	204
C-A					297	446

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	388	0.000	0	0.0	0.0	0.000	A
A-BCD	49	12	576	0.086	49	0.0	0.1	6.824	A
A-B	0	0			0				
A-C	250	63			250				
D-ABC	86	21	416	0.206	85	0.0	0.3	10.848	B
C-ABD	0	0	1129	0.000	0	0.0	0.0	0.000	A
C-D	111	28			111				
C-A	244	61			244				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	367	0.000	0	0.0	0.0	0.000	A
A-BCD	60	15	569	0.105	60	0.1	0.1	7.070	A
A-B	0	0			0				
A-C	298	74			298				
D-ABC	102	26	394	0.260	102	0.3	0.3	12.333	B
C-ABD	0	0	1098	0.000	0	0.0	0.0	0.000	A
C-D	133	33			133				
C-A	291	73			291				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	337	0.000	0	0.0	0.0	0.000	A
A-BCD	76	19	563	0.135	76	0.1	0.2	7.385	A
A-B	0	0			0				
A-C	362	91			362				
D-ABC	126	31	363	0.346	125	0.3	0.5	15.069	C
C-ABD	0	0	1055	0.000	0	0.0	0.0	0.000	A
C-D	163	41			163				
C-A	357	89			357				

## 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	337	0.000	0	0.0	0.0	0.000	A
A-BCD	76	19	563	0.135	76	0.2	0.2	7.390	A
A-B	0	0			0				
A-C	362	91			362				
D-ABC	126	31	363	0.346	125	0.5	0.5	15.152	C
C-ABD	0	0	1055	0.000	0	0.0	0.0	0.000	A
C-D	163	41			163				
C-A	357	89			357				

## 17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	367	0.000	0	0.0	0.0	0.000	A
A-BCD	60	15	569	0.105	60	0.2	0.1	7.076	A
A-B	0	0			0				
A-C	298	74			298				
D-ABC	102	26	394	0.260	103	0.5	0.4	12.421	B
C-ABD	0	0	1098	0.000	0	0.0	0.0	0.000	A
C-D	133	33			133				
C-A	291	73			291				

## 18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	387	0.000	0	0.0	0.0	0.000	A
A-BCD	49	12	576	0.085	49	0.1	0.1	6.838	A
A-B	0	0			0				
A-C	250	63			250				
D-ABC	86	21	416	0.207	86	0.4	0.3	10.943	B
C-ABD	0	0	1128	0.000	0	0.0	0.0	0.000	A
C-D	111	28			111				
C-A	244	61			244				

# DM 2046, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	3.20	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	DM 2046	AM	J3 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	467	100.000
B		ONE HOUR	9	0	100.000
C		ONE HOUR	9	352	100.000
D		ONE HOUR	9	158	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	0	441	26	
	%	0	0	0	0	
	&	265	0	0	87	
	'	42	0	116	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	0	10	0	
	%	0	0	0	0	
	&	7	0	0	2	
	'	5	0	3	0	



## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.05	6.66	0.1	A	25	37
A-B					0	0
A-C					404	606
D-ABC	0.48	19.36	0.9	C	145	217
C-ABD	0.00	0.00	0.0	A	0	0
C-D					80	120
C-A					243	365

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	378	0.000	0	0.0	0.0	0.000	A
A-BCD	20	5	588	0.034	20	0.0	0.0	6.338	A
A-B	0	0			0				
A-C	332	83			332				
D-ABC	119	30	406	0.293	117	0.0	0.4	12.384	B
C-ABD	0	0	1099	0.000	0	0.0	0.0	0.000	A
C-D	65	16			65				
C-A	200	50			200				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	355	0.000	0	0.0	0.0	0.000	A
A-BCD	24	6	579	0.042	24	0.0	0.0	6.477	A
A-B	0	0			0				
A-C	396	99			396				
D-ABC	142	36	387	0.367	141	0.4	0.6	14.623	B
C-ABD	0	0	1062	0.000	0	0.0	0.0	0.000	A
C-D	78	20			78				
C-A	238	60			238				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	324	0.000	0	0.0	0.0	0.000	A
A-BCD	30	7	570	0.053	30	0.0	0.1	6.656	A
A-B	0	0			0				
A-C	484	121			484				
D-ABC	174	43	360	0.484	173	0.6	0.9	19.105	C
C-ABD	0	0	1011	0.000	0	0.0	0.0	0.000	A
C-D	96	24			96				
C-A	292	73			292				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	324	0.000	0	0.0	0.0	0.000	A
A-BCD	30	7	571	0.053	30	0.1	0.1	6.658	A
A-B	0	0			0				
A-C	484	121			484				
D-ABC	174	43	360	0.484	174	0.9	0.9	19.360	C
C-ABD	0	0	1011	0.000	0	0.0	0.0	0.000	A
C-D	96	24			96				
C-A	292	73			292				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	355	0.000	0	0.0	0.0	0.000	A
A-BCD	24	6	580	0.041	24	0.1	0.0	6.479	A
A-B	0	0			0				
A-C	396	99			396				
D-ABC	142	36	387	0.367	143	0.9	0.6	14.860	B
C-ABD	0	0	1062	0.000	0	0.0	0.0	0.000	A
C-D	78	20			78				
C-A	238	60			238				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	378	0.000	0	0.0	0.0	0.000	A
A-BCD	20	5	588	0.034	20	0.0	0.0	6.342	A
A-B	0	0			0				
A-C	332	83			332				
D-ABC	119	30	406	0.293	120	0.6	0.4	12.584	B
C-ABD	0	0	1098	0.000	0	0.0	0.0	0.000	A
C-D	65	16			65				
C-A	200	50			200				

# DM 2046, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	2.20	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	DM 2046	PM	J3 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	403	100.000
B		ONE HOUR	9	0	100.000
C		ONE HOUR	9	477	100.000
D		ONE HOUR	9	115	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	0	340	63	
	%	0	0	0	0	
	&	329	0	0	148	
	'	34	0	81	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	0	4	0	
	%	0	0	0	0	
	&	6	0	0	1	
	'	0	0	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.14	7.40	0.2	A	62	93
A-B					0	0
A-C					308	462
D-ABC	0.35	15.38	0.5	C	106	158
C-ABD	0.00	0.00	0.0	A	0	0
C-D					136	204
C-A					302	453

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	386	0.000	0	0.0	0.0	0.000	A
A-BCD	49	12	576	0.086	49	0.0	0.1	6.832	A
A-B	0	0			0				
A-C	254	64			254				
D-ABC	87	22	414	0.209	86	0.0	0.3	10.964	B
C-ABD	0	0	1127	0.000	0	0.0	0.0	0.000	A
C-D	111	28			111				
C-A	248	62			248				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	365	0.000	0	0.0	0.0	0.000	A
A-BCD	60	15	568	0.106	60	0.1	0.1	7.080	A
A-B	0	0			0				
A-C	302	76			302				
D-ABC	103	26	392	0.264	103	0.3	0.4	12.457	B
C-ABD	0	0	1096	0.000	0	0.0	0.0	0.000	A
C-D	133	33			133				
C-A	296	74			296				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	335	0.000	0	0.0	0.0	0.000	A
A-BCD	76	19	562	0.136	76	0.1	0.2	7.395	A
A-B	0	0			0				
A-C	367	92			367				
D-ABC	127	32	361	0.351	126	0.4	0.5	15.293	C
C-ABD	0	0	1053	0.000	0	0.0	0.0	0.000	A
C-D	163	41			163				
C-A	362	91			362				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	335	0.000	0	0.0	0.0	0.000	A
A-BCD	76	19	563	0.135	76	0.2	0.2	7.402	A
A-B	0	0			0				
A-C	367	92			367				
D-ABC	127	32	361	0.351	127	0.5	0.5	15.383	C
C-ABD	0	0	1052	0.000	0	0.0	0.0	0.000	A
C-D	163	41			163				
C-A	362	91			362				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	365	0.000	0	0.0	0.0	0.000	A
A-BCD	60	15	569	0.106	60	0.2	0.1	7.085	A
A-B	0	0			0				
A-C	302	76			302				
D-ABC	103	26	392	0.264	104	0.5	0.4	12.553	B
C-ABD	0	0	1095	0.000	0	0.0	0.0	0.000	A
C-D	133	33			133				
C-A	296	74			296				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	386	0.000	0	0.0	0.0	0.000	A
A-BCD	49	12	576	0.086	49	0.1	0.1	6.843	A
A-B	0	0			0				
A-C	254	64			254				
D-ABC	87	22	414	0.209	87	0.4	0.3	11.031	B
C-ABD	0	0	1127	0.000	0	0.0	0.0	0.000	A
C-D	111	28			111				
C-A	248	62			248				

# DS 2037, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	3.31	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	DS 2037	AM	J3 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	605	100.000
B		ONE HOUR	9	0	100.000
C		ONE HOUR	9	459	100.000
D		ONE HOUR	9	157	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	0	574	31	
	%	0	0	0	0	
	&	372	0	0	87	
	'	47	0	110	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	0	6	0	
	%	0	0	0	0	
	&	5	0	0	2	
	'	4	0	4	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.07	6.90	0.1	A	30	45
A-B					0	0
A-C					525	788
D-ABC	0.54	24.59	1.2	C	144	216
C-ABD	0.00	0.00	0.0	A	0	0
C-D					80	120
C-A					341	512

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	348	0.000	0	0.0	0.0	0.000	A
A-BCD	24	6	575	0.042	24	0.0	0.0	6.530	A
A-B	0	0			0				
A-C	431	108			431				
D-ABC	118	30	380	0.311	116	0.0	0.4	13.581	B
C-ABD	0	0	1051	0.000	0	0.0	0.0	0.000	A
C-D	65	16			65				
C-A	280	70			280				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	319	0.000	0	0.0	0.0	0.000	A
A-BCD	29	7	567	0.052	29	0.0	0.1	6.695	A
A-B	0	0			0				
A-C	515	129			515				
D-ABC	141	35	354	0.398	140	0.4	0.6	16.746	C
C-ABD	0	0	1006	0.000	0	0.0	0.0	0.000	A
C-D	78	20			78				
C-A	334	84			334				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	279	0.000	0	0.0	0.0	0.000	A
A-BCD	37	9	558	0.066	37	0.1	0.1	6.897	A
A-B	0	0			0				
A-C	629	157			629				
D-ABC	173	43	319	0.542	171	0.6	1.1	24.022	C
C-ABD	0	0	942	0.000	0	0.0	0.0	0.000	A
C-D	96	24			96				
C-A	410	102			410				

## 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	279	0.000	0	0.0	0.0	0.000	A
A-BCD	37	9	559	0.066	37	0.1	0.1	6.897	A
A-B	0	0			0				
A-C	629	157			629				
D-ABC	173	43	319	0.542	173	1.1	1.2	24.589	C
C-ABD	0	0	942	0.000	0	0.0	0.0	0.000	A
C-D	96	24			96				
C-A	410	102			410				

## 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	319	0.000	0	0.0	0.0	0.000	A
A-BCD	29	7	567	0.052	29	0.1	0.1	6.697	A
A-B	0	0			0				
A-C	515	129			515				
D-ABC	141	35	354	0.398	143	1.2	0.7	17.174	C
C-ABD	0	0	1006	0.000	0	0.0	0.0	0.000	A
C-D	78	20			78				
C-A	334	84			334				

## 09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	348	0.000	0	0.0	0.0	0.000	A
A-BCD	24	6	575	0.042	24	0.1	0.0	6.533	A
A-B	0	0			0				
A-C	431	108			431				
D-ABC	118	30	380	0.311	119	0.7	0.5	13.857	B
C-ABD	0	0	1051	0.000	0	0.0	0.0	0.000	A
C-D	65	16			65				
C-A	280	70			280				



# DS 2037, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	2.16	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	DS 2037	PM	J3 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	625	100.000
B		ONE HOUR	9	0	100.000
C		ONE HOUR	9	526	100.000
D		ONE HOUR	9	118	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	0	555	70	
	%	0	0	0	0	
	&	384	0	0	142	
	'	37	0	81	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	0	2	0	
	%	0	0	0	0	
	&	4	0	0	1	
	'	0	0	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.15	7.16	0.2	A	73	109
A-B					0	0
A-C					501	751
D-ABC	0.41	18.96	0.7	C	108	162
C-ABD	0.00	0.00	0.0	A	0	0
C-D					130	195
C-A					352	529

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	347	0.000	0	0.0	0.0	0.000	A
A-BCD	57	14	586	0.097	56	0.0	0.1	6.789	A
A-B	0	0			0				
A-C	414	103			414				
D-ABC	89	22	388	0.229	88	0.0	0.3	11.943	B
C-ABD	0	0	1047	0.000	0	0.0	0.0	0.000	A
C-D	107	27			107				
C-A	289	72			289				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	318	0.000	0	0.0	0.0	0.000	A
A-BCD	70	18	586	0.120	70	0.1	0.1	6.973	A
A-B	0	0			0				
A-C	492	123			492				
D-ABC	106	27	360	0.295	106	0.3	0.4	14.148	B
C-ABD	0	0	1000	0.000	0	0.0	0.0	0.000	A
C-D	128	32			128				
C-A	345	86			345				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	277	0.000	0	0.0	0.0	0.000	A
A-BCD	92	23	594	0.154	91	0.1	0.2	7.155	A
A-B	0	0			0				
A-C	597	149			597				
D-ABC	130	32	320	0.406	129	0.4	0.7	18.772	C
C-ABD	0	0	935	0.000	0	0.0	0.0	0.000	A
C-D	156	39			156				
C-A	423	106			423				

## 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	277	0.000	0	0.0	0.0	0.000	A
A-BCD	92	23	594	0.154	92	0.2	0.2	7.164	A
A-B	0	0			0				
A-C	597	149			597				
D-ABC	130	32	320	0.407	130	0.7	0.7	18.963	C
C-ABD	0	0	935	0.000	0	0.0	0.0	0.000	A
C-D	156	39			156				
C-A	423	106			423				

## 17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	317	0.000	0	0.0	0.0	0.000	A
A-BCD	70	18	587	0.119	70	0.2	0.2	6.985	A
A-B	0	0			0				
A-C	492	123			492				
D-ABC	106	27	359	0.295	107	0.7	0.4	14.316	B
C-ABD	0	0	999	0.000	0	0.0	0.0	0.000	A
C-D	128	32			128				
C-A	345	86			345				

## 18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	347	0.000	0	0.0	0.0	0.000	A
A-BCD	57	14	586	0.097	57	0.2	0.1	6.807	A
A-B	0	0			0				
A-C	414	103			414				
D-ABC	89	22	388	0.229	89	0.4	0.3	12.084	B
C-ABD	0	0	1046	0.000	0	0.0	0.0	0.000	A
C-D	107	27			107				
C-A	289	72			289				

# DS 2044, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	3.54	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D23	DS 2044	AM	J3 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	675	100.000
B		ONE HOUR	9	0	100.000
C		ONE HOUR	9	422	100.000
D		ONE HOUR	9	167	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	0	641	34	
	%	0	0	0	0	
	&	336	0	0	86	
	'	52	0	115	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	0	2	0	
	%	0	0	0	0	
	&	5	0	0	2	
	'	4	0	3	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.07	6.71	0.1	A	33	50
A-B					0	0
A-C					586	879
D-ABC	0.56	25.29	1.3	D	153	230
C-ABD	0.00	0.00	0.0	A	0	0
C-D					79	118
C-A					308	462

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	343	0.000	0	0.0	0.0	0.000	A
A-BCD	27	7	586	0.045	26	0.0	0.0	6.433	A
A-B	0	0			0				
A-C	482	120			482				
D-ABC	126	31	386	0.325	124	0.0	0.5	13.618	B
C-ABD	0	0	1034	0.000	0	0.0	0.0	0.000	A
C-D	65	16			65				
C-A	253	63			253				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	314	0.000	0	0.0	0.0	0.000	A
A-BCD	32	8	581	0.056	32	0.0	0.1	6.564	A
A-B	0	0			0				
A-C	574	144			574				
D-ABC	150	38	361	0.416	149	0.5	0.7	16.913	C
C-ABD	0	0	984	0.000	0	0.0	0.0	0.000	A
C-D	77	19			77				
C-A	302	76			302				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	272	0.000	0	0.0	0.0	0.000	A
A-BCD	41	10	577	0.071	41	0.1	0.1	6.710	A
A-B	0	0			0				
A-C	702	176			702				
D-ABC	184	46	326	0.565	182	0.7	1.2	24.635	C
C-ABD	0	0	916	0.000	0	0.0	0.0	0.000	A
C-D	95	24			95				
C-A	370	92			370				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	272	0.000	0	0.0	0.0	0.000	A
A-BCD	41	10	577	0.071	41	0.1	0.1	6.711	A
A-B	0	0			0				
A-C	702	176			702				
D-ABC	184	46	326	0.565	184	1.2	1.3	25.294	D
C-ABD	0	0	916	0.000	0	0.0	0.0	0.000	A
C-D	95	24			95				
C-A	370	92			370				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	314	0.000	0	0.0	0.0	0.000	A
A-BCD	32	8	581	0.056	32	0.1	0.1	6.569	A
A-B	0	0			0				
A-C	574	144			574				
D-ABC	150	38	361	0.416	152	1.3	0.7	17.397	C
C-ABD	0	0	984	0.000	0	0.0	0.0	0.000	A
C-D	77	19			77				
C-A	302	76			302				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	343	0.000	0	0.0	0.0	0.000	A
A-BCD	27	7	586	0.045	27	0.1	0.0	6.439	A
A-B	0	0			0				
A-C	482	120			482				
D-ABC	126	31	386	0.325	127	0.7	0.5	13.915	B
C-ABD	0	0	1033	0.000	0	0.0	0.0	0.000	A
C-D	65	16			65				
C-A	253	63			253				

# DS 2044, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	2.41	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D24	DS 2044	PM	J3 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	574	100.000
B		ONE HOUR	9	0	100.000
C		ONE HOUR	9	695	100.000
D		ONE HOUR	9	120	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	0	502	72	
	%	0	0	0	0	
	&	547	0	0	148	
	'	40	0	80	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	0	3	0	
	%	0	0	0	0	
	&	1	0	0	1	
	'	0	0	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.17	7.86	0.3	A	76	113
A-B					0	0
A-C					451	677
D-ABC	0.46	22.89	0.8	C	110	165
C-ABD	0.00	0.00	0.0	A	0	0
C-D					136	204
C-A					502	753

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	340	0.000	0	0.0	0.0	0.000	A
A-BCD	58	15	556	0.105	58	0.0	0.1	7.214	A
A-B	0	0			0				
A-C	374	93			374				
D-ABC	90	23	368	0.245	89	0.0	0.3	12.831	B
C-ABD	0	0	1063	0.000	0	0.0	0.0	0.000	A
C-D	111	28			111				
C-A	412	103			412				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	309	0.000	0	0.0	0.0	0.000	A
A-BCD	73	18	551	0.132	72	0.1	0.2	7.510	A
A-B	0	0			0				
A-C	443	111			443				
D-ABC	108	27	336	0.321	107	0.3	0.5	15.731	C
C-ABD	0	0	1020	0.000	0	0.0	0.0	0.000	A
C-D	133	33			133				
C-A	492	123			492				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	266	0.000	0	0.0	0.0	0.000	A
A-BCD	96	24	553	0.173	95	0.2	0.2	7.853	A
A-B	0	0			0				
A-C	536	134			536				
D-ABC	132	33	289	0.457	131	0.5	0.8	22.521	C
C-ABD	0	0	959	0.000	0	0.0	0.0	0.000	A
C-D	163	41			163				
C-A	602	151			602				



17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	266	0.000	0	0.0	0.0	0.000	A
A-BCD	96	24	554	0.173	96	0.2	0.3	7.863	A
A-B	0	0			0				
A-C	536	134			536				
D-ABC	132	33	289	0.457	132	0.8	0.8	22.890	C
C-ABD	0	0	959	0.000	0	0.0	0.0	0.000	A
C-D	163	41			163				
C-A	602	151			602				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	309	0.000	0	0.0	0.0	0.000	A
A-BCD	73	18	552	0.131	73	0.3	0.2	7.528	A
A-B	0	0			0				
A-C	443	111			443				
D-ABC	108	27	335	0.322	109	0.8	0.5	16.007	C
C-ABD	0	0	1019	0.000	0	0.0	0.0	0.000	A
C-D	133	33			133				
C-A	492	123			492				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	340	0.000	0	0.0	0.0	0.000	A
A-BCD	58	15	557	0.105	59	0.2	0.1	7.232	A
A-B	0	0			0				
A-C	374	93			374				
D-ABC	90	23	368	0.245	91	0.5	0.3	13.011	B
C-ABD	0	0	1063	0.000	0	0.0	0.0	0.000	A
C-D	111	28			111				
C-A	412	103			412				

# DS 2046, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	3.75	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D25	DS 2046	AM	J3 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	732	100.000
B		ONE HOUR	9	0	100.000
C		ONE HOUR	9	444	100.000
D		ONE HOUR	9	169	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	0	697	35	
	%	0	0	0	0	
	&	357	0	0	87	
	'	53	0	116	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	0	1	0	
	%	0	0	0	0	
	&	5	0	0	2	
	'	4	0	3	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.07	6.73	0.1	A	35	52
A-B					0	0
A-C					637	956
D-ABC	0.59	28.15	1.4	D	155	233
C-ABD	0.00	0.00	0.0	A	0	0
C-D					80	120
C-A					328	491

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	333	0.000	0	0.0	0.0	0.000	A
A-BCD	28	7	585	0.047	27	0.0	0.1	6.459	A
A-B	0	0			0				
A-C	524	131			524				
D-ABC	127	32	378	0.336	125	0.0	0.5	14.116	B
C-ABD	0	0	1015	0.000	0	0.0	0.0	0.000	A
C-D	65	16			65				
C-A	269	67			269				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	301	0.000	0	0.0	0.0	0.000	A
A-BCD	34	8	580	0.058	34	0.1	0.1	6.588	A
A-B	0	0			0				
A-C	624	156			624				
D-ABC	152	38	351	0.432	151	0.5	0.7	17.868	C
C-ABD	0	0	962	0.000	0	0.0	0.0	0.000	A
C-D	78	20			78				
C-A	321	80			321				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	257	0.000	0	0.0	0.0	0.000	A
A-BCD	43	11	578	0.074	43	0.1	0.1	6.725	A
A-B	0	0			0				
A-C	763	191			763				
D-ABC	186	47	313	0.594	184	0.7	1.4	27.215	D
C-ABD	0	0	889	0.000	0	0.0	0.0	0.000	A
C-D	96	24			96				
C-A	393	98			393				

## 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	257	0.000	0	0.0	0.0	0.000	A
A-BCD	43	11	578	0.074	43	0.1	0.1	6.726	A
A-B	0	0			0				
A-C	763	191			763				
D-ABC	186	47	313	0.594	186	1.4	1.4	28.151	D
C-ABD	0	0	889	0.000	0	0.0	0.0	0.000	A
C-D	96	24			96				
C-A	393	98			393				

## 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	301	0.000	0	0.0	0.0	0.000	A
A-BCD	34	8	580	0.058	34	0.1	0.1	6.591	A
A-B	0	0			0				
A-C	624	156			624				
D-ABC	152	38	351	0.432	154	1.4	0.8	18.499	C
C-ABD	0	0	962	0.000	0	0.0	0.0	0.000	A
C-D	78	20			78				
C-A	321	80			321				

## 09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	333	0.000	0	0.0	0.0	0.000	A
A-BCD	28	7	585	0.047	28	0.1	0.1	6.463	A
A-B	0	0			0				
A-C	524	131			524				
D-ABC	127	32	378	0.336	128	0.8	0.5	14.462	B
C-ABD	0	0	1015	0.000	0	0.0	0.0	0.000	A
C-D	65	16			65				
C-A	269	67			269				

# DS 2046, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	2.56	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D26	DS 2046	PM	J3 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	603	100.000
B		ONE HOUR	9	0	100.000
C		ONE HOUR	9	738	100.000
D		ONE HOUR	9	122	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	0	531	72	
	%	0	0	0	0	
	&	590	0	0	148	
	'	41	0	81	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	0	2	0	
	%	0	0	0	0	
	&	1	0	0	1	
	'	0	0	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.18	7.95	0.3	A	77	115
A-B					0	0
A-C					477	715
D-ABC	0.49	25.58	0.9	D	112	168
C-ABD	0.00	0.00	0.0	A	0	0
C-D					136	204
C-A					541	812

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	332	0.000	0	0.0	0.0	0.000	A
A-BCD	59	15	552	0.106	58	0.0	0.1	7.291	A
A-B	0	0			0				
A-C	395	99			395				
D-ABC	92	23	359	0.256	91	0.0	0.3	13.336	B
C-ABD	0	0	1054	0.000	0	0.0	0.0	0.000	A
C-D	111	28			111				
C-A	444	111			444				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	300	0.000	0	0.0	0.0	0.000	A
A-BCD	73	18	547	0.134	73	0.1	0.2	7.597	A
A-B	0	0			0				
A-C	469	117			469				
D-ABC	110	27	324	0.338	109	0.3	0.5	16.679	C
C-ABD	0	0	1009	0.000	0	0.0	0.0	0.000	A
C-D	133	33			133				
C-A	530	133			530				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	254	0.000	0	0.0	0.0	0.000	A
A-BCD	98	24	550	0.178	97	0.2	0.3	7.943	A
A-B	0	0			0				
A-C	566	142			566				
D-ABC	134	34	275	0.489	133	0.5	0.9	25.036	D
C-ABD	0	0	946	0.000	0	0.0	0.0	0.000	A
C-D	163	41			163				
C-A	650	162			650				

## 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	254	0.000	0	0.0	0.0	0.000	A
A-BCD	98	24	551	0.177	98	0.3	0.3	7.954	A
A-B	0	0			0				
A-C	566	142			566				
D-ABC	134	34	275	0.489	134	0.9	0.9	25.577	D
C-ABD	0	0	946	0.000	0	0.0	0.0	0.000	A
C-D	163	41			163				
C-A	650	162			650				

## 17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	300	0.000	0	0.0	0.0	0.000	A
A-BCD	73	18	547	0.134	74	0.3	0.2	7.616	A
A-B	0	0			0				
A-C	469	117			469				
D-ABC	110	27	324	0.338	111	0.9	0.5	17.043	C
C-ABD	0	0	1009	0.000	0	0.0	0.0	0.000	A
C-D	133	33			133				
C-A	530	133			530				

## 18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	332	0.000	0	0.0	0.0	0.000	A
A-BCD	59	15	552	0.106	59	0.2	0.1	7.310	A
A-B	0	0			0				
A-C	395	99			395				
D-ABC	92	23	359	0.256	93	0.5	0.4	13.550	B
C-ABD	0	0	1054	0.000	0	0.0	0.0	0.000	A
C-D	111	28			111				
C-A	444	111			444				

## **P.5 J4\_A20 Ashford Rd Stone Hill**



<h1>Junctions 9</h1>
<h2>PICADY 9 - Priority Intersection Module</h2>
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**Filename:** J4\_A20 Ashford Rd Stone Hill.j9

**Path:** \\hc-ukr-ln-fs-10\LN\_Proj\UA008926 Otterpool\D-Calcs\Modelling\DM\_it5\Appendix\Picady Junction Analysis\J4 A20 Ashford Rd - Stone Hill

**Report generation date:** 19/11/2018 10:13:13

- 
- »Base, AM
  - »Base, PM
  - »DM 2037, AM
  - »DM 2037, PM
  - »DM 2044, AM
  - »DM 2044, PM
  - »DM 2046, AM
  - »DM 2046, PM
  - »DS 2037, AM
  - »DS 2037, PM
  - »DS 2044, AM
  - »DS 2044, PM
  - »DS 2046, AM
  - »DS 2046, PM

### Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
<b>Base</b>								
Stream B -AC	0.3	12.17	0.24	B	0.2	11.26	0.14	B
Stream C -AB	0.0	7.01	0.00	A	0.0	6.78	0.01	A
<b>DM 2037</b>								
Stream B -AC	0.5	16.44	0.33	C	0.2	13.92	0.20	B
Stream C -AB	0.0	0.00	0.00	A	0.0	7.23	0.02	A
<b>DM 2044</b>								
Stream B -AC	0.5	17.18	0.35	C	0.2	13.48	0.20	B
Stream C -AB	0.0	0.00	0.00	A	0.0	7.22	0.02	A
<b>DM 2046</b>								
Stream B -AC	0.5	17.34	0.36	C	0.2	13.51	0.20	B
Stream C -AB	0.0	0.00	0.00	A	0.0	7.23	0.02	A
<b>DS 2037</b>								
Stream B -AC	0.7	21.90	0.40	C	0.3	17.53	0.23	C
Stream C -AB	0.0	0.00	0.00	A	0.0	8.12	0.02	A
<b>DS 2044</b>								
Stream B -AC	0.7	23.16	0.42	C	0.3	18.73	0.26	C
Stream C -AB	0.0	0.00	0.00	A	0.0	7.82	0.02	A
<b>DS 2046</b>								
Stream B -AC	0.8	26.55	0.46	D	0.4	20.23	0.27	C
Stream C -AB	0.0	0.00	0.00	A	0.0	7.94	0.02	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	J4 Otterpool Park_Base Model
Location	A20 Ashford Road - Stone Hill
Site number	
Date	10/07/2017
Version	
Status	Draft 1
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	

### Units

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

### Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

### Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	J4 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D2	Base	PM	J4 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D15	DM 2037	AM	J4 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D16	DM 2037	PM	J4 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D17	DM 2044	AM	J4 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D18	DM 2044	PM	J4 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D19	DM 2046	AM	J4 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D20	DM 2046	PM	J4 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D21	DS 2037	AM	J4 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D22	DS 2037	PM	J4 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D23	DS 2044	AM	J4 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D24	DS 2044	PM	J4 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D25	DS 2046	AM	J4 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D26	DS 2046	PM	J4 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

### Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	9	100.000	100.000

# Base, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.49	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm type
A	A20 Ashford Road Westbound		Major
B	Stone Hill		Minor
C	A20 Ashford Road Eastbound		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.10			71.0	9	1.00

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

### Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.60	111	19

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	502	0.091	0.230	0.145	0.329
1	B-C	610	0.093	0.235	-	-
1	C-B	615	0.237	0.237	-	-

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

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

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	J4 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	374	100.000
B		ONE HOUR	9	84	100.000
C		ONE HOUR	9	209	100.000

## Origin -Destination Data

### Demand (Veh/hr)

From	To			
	\$	%	&	
	0	63	311	
	76	0	8	
	208	1	0	

## Vehicle Mix

### Heavy Vehicle Percentages

From	To			
	\$	%	&	
	0	2	4	
	0	0	0	
	5	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.24	12.17	0.3	B	77	116
C-AB	0.00	7.01	0.0	A	0.92	1
C-A					191	286
A-B					58	87
A-C					285	428

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	63	16	427	0.148	63	0.0	0.2	9.858	A
C-AB	0.75	0.19	546	0.001	0.75	0.0	0.0	6.601	A
C-A	157	39			157				
A-B	47	12			47				
A-C	234	59			234				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	76	19	411	0.184	75	0.2	0.2	10.724	B
C-AB	0.90	0.22	533	0.002	0.90	0.0	0.0	6.768	A
C-A	187	47			187				
A-B	57	14			57				
A-C	280	70			280				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	92	23	388	0.238	92	0.2	0.3	12.136	B
C-AB	1	0.28	514	0.002	1	0.0	0.0	7.014	A
C-A	229	57			229				
A-B	69	17			69				
A-C	342	86			342				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	92	23	388	0.238	92	0.3	0.3	12.168	B
C-AB	1	0.28	514	0.002	1	0.0	0.0	7.014	A
C-A	229	57			229				
A-B	69	17			69				
A-C	342	86			342				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	76	19	411	0.184	76	0.3	0.2	10.760	B
C-AB	0.90	0.22	533	0.002	0.90	0.0	0.0	6.771	A
C-A	187	47			187				
A-B	57	14			57				
A-C	280	70			280				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	63	16	427	0.148	63	0.2	0.2	9.907	A
C-AB	0.75	0.19	546	0.001	0.75	0.0	0.0	6.601	A
C-A	157	39			157				
A-B	47	12			47				
A-C	234	59			234				

# Base, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.76	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base	PM	J4 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	315	100.000
B		ONE HOUR	✓	49	100.000
C		ONE HOUR	✓	391	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	51	264
	B	45	0	4
	C	386	5	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	1
	B	0	0	0
	C	3	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.14	11.26	0.2	B	45	67
C-AB	0.01	6.78	0.0	A	5	7
C-A					354	531
A-B					47	70
A-C					242	363

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	37	9	417	0.089	37	0.0	0.1	9.459	A
C-AB	4	0.94	560	0.007	4	0.0	0.0	6.470	A
C-A	291	73			291				
A-B	38	10			38				
A-C	199	50			199				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	44	11	399	0.111	44	0.1	0.1	10.145	B
C-AB	5	1	550	0.008	5	0.0	0.0	6.599	A
C-A	347	87			347				
A-B	46	11			46				
A-C	237	59			237				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	54	13	374	0.144	54	0.1	0.2	11.249	B
C-AB	6	1	536	0.010	6	0.0	0.0	6.782	A
C-A	425	106			425				
A-B	56	14			56				
A-C	291	73			291				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	54	13	374	0.144	54	0.2	0.2	11.260	B
C-AB	6	1	536	0.010	6	0.0	0.0	6.782	A
C-A	425	106			425				
A-B	56	14			56				
A-C	291	73			291				



17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	44	11	399	0.111	44	0.2	0.1	10.163	B
C-AB	5	1	550	0.008	5	0.0	0.0	6.599	A
C-A	347	87			347				
A-B	46	11			46				
A-C	237	59			237				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	37	9	417	0.089	37	0.1	0.1	9.483	A
C-AB	4	0.94	560	0.007	4	0.0	0.0	6.470	A
C-A	291	73			291				
A-B	38	10			38				
A-C	199	50			199				

# DM 2037, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.64	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	DM 2037	AM	J4 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	550	100.000
B		ONE HOUR	✓	99	100.000
C		ONE HOUR	✓	280	100.000

## Origin-Destination Data

### Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	81	469
	B	88	0	11
	C	280	0	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	1	9
	B	0	0	0
	C	8	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.33	16.44	0.5	C	91	136
C-AB	0.00	0.00	0.0	A	0	0
C-A					257	385
A-B					74	111
A-C					430	646

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	75	19	386	0.193	74	0.0	0.2	11.478	B
C-AB	0	0	1018	0.000	0	0.0	0.0	0.000	A
C-A	211	53			211				
A-B	61	15			61				
A-C	353	88			353				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	89	22	362	0.246	89	0.2	0.3	13.161	B
C-AB	0	0	977	0.000	0	0.0	0.0	0.000	A
C-A	252	63			252				
A-B	73	18			73				
A-C	422	105			422				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	109	27	328	0.332	108	0.3	0.5	16.351	C
C-AB	0	0	920	0.000	0	0.0	0.0	0.000	A
C-A	308	77			308				
A-B	89	22			89				
A-C	516	129			516				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	109	27	328	0.332	109	0.5	0.5	16.444	C
C-AB	0	0	920	0.000	0	0.0	0.0	0.000	A
C-A	308	77			308				
A-B	89	22			89				
A-C	516	129			516				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	89	22	362	0.246	90	0.5	0.3	13.259	B
C-AB	0	0	977	0.000	0	0.0	0.0	0.000	A
C-A	252	63			252				
A-B	73	18			73				
A-C	422	105			422				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	75	19	386	0.193	75	0.3	0.2	11.575	B
C-AB	0	0	1018	0.000	0	0.0	0.0	0.000	A
C-A	211	53			211				
A-B	61	15			61				
A-C	353	88			353				

# DM 2037, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.81	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	DM 2037	PM	J4 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	439	100.000
B		ONE HOUR	✓	57	100.000
C		ONE HOUR	✓	524	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	59	380
	B	51	0	6
	C	516	8	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	3
	B	0	0	0
	C	4	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.20	13.92	0.2	B	52	78
C-AB	0.02	7.23	0.0	A	7	11
C-A					473	710
A-B					54	81
A-C					349	523

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	43	11	382	0.112	42	0.0	0.1	10.588	B
C-AB	6	2	539	0.011	6	0.0	0.0	6.756	A
C-A	388	97			388				
A-B	44	11			44				
A-C	286	72			286				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	51	13	357	0.144	51	0.1	0.2	11.779	B
C-AB	7	2	525	0.014	7	0.0	0.0	6.950	A
C-A	464	116			464				
A-B	53	13			53				
A-C	342	85			342				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	63	16	321	0.195	62	0.2	0.2	13.894	B
C-AB	9	2	507	0.018	9	0.0	0.0	7.225	A
C-A	568	142			568				
A-B	65	16			65				
A-C	418	105			418				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	63	16	321	0.195	63	0.2	0.2	13.924	B
C-AB	9	2	507	0.018	9	0.0	0.0	7.228	A
C-A	568	142			568				
A-B	65	16			65				
A-C	418	105			418				

**17:45 - 18:00**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	51	13	357	0.144	52	0.2	0.2	11.815	B
C-AB	7	2	525	0.014	7	0.0	0.0	6.950	A
C-A	464	116			464				
A-B	53	13			53				
A-C	342	85			342				

**18:00 - 18:15**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	43	11	382	0.112	43	0.2	0.1	10.631	B
C-AB	6	2	539	0.011	6	0.0	0.0	6.757	A
C-A	388	97			388				
A-B	44	11			44				
A-C	286	72			286				

# DM 2044, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.72	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	DM 2044	AM	J4 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	585	100.000
B		ONE HOUR	✓	102	100.000
C		ONE HOUR	✓	267	100.000

## Origin-Destination Data

### Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	86	499
	B	90	0	12
	C	267	0	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	1	9
	B	0	0	0
	C	8	0	0



## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.35	17.18	0.5	C	94	140
C-AB	0.00	0.00	0.0	A	0	0
C-A					245	368
A-B					79	118
A-C					458	687

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	77	19	382	0.201	76	0.0	0.2	11.705	B
C-AB	0	0	1005	0.000	0	0.0	0.0	0.000	A
C-A	201	50			201				
A-B	65	16			65				
A-C	376	94			376				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	92	23	357	0.257	91	0.2	0.3	13.531	B
C-AB	0	0	961	0.000	0	0.0	0.0	0.000	A
C-A	240	60			240				
A-B	77	19			77				
A-C	449	112			449				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	112	28	322	0.349	112	0.3	0.5	17.063	C
C-AB	0	0	901	0.000	0	0.0	0.0	0.000	A
C-A	294	73			294				
A-B	95	24			95				
A-C	549	137			549				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	112	28	322	0.349	112	0.5	0.5	17.176	C
C-AB	0	0	901	0.000	0	0.0	0.0	0.000	A
C-A	294	73			294				
A-B	95	24			95				
A-C	549	137			549				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	92	23	357	0.257	92	0.5	0.4	13.643	B
C-AB	0	0	961	0.000	0	0.0	0.0	0.000	A
C-A	240	60			240				
A-B	77	19			77				
A-C	449	112			449				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	77	19	382	0.201	77	0.4	0.3	11.809	B
C-AB	0	0	1005	0.000	0	0.0	0.0	0.000	A
C-A	201	50			201				
A-B	65	16			65				
A-C	376	94			376				

# DM 2044, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.88	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	DM 2044	PM	J4 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	430	100.000
B		ONE HOUR	✓	60	100.000
C		ONE HOUR	✓	452	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	60	370
	B	54	0	6
	C	444	8	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	4
	B	0	0	0
	C	5	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.20	13.48	0.2	B	55	83
C-AB	0.02	7.22	0.0	A	7	11
C-A					407	611
A-B					55	83
A-C					340	509

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	45	11	390	0.116	45	0.0	0.1	10.417	B
C-AB	6	2	539	0.011	6	0.0	0.0	6.752	A
C-A	334	84			334				
A-B	45	11			45				
A-C	279	70			279				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	54	13	366	0.147	54	0.1	0.2	11.524	B
C-AB	7	2	525	0.014	7	0.0	0.0	6.946	A
C-A	399	100			399				
A-B	54	13			54				
A-C	333	83			333				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	66	17	333	0.198	66	0.2	0.2	13.451	B
C-AB	9	2	507	0.018	9	0.0	0.0	7.224	A
C-A	489	122			489				
A-B	66	17			66				
A-C	407	102			407				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	66	17	333	0.198	66	0.2	0.2	13.480	B
C-AB	9	2	507	0.018	9	0.0	0.0	7.224	A
C-A	489	122			489				
A-B	66	17			66				
A-C	407	102			407				

**17:45 - 18:00**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	54	13	366	0.147	54	0.2	0.2	11.558	B
C-AB	7	2	526	0.014	7	0.0	0.0	6.949	A
C-A	399	100			399				
A-B	54	13			54				
A-C	333	83			333				

**18:00 - 18:15**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	45	11	390	0.116	45	0.2	0.1	10.460	B
C-AB	6	2	539	0.011	6	0.0	0.0	6.755	A
C-A	334	84			334				
A-B	45	11			45				
A-C	279	70			279				

# DM 2046, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.76	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	DM 2046	AM	J4 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	581	100.000
B		ONE HOUR	✓	104	100.000
C		ONE HOUR	✓	272	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	87	494
	B	92	0	12
	C	272	0	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	9
	B	0	0	0
	C	8	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.36	17.34	0.5	C	95	143
C-AB	0.00	0.00	0.0	A	0	0
C-A					250	374
A-B					80	120
A-C					453	680

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	78	20	382	0.205	77	0.0	0.3	11.758	B
C-AB	0	0	1006	0.000	0	0.0	0.0	0.000	A
C-A	205	51			205				
A-B	65	16			65				
A-C	372	93			372				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	93	23	357	0.262	93	0.3	0.3	13.613	B
C-AB	0	0	963	0.000	0	0.0	0.0	0.000	A
C-A	245	61			245				
A-B	78	20			78				
A-C	444	111			444				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	115	29	322	0.356	114	0.3	0.5	17.221	C
C-AB	0	0	903	0.000	0	0.0	0.0	0.000	A
C-A	299	75			299				
A-B	96	24			96				
A-C	544	136			544				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	115	29	322	0.356	114	0.5	0.5	17.339	C
C-AB	0	0	903	0.000	0	0.0	0.0	0.000	A
C-A	299	75			299				
A-B	96	24			96				
A-C	544	136			544				

**08:45 - 09:00**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	93	23	357	0.262	94	0.5	0.4	13.729	B
C-AB	0	0	963	0.000	0	0.0	0.0	0.000	A
C-A	245	61			245				
A-B	78	20			78				
A-C	444	111			444				

**09:00 - 09:15**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	78	20	382	0.205	79	0.4	0.3	11.868	B
C-AB	0	0	1006	0.000	0	0.0	0.0	0.000	A
C-A	205	51			205				
A-B	65	16			65				
A-C	372	93			372				



# DM 2046, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.89	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	DM 2046	PM	J4 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	436	100.000
B		ONE HOUR	✓	61	100.000
C		ONE HOUR	✓	457	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	61	375
	B	54	0	7
	C	449	8	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	3
	B	0	0	0
	C	5	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.20	13.51	0.2	B	56	84
C-AB	0.02	7.23	0.0	A	7	11
C-A					412	618
A-B					56	84
A-C					344	516

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	46	11	391	0.118	45	0.0	0.1	10.412	B
C-AB	6	2	539	0.011	6	0.0	0.0	6.757	A
C-A	338	84			338				
A-B	46	11			46				
A-C	282	71			282				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	55	14	367	0.150	55	0.1	0.2	11.528	B
C-AB	7	2	525	0.014	7	0.0	0.0	6.952	A
C-A	404	101			404				
A-B	55	14			55				
A-C	337	84			337				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	67	17	334	0.201	67	0.2	0.2	13.477	B
C-AB	9	2	507	0.018	9	0.0	0.0	7.232	A
C-A	494	124			494				
A-B	67	17			67				
A-C	413	103			413				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	67	17	334	0.201	67	0.2	0.2	13.507	B
C-AB	9	2	507	0.018	9	0.0	0.0	7.235	A
C-A	494	124			494				
A-B	67	17			67				
A-C	413	103			413				

**17:45 - 18:00**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	55	14	367	0.150	55	0.2	0.2	11.563	B
C-AB	7	2	525	0.014	7	0.0	0.0	6.952	A
C-A	404	101			404				
A-B	55	14			55				
A-C	337	84			337				

**18:00 - 18:15**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	46	11	391	0.118	46	0.2	0.1	10.456	B
C-AB	6	2	539	0.011	6	0.0	0.0	6.757	A
C-A	338	84			338				
A-B	46	11			46				
A-C	282	71			282				

# DS 2037, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.74	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	DS 2037	AM	J4 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	707	100.000
B		ONE HOUR	✓	99	100.000
C		ONE HOUR	✓	384	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	81	626
	B	88	0	11
	C	384	0	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	6
	B	0	0	0
	C	5	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.40	21.90	0.7	C	91	136
C-AB	0.00	0.00	0.0	A	0	0
C-A					352	529
A-B					74	111
A-C					574	862

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	75	19	349	0.213	73	0.0	0.3	13.006	B
C-AB	0	0	964	0.000	0	0.0	0.0	0.000	A
C-A	289	72			289				
A-B	61	15			61				
A-C	471	118			471				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	89	22	317	0.280	89	0.3	0.4	15.698	C
C-AB	0	0	912	0.000	0	0.0	0.0	0.000	A
C-A	345	86			345				
A-B	73	18			73				
A-C	563	141			563				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	109	27	273	0.399	108	0.4	0.6	21.648	C
C-AB	0	0	841	0.000	0	0.0	0.0	0.000	A
C-A	423	106			423				
A-B	89	22			89				
A-C	689	172			689				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	109	27	273	0.399	109	0.6	0.7	21.901	C
C-AB	0	0	841	0.000	0	0.0	0.0	0.000	A
C-A	423	106			423				
A-B	89	22			89				
A-C	689	172			689				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	89	22	317	0.280	90	0.7	0.4	15.900	C
C-AB	0	0	912	0.000	0	0.0	0.0	0.000	A
C-A	345	86			345				
A-B	73	18			73				
A-C	563	141			563				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	75	19	349	0.213	75	0.4	0.3	13.150	B
C-AB	0	0	964	0.000	0	0.0	0.0	0.000	A
C-A	289	72			289				
A-B	61	15			61				
A-C	471	118			471				

# DS 2037, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.85	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	DS 2037	PM	J4 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	653	100.000
B		ONE HOUR	✓	57	100.000
C		ONE HOUR	✓	511	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	59	594
	B	51	0	6
	C	503	8	0

## Vehicle Mix

### Heavy Vehicle Percentages

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

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.23	17.53	0.3	C	52	78
C-AB	0.02	8.12	0.0	A	7	11
C-A					461	692
A-B					54	81
A-C					545	818

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	43	11	346	0.124	42	0.0	0.1	11.843	B
C-AB	6	2	501	0.012	6	0.0	0.0	7.277	A
C-A	379	95			379				
A-B	44	11			44				
A-C	447	112			447				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	51	13	313	0.164	51	0.1	0.2	13.715	B
C-AB	7	2	480	0.015	7	0.0	0.0	7.616	A
C-A	452	113			452				
A-B	53	13			53				
A-C	534	133			534				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	63	16	268	0.234	62	0.2	0.3	17.459	C
C-AB	9	2	452	0.020	9	0.0	0.0	8.124	A
C-A	554	138			554				
A-B	65	16			65				
A-C	654	164			654				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	63	16	268	0.234	63	0.3	0.3	17.528	C
C-AB	9	2	452	0.020	9	0.0	0.0	8.124	A
C-A	554	138			554				
A-B	65	16			65				
A-C	654	164			654				



**17:45 - 18:00**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	51	13	313	0.164	52	0.3	0.2	13.780	B
C-AB	7	2	480	0.015	7	0.0	0.0	7.620	A
C-A	452	113			452				
A-B	53	13			53				
A-C	534	133			534				

**18:00 - 18:15**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	43	11	346	0.124	43	0.2	0.1	11.906	B
C-AB	6	2	501	0.012	6	0.0	0.0	7.277	A
C-A	379	95			379				
A-B	44	11			44				
A-C	447	112			447				

# DS 2044, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.87	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D23	DS 2044	AM	J4 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	781	100.000
B		ONE HOUR	✓	102	100.000
C		ONE HOUR	✓	345	100.000

## Origin-Destination Data

### Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	86	695
	B	90	0	12
	C	345	0	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	1	2
	B	0	0	0
	C	6	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.42	23.16	0.7	C	94	140
C-AB	0.00	0.00	0.0	A	0	0
C-A					317	475
A-B					79	118
A-C					638	957

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	77	19	346	0.222	76	0.0	0.3	13.286	B
C-AB	0	0	946	0.000	0	0.0	0.0	0.000	A
C-A	260	65			260				
A-B	65	16			65				
A-C	523	131			523				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	92	23	313	0.293	91	0.3	0.4	16.200	C
C-AB	0	0	891	0.000	0	0.0	0.0	0.000	A
C-A	310	78			310				
A-B	77	19			77				
A-C	625	156			625				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	112	28	268	0.420	111	0.4	0.7	22.850	C
C-AB	0	0	814	0.000	0	0.0	0.0	0.000	A
C-A	380	95			380				
A-B	95	24			95				
A-C	765	191			765				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	112	28	268	0.420	112	0.7	0.7	23.161	C
C-AB	0	0	814	0.000	0	0.0	0.0	0.000	A
C-A	380	95			380				
A-B	95	24			95				
A-C	765	191			765				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	92	23	313	0.293	93	0.7	0.4	16.440	C
C-AB	0	0	891	0.000	0	0.0	0.0	0.000	A
C-A	310	78			310				
A-B	77	19			77				
A-C	625	156			625				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	77	19	346	0.222	77	0.4	0.3	13.449	B
C-AB	0	0	946	0.000	0	0.0	0.0	0.000	A
C-A	260	65			260				
A-B	65	16			65				
A-C	523	131			523				

# DS 2044, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.88	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D24	DS 2044	PM	J4 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	599	100.000
B		ONE HOUR	✓	60	100.000
C		ONE HOUR	✓	675	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	60	539
	B	54	0	6
	C	667	8	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	2
	B	0	0	0
	C	1	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.26	18.73	0.3	C	55	83
C-AB	0.02	7.82	0.0	A	8	11
C-A					612	918
A-B					55	83
A-C					495	742

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	45	11	339	0.133	45	0.0	0.2	12.199	B
C-AB	6	2	512	0.012	6	0.0	0.0	7.116	A
C-A	502	126			502				
A-B	45	11			45				
A-C	406	101			406				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	54	13	305	0.177	54	0.2	0.2	14.298	B
C-AB	7	2	494	0.015	7	0.0	0.0	7.401	A
C-A	599	150			599				
A-B	54	13			54				
A-C	485	121			485				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	66	17	258	0.256	66	0.2	0.3	18.638	C
C-AB	9	2	470	0.019	9	0.0	0.0	7.815	A
C-A	734	184			734				
A-B	66	17			66				
A-C	593	148			593				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	66	17	258	0.256	66	0.3	0.3	18.730	C
C-AB	9	2	470	0.019	9	0.0	0.0	7.815	A
C-A	734	184			734				
A-B	66	17			66				
A-C	593	148			593				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	54	13	305	0.177	54	0.3	0.2	14.380	B
C-AB	7	2	494	0.015	7	0.0	0.0	7.405	A
C-A	599	150			599				
A-B	54	13			54				
A-C	485	121			485				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	45	11	339	0.133	45	0.2	0.2	12.271	B
C-AB	6	2	512	0.012	6	0.0	0.0	7.116	A
C-A	502	126			502				
A-B	45	11			45				
A-C	406	101			406				

# DS 2046, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.06	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D25	DS 2046	AM	J4 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	837	100.000
B		ONE HOUR	✓	104	100.000
C		ONE HOUR	✓	366	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	87	750
	B	92	0	12
	C	366	0	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	2
	B	0	0	0
	C	5	0	0



## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.46	26.55	0.8	D	95	143
C-AB	0.00	0.00	0.0	A	0	0
C-A					336	504
A-B					80	120
A-C					688	1032

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	78	20	333	0.235	77	0.0	0.3	13.979	B
C-AB	0	0	925	0.000	0	0.0	0.0	0.000	A
C-A	276	69			276				
A-B	65	16			65				
A-C	565	141			565				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	93	23	298	0.313	93	0.3	0.4	17.462	C
C-AB	0	0	866	0.000	0	0.0	0.0	0.000	A
C-A	329	82			329				
A-B	78	20			78				
A-C	674	169			674				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	115	29	250	0.458	113	0.4	0.8	26.048	D
C-AB	0	0	785	0.000	0	0.0	0.0	0.000	A
C-A	403	101			403				
A-B	96	24			96				
A-C	826	206			826				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	115	29	250	0.458	114	0.8	0.8	26.549	D
C-AB	0	0	785	0.000	0	0.0	0.0	0.000	A
C-A	403	101			403				
A-B	96	24			96				
A-C	826	206			826				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	93	23	298	0.313	95	0.8	0.5	17.805	C
C-AB	0	0	866	0.000	0	0.0	0.0	0.000	A
C-A	329	82			329				
A-B	78	20			78				
A-C	674	169			674				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	78	20	333	0.235	79	0.5	0.3	14.178	B
C-AB	0	0	925	0.000	0	0.0	0.0	0.000	A
C-A	276	69			276				
A-B	65	16			65				
A-C	565	141			565				

# DS 2046, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.91	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D26	DS 2046	PM	J4 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	630	100.000
B		ONE HOUR	✓	61	100.000
C		ONE HOUR	✓	719	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	61	569
	B	54	0	7
	C	711	8	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	2
	B	0	0	0
	C	1	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.27	20.23	0.4	C	56	84
C-AB	0.02	7.94	0.0	A	8	11
C-A					652	978
A-B					56	84
A-C					522	783

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	46	11	331	0.139	45	0.0	0.2	12.580	B
C-AB	6	2	507	0.012	6	0.0	0.0	7.189	A
C-A	535	134			535				
A-B	46	11			46				
A-C	428	107			428				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	55	14	295	0.186	55	0.2	0.2	14.956	B
C-AB	7	2	488	0.015	7	0.0	0.0	7.494	A
C-A	639	160			639				
A-B	55	14			55				
A-C	512	128			512				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	67	17	245	0.274	67	0.2	0.4	20.110	C
C-AB	9	2	463	0.020	9	0.0	0.0	7.937	A
C-A	783	196			783				
A-B	67	17			67				
A-C	626	157			626				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	67	17	245	0.274	67	0.4	0.4	20.234	C
C-AB	9	2	463	0.020	9	0.0	0.0	7.939	A
C-A	783	196			783				
A-B	67	17			67				
A-C	626	157			626				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	55	14	295	0.186	55	0.4	0.2	15.061	C
C-AB	7	2	488	0.015	7	0.0	0.0	7.498	A
C-A	639	160			639				
A-B	55	14			55				
A-C	512	128			512				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	46	11	331	0.139	46	0.2	0.2	12.659	B
C-AB	6	2	507	0.012	6	0.0	0.0	7.193	A
C-A	535	134			535				
A-B	46	11			46				
A-C	428	107			428				

**P.6 J5\_A20 Station Rd Church Rd**

<h1>Junctions 9</h1>
<h2>PICADY 9 - Priority Intersection Module</h2>
Version: 9.0.2.5947 © Copyright TRL Limited, 2017
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**Filename:** J5\_A20 Station Rd Church Rd.j9

**Path:** \\hc-ukr-ln-fs-10\LN\_Proj\UA008926 Otterpool\D-Calcs\Modelling\DM\_it5\Appendix\Picady Junction Analysis\J5 A20-Station Rd-Church Rd

**Report generation date:** 19/11/2018 10:15:09

- 
- »Base, AM
  - »Base, PM
  - »DM 2037, AM
  - »DM 2037, PM
  - »DM 2044, AM
  - »DM 2044, PM
  - »DM 2046, AM
  - »DM 2046, PM
  - »DS 2037, AM
  - »DS 2037, PM
  - »DS 2044, AM
  - »DS 2044, PM
  - »DS 2046, AM
  - »DS 2046, PM

## Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
<b>Base</b>								
Stream B -ACD	0.6	12.95	0.36	B	0.7	14.34	0.42	B
Stream A -BCD	0.0	5.78	0.02	A	0.0	6.31	0.03	A
Stream D -ABC	0.5	15.24	0.33	C	0.3	14.82	0.22	B
Stream C -ABD	0.2	6.54	0.18	A	0.2	6.29	0.16	A
<b>DM 2037</b>								
Stream B -ACD	1.0	19.06	0.50	C	1.3	22.26	0.57	C
Stream A -BCD	0.0	6.19	0.02	A	0.0	7.09	0.04	A
Stream D -ABC	0.9	23.26	0.48	C	0.5	21.76	0.35	C
Stream C -ABD	0.3	7.80	0.24	A	0.3	7.16	0.20	A
<b>DM 2044</b>								
Stream B -ACD	1.1	20.70	0.53	C	1.4	23.43	0.59	C
Stream A -BCD	0.0	6.22	0.02	A	0.0	6.82	0.04	A
Stream D -ABC	1.0	25.15	0.51	D	0.5	20.30	0.35	C
Stream C -ABD	0.3	8.00	0.25	A	0.3	7.24	0.21	A
<b>DM 2046</b>								
Stream B -ACD	1.1	20.74	0.54	C	1.5	24.01	0.60	C
Stream A -BCD	0.0	6.25	0.02	A	0.0	6.85	0.04	A
Stream D -ABC	1.0	25.59	0.52	D	0.5	20.78	0.36	C
Stream C -ABD	0.3	8.01	0.26	A	0.3	7.28	0.22	A
<b>DS 2037</b>								
Stream B -ACD	1.3	25.54	0.58	D	1.9	34.44	0.67	D
Stream A -BCD	0.0	6.58	0.02	A	0.0	7.03	0.04	A
Stream D -ABC	1.3	34.38	0.58	D	0.6	26.40	0.40	D
Stream C -ABD	0.3	8.71	0.26	A	0.3	8.29	0.23	A
<b>DS 2044</b>								
Stream B -ACD	1.5	27.42	0.60	D	2.1	35.73	0.69	E
Stream A -BCD	0.0	6.55	0.02	A	0.0	7.92	0.05	A
Stream D -ABC	1.5	37.98	0.61	E	1.0	38.98	0.51	E
Stream C -ABD	0.4	9.21	0.28	A	0.3	8.15	0.23	A
<b>DS 2046</b>								
Stream B -ACD	1.7	32.01	0.64	D	2.4	40.41	0.72	E
Stream A -BCD	0.0	6.63	0.02	A	0.1	8.21	0.05	A
Stream D -ABC	1.8	45.49	0.66	E	1.3	50.60	0.58	F
Stream C -ABD	0.4	9.70	0.30	A	0.3	8.32	0.24	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	J5 Otterpool Park Base Model
Location	A20 Hythe Road / Station Road / Church Road
Site number	
Date	14/06/2017
Version	
Status	Draft 1
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	

## Units

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

## Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

## Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	J5 A20-Station Rd AM PEAK	ONE HOUR	07:45	09:15	15	9
D2	Base	PM	J5 A20-Station Rd PM PEAK	ONE HOUR	16:45	18:15	15	9
D15	DM 2037	AM	J5 A20-Station Rd AM PEAK	ONE HOUR	07:45	09:15	15	9
D16	DM 2037	PM	J5 A20-Station Rd PM PEAK	ONE HOUR	16:45	18:15	15	9
D17	DM 2044	AM	J5 A20-Station Rd AM PEAK	ONE HOUR	07:45	09:15	15	9
D18	DM 2044	PM	J5 A20-Station Rd PM PEAK	ONE HOUR	16:45	18:15	15	9
D19	DM 2046	AM	J5 A20-Station Rd AM PEAK	ONE HOUR	07:45	09:15	15	9
D20	DM 2046	PM	J5 A20-Station Rd PM PEAK	ONE HOUR	16:45	18:15	15	9
D21	DS 2037	AM	J5 A20-Station Rd AM PEAK	ONE HOUR	07:45	09:15	15	9
D22	DS 2037	PM	J5 A20-Station Rd PM PEAK	ONE HOUR	16:45	18:15	15	9
D23	DS 2044	AM	J5 A20-Station Rd AM PEAK	ONE HOUR	07:45	09:15	15	9
D24	DS 2044	PM	J5 A20-Station Rd PM PEAK	ONE HOUR	16:45	18:15	15	9
D25	DS 2046	AM	J5 A20-Station Rd AM PEAK	ONE HOUR	07:45	09:15	15	9
D26	DS 2046	PM	J5 A20-Station Rd PM PEAK	ONE HOUR	16:45	18:15	15	9

## Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	9	100.000	100.000

# Base, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	4.53	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm type
A	A20 Hythe Road Westbound		Major
B	Station Road		Minor
C	A20 Hythe Road Eastbound		Major
D	Church Road		Minor

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	6.70		9	3.80	150.0	9	6.00
C	6.70		9	3.80	150.0	9	6.00

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

### Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	28	18
D	One lane	3.00	19	18

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	776	-	-	-	-	-	-	0.291	0.416	0.291	-	-	-
1	B-A	496	0.088	0.221	0.221	-	-	-	0.139	0.316	-	0.221	0.221	0.111
1	B-C	635	0.094	0.239	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	496	0.088	0.221	0.221	-	-	-	0.139	0.316	0.139	-	-	-
1	B-D, offside lane	496	0.088	0.221	0.221	-	-	-	0.139	0.316	0.139	-	-	-
1	C-B	776	0.291	0.291	0.416	-	-	-	-	-	-	-	-	-
1	D-A	635	-	-	-	-	-	-	0.239	-	0.094	-	-	-
1	D-B, nearside lane	493	0.138	0.138	0.314	-	-	-	0.220	0.220	0.087	-	-	-
1	D-B, offside lane	493	0.138	0.138	0.314	-	-	-	0.220	0.220	0.087	-	-	-
1	D-C	493	-	0.138	0.314	0.110	0.220	0.220	0.220	0.220	0.087	-	-	-

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

Streams may be combined, in which case capacity will be adjusted.  
 Values are shown for the first time segment only; they may differ for subsequent time segments.

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	J5 A20-Station Rd AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	297	100.000
B		ONE HOUR	9	145	100.000
C		ONE HOUR	9	380	100.000
D		ONE HOUR	9	107	100.000

## Origin -Destination Data

### Demand (Veh/hr)

From	To				
	\$	%	&	'	
\$	0	47	241	9	
%	26	0	94	25	
&	199	108	0	73	
'	14	20	73	0	

## Vehicle Mix

### Heavy Vehicle Percentages

From	To				
	\$	%	&	'	
\$	0	4	4	0	
%	8	0	4	4	
&	7	1	0	3	
'	0	0	1	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.36	12.95	0.6	B	133	200
A-BCD	0.02	5.78	0.0	A	8	12
A-B					43	65
A-C					221	332
D-ABC	0.33	15.24	0.5	C	98	147
C-ABD	0.18	6.54	0.2	A	99	149
C-D					67	100
C-A					183	274

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	109	27	475	0.230	108	0.0	0.3	9.765	A
A-BCD	7	2	678	0.010	7	0.0	0.0	5.358	A
A-B	35	9			35				
A-C	181	45			181				
D-ABC	81	20	402	0.200	80	0.0	0.2	11.116	B
C-ABD	81	20	700	0.116	81	0.0	0.1	5.805	A
C-D	55	14			55				
C-A	150	37			150				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	130	33	460	0.284	130	0.3	0.4	10.901	B
A-BCD	8	2	659	0.012	8	0.0	0.0	5.527	A
A-B	42	11			42				
A-C	217	54			217				
D-ABC	96	24	382	0.252	96	0.2	0.3	12.559	B
C-ABD	97	24	687	0.141	97	0.1	0.2	6.097	A
C-D	66	16			66				
C-A	179	45			179				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	160	40	438	0.365	159	0.4	0.6	12.883	B
A-BCD	10	2	633	0.016	10	0.0	0.0	5.775	A
A-B	52	13			52				
A-C	265	66			265				
D-ABC	118	29	354	0.333	117	0.3	0.5	15.150	C
C-ABD	119	30	669	0.178	119	0.2	0.2	6.541	A
C-D	80	20			80				
C-A	219	55			219				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	160	40	438	0.365	160	0.6	0.6	12.947	B
A-BCD	10	2	633	0.016	10	0.0	0.0	5.776	A
A-B	52	13			52				
A-C	265	66			265				
D-ABC	118	29	354	0.333	118	0.5	0.5	15.239	C
C-ABD	119	30	669	0.178	119	0.2	0.2	6.544	A
C-D	80	20			80				
C-A	219	55			219				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	130	33	460	0.284	131	0.6	0.4	10.975	B
A-BCD	8	2	659	0.012	8	0.0	0.0	5.530	A
A-B	42	11			42				
A-C	217	54			217				
D-ABC	96	24	382	0.252	97	0.5	0.3	12.653	B
C-ABD	97	24	687	0.141	97	0.2	0.2	6.104	A
C-D	66	16			66				
C-A	179	45			179				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	109	27	475	0.230	110	0.4	0.3	9.855	A
A-BCD	7	2	678	0.010	7	0.0	0.0	5.361	A
A-B	35	9			35				
A-C	181	45			181				
D-ABC	81	20	402	0.200	81	0.3	0.3	11.223	B
C-ABD	81	20	700	0.116	81	0.2	0.1	5.817	A
C-D	55	14			55				
C-A	150	37			150				

# Base, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	3.81	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base	PM	J5 A20-Station Rd PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	294	100.000
B		ONE HOUR	9	162	100.000
C		ONE HOUR	9	526	100.000
D		ONE HOUR	9	63	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	40	236	18	
	%	36	0	94	32	
	&	329	96	0	101	
	'	7	15	41	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	0	1	0	
	%	0	0	2	3	
	&	3	0	0	0	
	'	0	13	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.42	14.34	0.7	B	149	223
A-BCD	0.03	6.31	0.0	A	17	25
A-B					37	55
A-C					217	325
D-ABC	0.22	14.82	0.3	B	58	87
C-ABD	0.16	6.29	0.2	A	88	132
C-D					93	139
C-A					302	453

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	122	30	473	0.258	121	0.0	0.3	10.185	B
A-BCD	14	3	649	0.021	13	0.0	0.0	5.662	A
A-B	30	8			30				
A-C	178	44			178				
D-ABC	47	12	369	0.128	47	0.0	0.1	11.141	B
C-ABD	72	18	709	0.102	72	0.0	0.1	5.645	A
C-D	76	19			76				
C-A	248	62			248				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	146	36	455	0.320	145	0.3	0.5	11.606	B
A-BCD	16	4	625	0.026	16	0.0	0.0	5.917	A
A-B	36	9			36				
A-C	212	53			212				
D-ABC	57	14	345	0.164	56	0.1	0.2	12.450	B
C-ABD	86	22	696	0.124	86	0.1	0.1	5.902	A
C-D	91	23			91				
C-A	296	74			296				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	178	45	429	0.415	177	0.5	0.7	14.232	B
A-BCD	20	5	590	0.034	20	0.0	0.0	6.307	A
A-B	44	11			44				
A-C	260	65			260				
D-ABC	69	17	312	0.222	69	0.2	0.3	14.774	B
C-ABD	106	26	678	0.156	106	0.1	0.2	6.284	A
C-D	111	28			111				
C-A	362	91			362				

## 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	178	45	429	0.415	178	0.7	0.7	14.336	B
A-BCD	20	5	590	0.034	20	0.0	0.0	6.308	A
A-B	44	11			44				
A-C	260	65			260				
D-ABC	69	17	312	0.222	69	0.3	0.3	14.825	B
C-ABD	106	26	678	0.156	106	0.2	0.2	6.286	A
C-D	111	28			111				
C-A	362	91			362				

## 17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	146	36	455	0.320	147	0.7	0.5	11.714	B
A-BCD	16	4	624	0.026	16	0.0	0.0	5.921	A
A-B	36	9			36				
A-C	212	53			212				
D-ABC	57	14	345	0.164	57	0.3	0.2	12.506	B
C-ABD	86	22	696	0.124	86	0.2	0.1	5.907	A
C-D	91	23			91				
C-A	296	74			296				

## 18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	122	30	473	0.258	122	0.5	0.4	10.298	B
A-BCD	14	3	649	0.021	14	0.0	0.0	5.666	A
A-B	30	8			30				
A-C	178	44			178				
D-ABC	47	12	369	0.129	48	0.2	0.1	11.210	B
C-ABD	72	18	709	0.102	72	0.1	0.1	5.654	A
C-D	76	19			76				
C-A	248	62			248				



# DM 2037, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	5.80	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	DM 2037	AM	J5 A20-Station Rd AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	448	100.000
B		ONE HOUR	9	174	100.000
C		ONE HOUR	9	485	100.000
D		ONE HOUR	9	131	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	49	389	10	
	%	31	0	114	29	
	&	267	131	0	87	
	'	20	24	87	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	2	10	0	
	%	6	0	4	3	
	&	9	2	0	2	
	'	0	0	1	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.50	19.06	1.0	C	160	239
A-BCD	0.02	6.19	0.0	A	9	14
A-B					45	67
A-C					357	535
D-ABC	0.48	23.26	0.9	C	120	180
C-ABD	0.24	7.80	0.3	A	120	180
C-D					80	120
C-A					245	367

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	131	33	440	0.298	129	0.0	0.4	11.533	B
A-BCD	8	2	651	0.012	7	0.0	0.0	5.596	A
A-B	37	9			37				
A-C	293	73			293				
D-ABC	99	25	367	0.269	97	0.0	0.4	13.289	B
C-ABD	99	25	655	0.151	98	0.0	0.2	6.456	A
C-D	65	16			65				
C-A	201	50			201				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	156	39	415	0.377	156	0.4	0.6	13.820	B
A-BCD	9	2	626	0.014	9	0.0	0.0	5.833	A
A-B	44	11			44				
A-C	350	87			350				
D-ABC	118	29	338	0.348	117	0.4	0.5	16.226	C
C-ABD	118	29	634	0.186	118	0.2	0.2	6.962	A
C-D	78	20			78				
C-A	240	60			240				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	192	48	380	0.504	190	0.6	1.0	18.749	C
A-BCD	11	3	592	0.019	11	0.0	0.0	6.191	A
A-B	54	13			54				
A-C	428	107			428				
D-ABC	144	36	299	0.482	143	0.5	0.9	22.816	C
C-ABD	144	36	606	0.238	144	0.2	0.3	7.787	A
C-D	96	24			96				
C-A	294	73			294				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	192	48	380	0.504	192	1.0	1.0	19.060	C
A-BCD	11	3	592	0.019	11	0.0	0.0	6.192	A
A-B	54	13			54				
A-C	428	107			428				
D-ABC	144	36	299	0.483	144	0.9	0.9	23.262	C
C-ABD	144	36	606	0.238	144	0.3	0.3	7.797	A
C-D	96	24			96				
C-A	294	73			294				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	156	39	415	0.377	158	1.0	0.6	14.072	B
A-BCD	9	2	626	0.014	9	0.0	0.0	5.837	A
A-B	44	11			44				
A-C	350	87			350				
D-ABC	118	29	338	0.349	119	0.9	0.5	16.573	C
C-ABD	118	29	634	0.186	118	0.3	0.2	6.978	A
C-D	78	20			78				
C-A	240	60			240				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	131	33	440	0.298	132	0.6	0.4	11.721	B
A-BCD	8	2	650	0.012	8	0.0	0.0	5.602	A
A-B	37	9			37				
A-C	293	73			293				
D-ABC	99	25	366	0.269	99	0.5	0.4	13.532	B
C-ABD	99	25	655	0.151	99	0.2	0.2	6.479	A
C-D	65	16			65				
C-A	201	50			201				

# DM 2037, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	4.97	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	DM 2037	PM	J5 A20-Station Rd PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	430	100.000
B		ONE HOUR	9	191	100.000
C		ONE HOUR	9	698	100.000
D		ONE HOUR	9	82	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	47	363	20	
	%	40	0	114	37	
	&	458	117	0	123	
	'	14	18	50	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	0	3	0	
	%	0	0	2	3	
	&	4	0	0	0	
	'	0	11	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.57	22.26	1.3	C	175	263
A-BCD	0.04	7.09	0.0	A	18	28
A-B					43	65
A-C					333	500
D-ABC	0.35	21.76	0.5	C	75	113
C-ABD	0.20	7.16	0.3	A	107	161
C-D					113	169
C-A					420	630

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	144	36	437	0.329	142	0.0	0.5	12.124	B
A-BCD	15	4	608	0.025	15	0.0	0.0	6.073	A
A-B	35	9			35				
A-C	273	68			273				
D-ABC	62	15	336	0.184	61	0.0	0.2	13.063	B
C-ABD	88	22	677	0.130	87	0.0	0.1	6.097	A
C-D	93	23			93				
C-A	345	86			345				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	172	43	410	0.419	171	0.5	0.7	14.976	B
A-BCD	18	4	575	0.031	18	0.0	0.0	6.464	A
A-B	42	11			42				
A-C	326	82			326				
D-ABC	74	18	302	0.244	73	0.2	0.3	15.695	C
C-ABD	105	26	658	0.160	105	0.1	0.2	6.507	A
C-D	111	28			111				
C-A	412	103			412				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	210	53	372	0.566	208	0.7	1.2	21.726	C
A-BCD	22	6	530	0.042	22	0.0	0.0	7.091	A
A-B	52	13			52				
A-C	400	100			400				
D-ABC	90	23	256	0.353	89	0.3	0.5	21.504	C
C-ABD	129	32	632	0.204	129	0.2	0.3	7.153	A
C-D	135	34			135				
C-A	504	126			504				

## 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	210	53	372	0.566	210	1.2	1.3	22.257	C
A-BCD	22	6	530	0.042	22	0.0	0.0	7.092	A
A-B	52	13			52				
A-C	400	100			400				
D-ABC	90	23	256	0.353	90	0.5	0.5	21.757	C
C-ABD	129	32	632	0.204	129	0.3	0.3	7.158	A
C-D	135	34			135				
C-A	504	126			504				

## 17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	172	43	410	0.419	174	1.3	0.7	15.369	C
A-BCD	18	4	575	0.031	18	0.0	0.0	6.469	A
A-B	42	11			42				
A-C	326	82			326				
D-ABC	74	18	302	0.244	75	0.5	0.3	15.900	C
C-ABD	105	26	658	0.160	105	0.3	0.2	6.519	A
C-D	111	28			111				
C-A	412	103			412				

## 18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	144	36	437	0.329	145	0.7	0.5	12.372	B
A-BCD	15	4	607	0.025	15	0.0	0.0	6.077	A
A-B	35	9			35				
A-C	273	68			273				
D-ABC	62	15	335	0.184	62	0.3	0.2	13.216	B
C-ABD	88	22	677	0.130	88	0.2	0.2	6.115	A
C-D	93	23			93				
C-A	345	86			345				

# DM 2044, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	6.26	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	DM 2044	AM	J5 A20-Station Rd AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	477	100.000
B		ONE HOUR	9	181	100.000
C		ONE HOUR	9	489	100.000
D		ONE HOUR	9	135	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	54	412	11	
	%	31	0	119	31	
	&	258	138	0	93	
	'	19	25	91	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	2	10	0	
	%	6	0	4	3	
	&	9	1	0	2	
	'	0	0	1	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.53	20.70	1.1	C	166	249
A-BCD	0.02	6.22	0.0	A	10	15
A-B					50	74
A-C					378	567
D-ABC	0.51	25.15	1.0	D	124	186
C-ABD	0.25	8.00	0.3	A	127	190
C-D					85	128
C-A					237	355

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	136	34	435	0.313	134	0.0	0.4	11.903	B
A-BCD	8	2	650	0.013	8	0.0	0.0	5.612	A
A-B	41	10			41				
A-C	310	78			310				
D-ABC	102	25	361	0.281	100	0.0	0.4	13.703	B
C-ABD	104	26	654	0.159	103	0.0	0.2	6.523	A
C-D	70	18			70				
C-A	194	49			194				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	163	41	410	0.397	162	0.4	0.6	14.484	B
A-BCD	10	2	625	0.016	10	0.0	0.0	5.853	A
A-B	49	12			49				
A-C	370	93			370				
D-ABC	121	30	332	0.365	121	0.4	0.6	16.958	C
C-ABD	124	31	632	0.196	124	0.2	0.2	7.077	A
C-D	84	21			84				
C-A	232	58			232				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	199	50	373	0.534	197	0.6	1.1	20.298	C
A-BCD	12	3	591	0.021	12	0.0	0.0	6.219	A
A-B	59	15			59				
A-C	454	113			454				
D-ABC	149	37	292	0.509	147	0.6	1.0	24.558	C
C-ABD	152	38	602	0.253	152	0.2	0.3	7.990	A
C-D	102	26			102				
C-A	284	71			284				



08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	199	50	373	0.535	199	1.1	1.1	20.704	C
A-BCD	12	3	591	0.021	12	0.0	0.0	6.220	A
A-B	59	15			59				
A-C	454	113			454				
D-ABC	149	37	291	0.510	149	1.0	1.0	25.148	D
C-ABD	152	38	602	0.253	152	0.3	0.3	8.002	A
C-D	102	26			102				
C-A	284	71			284				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	163	41	409	0.397	164	1.1	0.7	14.802	B
A-BCD	10	2	625	0.016	10	0.0	0.0	5.855	A
A-B	49	12			49				
A-C	370	93			370				
D-ABC	121	30	332	0.366	123	1.0	0.6	17.395	C
C-ABD	124	31	632	0.196	124	0.3	0.2	7.092	A
C-D	84	21			84				
C-A	232	58			232				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	136	34	435	0.313	137	0.7	0.5	12.123	B
A-BCD	8	2	649	0.013	8	0.0	0.0	5.618	A
A-B	41	10			41				
A-C	310	78			310				
D-ABC	102	25	361	0.282	102	0.6	0.4	13.979	B
C-ABD	104	26	654	0.159	104	0.2	0.2	6.544	A
C-D	70	18			70				
C-A	194	49			194				

# DM 2044, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	5.53	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	DM 2044	PM	J5 A20-Station Rd PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	423	100.000
B		ONE HOUR	9	202	100.000
C		ONE HOUR	9	632	100.000
D		ONE HOUR	9	86	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	47	356	20	
	%	44	0	119	39	
	&	381	123	0	128	
	'	15	19	52	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	0	4	0	
	%	2	0	2	3	
	&	5	0	0	0	
	'	0	11	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.59	23.43	1.4	C	185	278
A-BCD	0.04	6.82	0.0	A	18	28
A-B					43	65
A-C					327	490
D-ABC	0.35	20.30	0.5	C	79	118
C-ABD	0.21	7.24	0.3	A	113	169
C-D					117	176
C-A					350	524

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	152	38	438	0.348	150	0.0	0.5	12.428	B
A-BCD	15	4	621	0.024	15	0.0	0.0	5.935	A
A-B	35	9			35				
A-C	268	67			268				
D-ABC	65	16	347	0.187	64	0.0	0.2	12.642	B
C-ABD	93	23	678	0.137	92	0.0	0.2	6.136	A
C-D	96	24			96				
C-A	287	72			287				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	182	45	412	0.441	181	0.5	0.8	15.477	C
A-BCD	18	4	591	0.030	18	0.0	0.0	6.279	A
A-B	42	11			42				
A-C	320	80			320				
D-ABC	77	19	316	0.245	77	0.2	0.3	15.052	C
C-ABD	111	28	659	0.168	110	0.2	0.2	6.560	A
C-D	115	29			115				
C-A	343	86			343				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	222	56	376	0.592	220	0.8	1.4	22.775	C
A-BCD	22	6	550	0.040	22	0.0	0.0	6.821	A
A-B	52	13			52				
A-C	392	98			392				
D-ABC	95	24	272	0.348	94	0.3	0.5	20.073	C
C-ABD	135	34	633	0.214	135	0.2	0.3	7.231	A
C-D	141	35			141				
C-A	419	105			419				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	222	56	375	0.592	222	1.4	1.4	23.433	C
A-BCD	22	6	550	0.040	22	0.0	0.0	6.822	A
A-B	52	13			52				
A-C	392	98			392				
D-ABC	95	24	272	0.348	95	0.5	0.5	20.300	C
C-ABD	135	34	633	0.214	135	0.3	0.3	7.236	A
C-D	141	35			141				
C-A	419	105			419				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	182	45	412	0.441	184	1.4	0.8	15.947	C
A-BCD	18	4	591	0.030	18	0.0	0.0	6.282	A
A-B	42	11			42				
A-C	320	80			320				
D-ABC	77	19	315	0.245	78	0.5	0.3	15.240	C
C-ABD	111	28	659	0.168	111	0.3	0.2	6.569	A
C-D	115	29			115				
C-A	343	86			343				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	152	38	437	0.348	153	0.8	0.5	12.715	B
A-BCD	15	4	621	0.024	15	0.0	0.0	5.939	A
A-B	35	9			35				
A-C	268	67			268				
D-ABC	65	16	346	0.187	65	0.3	0.2	12.828	B
C-ABD	93	23	678	0.137	93	0.2	0.2	6.152	A
C-D	96	24			96				
C-A	287	72			287				

# DM 2046, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	6.35	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	DM 2046	AM	J5 A20-Station Rd AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	472	100.000
B		ONE HOUR	9	182	100.000
C		ONE HOUR	9	496	100.000
D		ONE HOUR	9	137	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	54	407	11	
	%	31	0	120	31	
	&	262	140	0	94	
	'	20	25	92	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	2	10	0	
	%	6	0	4	3	
	&	9	1	0	2	
	'	0	0	1	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.54	20.74	1.1	C	167	251
A-BCD	0.02	6.25	0.0	A	10	15
A-B					50	74
A-C					373	560
D-ABC	0.52	25.59	1.0	D	126	189
C-ABD	0.26	8.01	0.3	A	128	193
C-D					86	129
C-A					240	361

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	137	34	436	0.314	135	0.0	0.4	11.904	B
A-BCD	8	2	648	0.013	8	0.0	0.0	5.628	A
A-B	41	10			41				
A-C	306	77			306				
D-ABC	103	26	361	0.285	102	0.0	0.4	13.770	B
C-ABD	105	26	656	0.161	105	0.0	0.2	6.527	A
C-D	71	18			71				
C-A	197	49			197				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	164	41	410	0.399	163	0.4	0.6	14.491	B
A-BCD	10	2	623	0.016	10	0.0	0.0	5.873	A
A-B	49	12			49				
A-C	366	91			366				
D-ABC	123	31	332	0.371	122	0.4	0.6	17.107	C
C-ABD	126	31	634	0.199	126	0.2	0.2	7.082	A
C-D	85	21			85				
C-A	236	59			236				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	200	50	374	0.536	199	0.6	1.1	20.328	C
A-BCD	12	3	588	0.021	12	0.0	0.0	6.247	A
A-B	59	15			59				
A-C	448	112			448				
D-ABC	151	38	292	0.517	149	0.6	1.0	24.956	C
C-ABD	154	39	604	0.255	154	0.2	0.3	7.997	A
C-D	103	26			103				
C-A	288	72			288				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	200	50	374	0.536	200	1.1	1.1	20.740	C
A-BCD	12	3	588	0.021	12	0.0	0.0	6.249	A
A-B	59	15			59				
A-C	448	112			448				
D-ABC	151	38	291	0.518	151	1.0	1.0	25.589	D
C-ABD	154	39	604	0.255	154	0.3	0.3	8.010	A
C-D	103	26			103				
C-A	288	72			288				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	164	41	410	0.399	165	1.1	0.7	14.812	B
A-BCD	10	2	622	0.016	10	0.0	0.0	5.879	A
A-B	49	12			49				
A-C	366	91			366				
D-ABC	123	31	332	0.372	125	1.0	0.6	17.567	C
C-ABD	126	31	634	0.199	126	0.3	0.3	7.101	A
C-D	85	21			85				
C-A	236	59			236				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	137	34	436	0.315	138	0.7	0.5	12.127	B
A-BCD	8	2	647	0.013	8	0.0	0.0	5.634	A
A-B	41	10			41				
A-C	306	77			306				
D-ABC	103	26	361	0.286	104	0.6	0.4	14.063	B
C-ABD	105	26	656	0.161	106	0.3	0.2	6.550	A
C-D	71	18			71				
C-A	197	49			197				

# DM 2046, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	5.65	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	DM 2046	PM	J5 A20-Station Rd PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	429	100.000
B		ONE HOUR	9	204	100.000
C		ONE HOUR	9	638	100.000
D		ONE HOUR	9	87	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	47	362	20	
	%	44	0	121	39	
	&	385	124	0	129	
	'	15	19	53	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	0	4	0	
	%	2	0	2	3	
	&	5	0	0	0	
	'	0	11	0	0	



## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.60	24.01	1.5	C	187	281
A-BCD	0.04	6.85	0.0	A	18	28
A-B					43	65
A-C					332	498
D-ABC	0.36	20.78	0.5	C	80	120
C-ABD	0.22	7.28	0.3	A	114	171
C-D					118	178
C-A					353	530

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	154	38	437	0.352	151	0.0	0.5	12.520	B
A-BCD	15	4	620	0.024	15	0.0	0.0	5.950	A
A-B	35	9			35				
A-C	273	68			273				
D-ABC	65	16	345	0.190	65	0.0	0.2	12.805	B
C-ABD	93	23	677	0.138	93	0.0	0.2	6.158	A
C-D	97	24			97				
C-A	290	72			290				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	183	46	411	0.446	182	0.5	0.8	15.664	C
A-BCD	18	4	589	0.031	18	0.0	0.0	6.298	A
A-B	42	11			42				
A-C	325	81			325				
D-ABC	78	20	313	0.250	78	0.2	0.3	15.264	C
C-ABD	111	28	657	0.170	111	0.2	0.2	6.590	A
C-D	116	29			116				
C-A	346	87			346				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	225	56	374	0.600	222	0.8	1.4	23.295	C
A-BCD	22	6	548	0.040	22	0.0	0.0	6.848	A
A-B	52	13			52				
A-C	399	100			399				
D-ABC	96	24	269	0.356	95	0.3	0.5	20.542	C
C-ABD	137	34	631	0.216	136	0.2	0.3	7.276	A
C-D	142	36			142				
C-A	424	106			424				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	225	56	374	0.601	224	1.4	1.5	24.012	C
A-BCD	22	6	547	0.040	22	0.0	0.0	6.850	A
A-B	52	13			52				
A-C	399	100			399				
D-ABC	96	24	269	0.356	96	0.5	0.5	20.779	C
C-ABD	137	34	631	0.216	137	0.3	0.3	7.282	A
C-D	142	36			142				
C-A	424	106			424				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	183	46	411	0.446	186	1.5	0.8	16.167	C
A-BCD	18	4	589	0.031	18	0.0	0.0	6.301	A
A-B	42	11			42				
A-C	325	81			325				
D-ABC	78	20	313	0.250	79	0.5	0.3	15.464	C
C-ABD	111	28	657	0.170	112	0.3	0.2	6.600	A
C-D	116	29			116				
C-A	346	87			346				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	154	38	437	0.352	155	0.8	0.6	12.817	B
A-BCD	15	4	620	0.024	15	0.0	0.0	5.956	A
A-B	35	9			35				
A-C	273	68			273				
D-ABC	65	16	344	0.190	66	0.3	0.2	12.960	B
C-ABD	93	23	677	0.138	94	0.2	0.2	6.174	A
C-D	97	24			97				
C-A	290	72			290				

# DS 2037, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	6.63	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	DS 2037	AM	J5 A20-Station Rd AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	605	100.000
B		ONE HOUR	9	175	100.000
C		ONE HOUR	9	593	100.000
D		ONE HOUR	9	131	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	48	547	10	
	%	30	0	116	29	
	&	374	132	0	87	
	'	20	24	87	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	0	6	0	
	%	0	0	5	3	
	&	6	2	0	2	
	'	0	0	1	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.58	25.54	1.3	D	161	241
A-BCD	0.02	6.58	0.0	A	9	14
A-B					44	66
A-C					502	753
D-ABC	0.58	34.38	1.3	D	120	180
C-ABD	0.26	8.71	0.3	A	121	182
C-D					80	120
C-A					343	515

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	132	33	412	0.320	130	0.0	0.5	12.685	B
A-BCD	8	2	627	0.012	7	0.0	0.0	5.808	A
A-B	36	9			36				
A-C	412	103			412				
D-ABC	99	25	333	0.296	97	0.0	0.4	15.136	C
C-ABD	99	25	623	0.160	99	0.0	0.2	6.861	A
C-D	65	16			65				
C-A	282	70			282				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	157	39	380	0.414	156	0.5	0.7	16.032	C
A-BCD	9	2	598	0.015	9	0.0	0.0	6.110	A
A-B	43	11			43				
A-C	492	123			492				
D-ABC	118	29	298	0.395	117	0.4	0.6	19.780	C
C-ABD	119	30	596	0.199	118	0.2	0.2	7.539	A
C-D	78	20			78				
C-A	336	84			336				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	193	48	333	0.578	190	0.7	1.3	24.749	C
A-BCD	11	3	558	0.020	11	0.0	0.0	6.580	A
A-B	53	13			53				
A-C	602	151			602				
D-ABC	144	36	249	0.580	142	0.6	1.3	32.850	D
C-ABD	145	36	559	0.260	145	0.2	0.3	8.689	A
C-D	96	24			96				
C-A	412	103			412				

## 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	193	48	333	0.579	193	1.3	1.3	25.541	D
A-BCD	11	3	558	0.020	11	0.0	0.0	6.582	A
A-B	53	13			53				
A-C	602	151			602				
D-ABC	144	36	248	0.581	144	1.3	1.3	34.376	D
C-ABD	145	36	559	0.260	145	0.3	0.3	8.707	A
C-D	96	24			96				
C-A	412	103			412				

## 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	157	39	380	0.414	160	1.3	0.7	16.537	C
A-BCD	9	2	598	0.015	9	0.0	0.0	6.116	A
A-B	43	11			43				
A-C	492	123			492				
D-ABC	118	29	297	0.396	120	1.3	0.7	20.637	C
C-ABD	119	30	596	0.199	119	0.3	0.3	7.557	A
C-D	78	20			78				
C-A	336	84			336				

## 09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	132	33	412	0.320	133	0.7	0.5	12.954	B
A-BCD	8	2	627	0.012	8	0.0	0.0	5.812	A
A-B	36	9			36				
A-C	412	103			412				
D-ABC	99	25	333	0.297	100	0.7	0.4	15.521	C
C-ABD	99	25	623	0.160	100	0.3	0.2	6.886	A
C-D	65	16			65				
C-A	282	70			282				

# DS 2037, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	6.13	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	DS 2037	PM	J5 A20-Station Rd PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	644	100.000
B		ONE HOUR	9	191	100.000
C		ONE HOUR	9	684	100.000
D		ONE HOUR	9	82	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	47	577	20	
	%	40	0	114	37	
	&	444	117	0	123	
	'	14	18	50	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	0	2	0	
	%	0	0	2	3	
	&	4	0	0	0	
	'	0	11	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.67	34.44	1.9	D	175	263
A-BCD	0.04	7.03	0.0	A	18	28
A-B					43	65
A-C					529	794
D-ABC	0.40	26.40	0.6	D	75	113
C-ABD	0.23	8.29	0.3	A	107	161
C-D					113	169
C-A					407	611

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	144	36	399	0.360	142	0.0	0.5	13.855	B
A-BCD	15	4	611	0.025	15	0.0	0.0	6.041	A
A-B	35	9			35				
A-C	434	109			434				
D-ABC	62	15	317	0.195	61	0.0	0.2	14.005	B
C-ABD	88	22	630	0.140	87	0.0	0.2	6.623	A
C-D	93	23			93				
C-A	334	84			334				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	172	43	365	0.471	170	0.5	0.9	18.424	C
A-BCD	18	4	579	0.031	18	0.0	0.0	6.420	A
A-B	42	11			42				
A-C	519	130			519				
D-ABC	74	18	280	0.264	73	0.2	0.3	17.415	C
C-ABD	105	26	602	0.175	105	0.2	0.2	7.241	A
C-D	111	28			111				
C-A	399	100			399				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	210	53	314	0.670	206	0.9	1.8	32.386	D
A-BCD	22	6	534	0.041	22	0.0	0.0	7.027	A
A-B	52	13			52				
A-C	635	159			635				
D-ABC	90	23	227	0.397	89	0.3	0.6	25.878	D
C-ABD	129	32	563	0.229	129	0.2	0.3	8.276	A
C-D	135	34			135				
C-A	489	122			489				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	210	53	314	0.671	210	1.8	1.9	34.438	D
A-BCD	22	6	534	0.041	22	0.0	0.0	7.029	A
A-B	52	13			52				
A-C	635	159			635				
D-ABC	90	23	226	0.399	90	0.6	0.6	26.397	D
C-ABD	129	32	563	0.229	129	0.3	0.3	8.295	A
C-D	135	34			135				
C-A	489	122			489				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	172	43	364	0.471	176	1.9	0.9	19.463	C
A-BCD	18	4	578	0.031	18	0.0	0.0	6.426	A
A-B	42	11			42				
A-C	519	130			519				
D-ABC	74	18	279	0.265	75	0.6	0.4	17.764	C
C-ABD	105	26	602	0.175	106	0.3	0.2	7.257	A
C-D	111	28			111				
C-A	399	100			399				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	144	36	399	0.360	145	0.9	0.6	14.257	B
A-BCD	15	4	611	0.025	15	0.0	0.0	6.047	A
A-B	35	9			35				
A-C	434	109			434				
D-ABC	62	15	316	0.195	62	0.4	0.2	14.203	B
C-ABD	88	22	630	0.140	88	0.2	0.2	6.648	A
C-D	93	23			93				
C-A	334	84			334				



# DS 2044, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	7.26	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D23	DS 2044	AM	J5 A20-Station Rd AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	673	100.000
B		ONE HOUR	9	180	100.000
C		ONE HOUR	9	575	100.000
D		ONE HOUR	9	135	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	53	609	11	
	%	24	0	125	31	
	&	343	139	0	93	
	'	19	25	91	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	0	2	0	
	%	0	0	6	3	
	&	7	2	0	2	
	'	0	0	1	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.60	27.42	1.5	D	165	248
A-BCD	0.02	6.55	0.0	A	10	15
A-B					49	73
A-C					559	838
D-ABC	0.61	37.98	1.5	E	124	186
C-ABD	0.28	9.21	0.4	A	128	191
C-D					85	128
C-A					315	472

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	136	34	409	0.331	134	0.0	0.5	12.966	B
A-BCD	8	2	630	0.013	8	0.0	0.0	5.788	A
A-B	40	10			40				
A-C	458	115			458				
D-ABC	102	25	329	0.309	100	0.0	0.4	15.600	C
C-ABD	105	26	612	0.171	104	0.0	0.2	7.068	A
C-D	70	18			70				
C-A	258	65			258				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	162	40	377	0.429	161	0.5	0.7	16.589	C
A-BCD	10	2	601	0.016	10	0.0	0.0	6.084	A
A-B	48	12			48				
A-C	547	137			547				
D-ABC	121	30	293	0.414	120	0.4	0.7	20.722	C
C-ABD	125	31	583	0.214	125	0.2	0.3	7.844	A
C-D	84	21			84				
C-A	308	77			308				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	198	50	329	0.602	195	0.7	1.4	26.410	D
A-BCD	12	3	562	0.022	12	0.0	0.0	6.543	A
A-B	58	15			58				
A-C	671	168			671				
D-ABC	149	37	243	0.612	146	0.7	1.4	35.878	E
C-ABD	153	38	544	0.282	153	0.3	0.4	9.190	A
C-D	102	26			102				
C-A	378	94			378				

## 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	198	50	329	0.603	198	1.4	1.5	27.419	D
A-BCD	12	3	562	0.022	12	0.0	0.0	6.545	A
A-B	58	15			58				
A-C	671	168			671				
D-ABC	149	37	242	0.613	148	1.4	1.5	37.978	E
C-ABD	153	38	544	0.282	153	0.4	0.4	9.212	A
C-D	102	26			102				
C-A	378	94			378				

## 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	162	40	376	0.430	165	1.5	0.8	17.198	C
A-BCD	10	2	601	0.016	10	0.0	0.0	6.088	A
A-B	48	12			48				
A-C	547	137			547				
D-ABC	121	30	292	0.415	124	1.5	0.7	21.819	C
C-ABD	125	31	583	0.214	125	0.4	0.3	7.867	A
C-D	84	21			84				
C-A	308	77			308				

## 09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	136	34	409	0.331	137	0.8	0.5	13.268	B
A-BCD	8	2	630	0.013	8	0.0	0.0	5.793	A
A-B	40	10			40				
A-C	458	115			458				
D-ABC	102	25	328	0.310	103	0.7	0.5	16.045	C
C-ABD	105	26	612	0.171	105	0.3	0.2	7.098	A
C-D	70	18			70				
C-A	258	65			258				

# DS 2044, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	6.70	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D24	DS 2044	PM	J5 A20-Station Rd PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	595	100.000
B		ONE HOUR	9	203	100.000
C		ONE HOUR	9	872	100.000
D		ONE HOUR	9	86	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	47	528	20	
	%	28	0	136	39	
	&	621	123	0	128	
	'	15	19	52	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	0	3	0	
	%	0	0	1	3	
	&	1	0	0	0	
	'	0	11	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.69	35.73	2.1	E	186	279
A-BCD	0.05	7.92	0.0	A	18	28
A-B					43	65
A-C					485	727
D-ABC	0.51	38.98	1.0	E	79	118
C-ABD	0.23	8.15	0.3	A	113	169
C-D					117	176
C-A					570	855

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	153	38	413	0.370	151	0.0	0.6	13.582	B
A-BCD	15	4	572	0.026	15	0.0	0.0	6.467	A
A-B	35	9			35				
A-C	398	99			398				
D-ABC	65	16	291	0.223	64	0.0	0.3	15.774	C
C-ABD	93	23	640	0.145	92	0.0	0.2	6.560	A
C-D	96	24			96				
C-A	468	117			468				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	182	46	377	0.484	181	0.6	0.9	18.228	C
A-BCD	18	4	532	0.034	18	0.0	0.0	7.006	A
A-B	42	11			42				
A-C	475	119			475				
D-ABC	77	19	248	0.312	77	0.3	0.4	20.952	C
C-ABD	111	28	614	0.180	110	0.2	0.2	7.150	A
C-D	115	29			115				
C-A	558	140			558				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	224	56	323	0.692	219	0.9	2.0	33.290	D
A-BCD	22	6	477	0.046	22	0.0	0.0	7.914	A
A-B	52	13			52				
A-C	581	145			581				
D-ABC	95	24	187	0.506	93	0.4	0.9	37.259	E
C-ABD	135	34	577	0.235	135	0.2	0.3	8.130	A
C-D	141	35			141				
C-A	684	171			684				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	224	56	323	0.693	223	2.0	2.1	35.731	E
A-BCD	22	6	477	0.046	22	0.0	0.0	7.918	A
A-B	52	13			52				
A-C	581	145			581				
D-ABC	95	24	186	0.508	95	0.9	1.0	38.977	E
C-ABD	135	34	577	0.235	135	0.3	0.3	8.149	A
C-D	141	35			141				
C-A	684	171			684				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	182	46	377	0.484	187	2.1	1.0	19.372	C
A-BCD	18	4	531	0.034	18	0.0	0.0	7.014	A
A-B	42	11			42				
A-C	475	119			475				
D-ABC	77	19	247	0.313	79	1.0	0.5	21.759	C
C-ABD	111	28	614	0.180	111	0.3	0.2	7.166	A
C-D	115	29			115				
C-A	558	140			558				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	153	38	413	0.370	154	1.0	0.6	13.991	B
A-BCD	15	4	571	0.026	15	0.0	0.0	6.472	A
A-B	35	9			35				
A-C	398	99			398				
D-ABC	65	16	290	0.223	65	0.5	0.3	16.085	C
C-ABD	93	23	640	0.145	93	0.2	0.2	6.584	A
C-D	96	24			96				
C-A	468	117			468				

# DS 2046, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	8.16	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D25	DS 2046	AM	J5 A20-Station Rd AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	728	100.000
B		ONE HOUR	9	183	100.000
C		ONE HOUR	9	599	100.000
D		ONE HOUR	9	137	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	53	664	11	
	%	24	0	128	31	
	&	364	141	0	94	
	'	20	25	92	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	0	2	0	
	%	0	0	5	3	
	&	6	2	0	2	
	'	0	0	1	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.64	32.01	1.7	D	168	252
A-BCD	0.02	6.63	0.0	A	10	15
A-B					49	73
A-C					609	914
D-ABC	0.66	45.49	1.8	E	126	189
C-ABD	0.30	9.70	0.4	A	129	194
C-D					86	129
C-A					334	501

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	138	34	401	0.343	136	0.0	0.5	13.463	B
A-BCD	8	2	625	0.013	8	0.0	0.0	5.835	A
A-B	40	10			40				
A-C	500	125			500				
D-ABC	103	26	320	0.322	101	0.0	0.5	16.311	C
C-ABD	106	27	600	0.177	105	0.0	0.2	7.262	A
C-D	71	18			71				
C-A	274	69			274				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	165	41	366	0.450	163	0.5	0.8	17.686	C
A-BCD	10	2	595	0.017	10	0.0	0.0	6.146	A
A-B	48	12			48				
A-C	597	149			597				
D-ABC	123	31	282	0.436	122	0.5	0.7	22.303	C
C-ABD	127	32	569	0.223	126	0.2	0.3	8.129	A
C-D	85	21			85				
C-A	327	82			327				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	201	50	313	0.643	198	0.8	1.7	30.361	D
A-BCD	12	3	555	0.022	12	0.0	0.0	6.631	A
A-B	58	15			58				
A-C	731	183			731				
D-ABC	151	38	229	0.658	147	0.7	1.7	41.940	E
C-ABD	155	39	526	0.295	155	0.3	0.4	9.676	A
C-D	103	26			103				
C-A	401	100			401				



## 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	201	50	313	0.644	201	1.7	1.7	32.011	D
A-BCD	12	3	555	0.022	12	0.0	0.0	6.634	A
A-B	58	15			58				
A-C	731	183			731				
D-ABC	151	38	228	0.660	150	1.7	1.8	45.487	E
C-ABD	155	39	526	0.295	155	0.4	0.4	9.703	A
C-D	103	26			103				
C-A	401	100			401				

## 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	165	41	365	0.450	168	1.7	0.8	18.545	C
A-BCD	10	2	595	0.017	10	0.0	0.0	6.153	A
A-B	48	12			48				
A-C	597	149			597				
D-ABC	123	31	281	0.438	127	1.8	0.8	23.913	C
C-ABD	127	32	569	0.223	127	0.4	0.3	8.157	A
C-D	85	21			85				
C-A	327	82			327				

## 09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	138	34	401	0.344	139	0.8	0.5	13.816	B
A-BCD	8	2	625	0.013	8	0.0	0.0	5.842	A
A-B	40	10			40				
A-C	500	125			500				
D-ABC	103	26	319	0.323	104	0.8	0.5	16.845	C
C-ABD	106	27	600	0.177	106	0.3	0.2	7.297	A
C-D	71	18			71				
C-A	274	69			274				

# DS 2046, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	7.56	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D26	DS 2046	PM	J5 A20-Station Rd PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	624	100.000
B		ONE HOUR	9	204	100.000
C		ONE HOUR	9	922	100.000
D		ONE HOUR	9	87	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	47	557	20	
	%	26	0	139	39	
	&	669	124	0	129	
	'	13	19	55	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	0	2	0	
	%	0	0	1	3	
	&	1	0	0	0	
	'	0	11	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.72	40.41	2.4	E	187	281
A-BCD	0.05	8.21	0.1	A	18	28
A-B					43	65
A-C					511	767
D-ABC	0.58	50.60	1.3	F	80	120
C-ABD	0.24	8.32	0.3	A	114	171
C-D					118	178
C-A					614	921

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	154	38	408	0.376	151	0.0	0.6	13.883	B
A-BCD	15	4	560	0.027	15	0.0	0.0	6.597	A
A-B	35	9			35				
A-C	419	105			419				
D-ABC	65	16	276	0.237	64	0.0	0.3	16.912	C
C-ABD	93	23	635	0.147	93	0.0	0.2	6.634	A
C-D	97	24			97				
C-A	504	126			504				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	183	46	370	0.495	182	0.6	0.9	18.979	C
A-BCD	18	4	518	0.035	18	0.0	0.0	7.193	A
A-B	42	11			42				
A-C	501	125			501				
D-ABC	78	20	231	0.339	77	0.3	0.5	23.368	C
C-ABD	111	28	607	0.184	111	0.2	0.2	7.255	A
C-D	116	29			116				
C-A	601	150			601				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	225	56	312	0.720	219	0.9	2.3	36.945	E
A-BCD	22	6	460	0.048	22	0.0	0.0	8.209	A
A-B	52	13			52				
A-C	613	153			613				
D-ABC	96	24	167	0.574	93	0.5	1.2	47.001	E
C-ABD	137	34	569	0.240	136	0.2	0.3	8.303	A
C-D	142	36			142				
C-A	737	184			737				

## 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	225	56	312	0.721	224	2.3	2.4	40.411	E
A-BCD	22	6	460	0.048	22	0.0	0.1	8.213	A
A-B	52	13			52				
A-C	613	153			613				
D-ABC	96	24	166	0.577	95	1.2	1.3	50.601	F
C-ABD	137	34	569	0.240	137	0.3	0.3	8.316	A
C-D	142	36			142				
C-A	737	184			737				

## 17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	183	46	370	0.496	189	2.4	1.0	20.442	C
A-BCD	18	4	518	0.035	18	0.1	0.0	7.198	A
A-B	42	11			42				
A-C	501	125			501				
D-ABC	78	20	229	0.341	81	1.3	0.5	24.734	C
C-ABD	111	28	607	0.184	112	0.3	0.2	7.271	A
C-D	116	29			116				
C-A	601	150			601				

## 18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	154	38	408	0.376	155	1.0	0.6	14.329	B
A-BCD	15	4	560	0.027	15	0.0	0.0	6.605	A
A-B	35	9			35				
A-C	419	105			419				
D-ABC	65	16	275	0.238	66	0.5	0.3	17.315	C
C-ABD	93	23	635	0.147	94	0.2	0.2	6.655	A
C-D	97	24			97				
C-A	504	126			504				

## P.7 J6\_A20 Mersham

<h1>Junctions 9</h1>
<h2>PICADY 9 - Priority Intersection Module</h2>
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**Filename:** J6\_A20 Mersham.j9

**Path:** \\hc-ukr-ln-fs-10\LN\_Proj\UA008926 Otterpool\D-Calcs\Modelling\DM\_it5\Appendix\Picady Junction Analysis\J6 A20-Mersham

**Report generation date:** 19/11/2018 10:20:42

- 
- »Base, AM
  - »Base, PM
  - »DM 2037, AM
  - »DM 2037, PM
  - »DM 2044, AM
  - »DM 2044, PM
  - »DM 2046, AM
  - »DM 2046, PM
  - »DS 2037, AM
  - »DS 2037, PM
  - »DS 2044, AM
  - »DS 2044, PM
  - »DS 2046, AM
  - »DS 2046, PM

## Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
<b>Base</b>								
Stream B -AC	0.4	11.59	0.31	B	0.2	9.75	0.20	A
Stream C -AB	0.2	8.25	0.19	A	0.2	7.56	0.18	A
<b>DM 2037</b>								
Stream B -AC	0.7	15.24	0.41	C	0.3	10.45	0.23	B
Stream C -AB	0.3	10.06	0.25	B	0.3	8.81	0.24	A
<b>DM 2044</b>								
Stream B -AC	0.8	16.52	0.44	C	0.3	10.85	0.25	B
Stream C -AB	0.4	10.44	0.27	B	0.3	9.00	0.25	A
<b>DM 2046</b>								
Stream B -AC	0.8	16.70	0.45	C	0.3	10.96	0.25	B
Stream C -AB	0.4	10.47	0.28	B	0.3	9.10	0.25	A
<b>DS 2037</b>								
Stream B -AC	0.9	19.50	0.48	C	0.4	12.37	0.27	B
Stream C -AB	0.4	11.65	0.30	B	0.4	10.39	0.27	B
<b>DS 2044</b>								
Stream B -AC	1.1	22.54	0.52	C	0.4	12.19	0.27	B
Stream C -AB	0.5	12.76	0.34	B	0.4	10.25	0.27	B
<b>DS 2046</b>								
Stream B -AC	1.2	26.13	0.56	D	0.4	12.97	0.29	B
Stream C -AB	0.5	13.58	0.35	B	0.4	10.93	0.30	B

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

## File summary

### File Description

Title	J6 Otterpool Park_Base Model
Location	A20 Hythe Road - Mersham
Site number	
Date	19/06/2017
Version	
Status	Draft 1
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	

## Units

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

## Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queuing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

### Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	J6 A20-Mersham AM Peak	ONE HOUR	07:45	09:15	15	9
D2	Base	PM	J6 A20-Mersham PM Peak	ONE HOUR	16:45	18:15	15	9
D15	DM 2037	AM	J6 A20-Mersham AM Peak	ONE HOUR	07:45	09:15	15	9
D16	DM 2037	PM	J6 A20-Mersham PM Peak	ONE HOUR	16:45	18:15	15	9
D17	DM 2044	AM	J6 A20-Mersham AM Peak	ONE HOUR	07:45	09:15	15	9
D18	DM 2044	PM	J6 A20-Mersham PM Peak	ONE HOUR	16:45	18:15	15	9
D19	DM 2046	AM	J6 A20-Mersham AM Peak	ONE HOUR	07:45	09:15	15	9
D20	DM 2046	PM	J6 A20-Mersham PM Peak	ONE HOUR	16:45	18:15	15	9
D21	DS 2037	AM	J6 A20-Mersham AM Peak	ONE HOUR	07:45	09:15	15	9
D22	DS 2037	PM	J6 A20-Mersham PM Peak	ONE HOUR	16:45	18:15	15	9
D23	DS 2044	AM	J6 A20-Mersham AM Peak	ONE HOUR	07:45	09:15	15	9
D24	DS 2044	PM	J6 A20-Mersham PM Peak	ONE HOUR	16:45	18:15	15	9
D25	DS 2046	AM	J6 A20-Mersham AM Peak	ONE HOUR	07:45	09:15	15	9
D26	DS 2046	PM	J6 A20-Mersham PM Peak	ONE HOUR	16:45	18:15	15	9

### Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	9	100.000	100.000



# Base, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.93	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm type
A	A20 Hythe Road Westbound		Major
B	Mersham		Minor
C	A20 Hythe Road Eastbound		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.68		9	3.00	130.0	9	9.00

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

### Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.86	62	64

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	522	0.084	0.212	0.134	0.303
1	B-C	655	0.089	0.224	-	-
1	C-B	706	0.242	0.242	-	-

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

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

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	J6 A20-Mersham AM Peak	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	528	100.000
B		ONE HOUR	9	128	100.000
C		ONE HOUR	9	522	100.000

## Origin -Destination Data

### Demand (Veh/hr)

	To			
	\$	%	&	
From	\$	0	24	504
	%	21	0	107
	&	428	94	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
	\$	%	&	
From	\$	0	0	3
	%	5	0	3
	&	3	4	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.31	11.59	0.4	B	117	176
C-AB	0.19	8.25	0.2	A	86	129
C-A					393	589
A-B					22	33
A-C					462	694

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	96	24	503	0.191	95	0.0	0.2	8.804	A
C-AB	71	18	584	0.121	70	0.0	0.1	7.004	A
C-A	322	81			322				
A-B	18	5			18				
A-C	379	95			379				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	115	29	482	0.239	115	0.2	0.3	9.795	A
C-AB	85	21	565	0.150	84	0.1	0.2	7.484	A
C-A	385	96			385				
A-B	22	5			22				
A-C	453	113			453				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	141	35	452	0.312	140	0.3	0.4	11.547	B
C-AB	103	26	540	0.192	103	0.2	0.2	8.244	A
C-A	471	118			471				
A-B	26	7			26				
A-C	555	139			555				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	141	35	452	0.312	141	0.4	0.4	11.586	B
C-AB	103	26	540	0.192	103	0.2	0.2	8.252	A
C-A	471	118			471				
A-B	26	7			26				
A-C	555	139			555				

#### 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	115	29	482	0.239	116	0.4	0.3	9.839	A
C-AB	85	21	565	0.150	85	0.2	0.2	7.495	A
C-A	385	96			385				
A-B	22	5			22				
A-C	453	113			453				

#### 09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	96	24	503	0.191	97	0.3	0.2	8.859	A
C-AB	71	18	584	0.121	71	0.2	0.1	7.022	A
C-A	322	81			322				
A-B	18	5			18				
A-C	379	95			379				

# Base, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.28	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base	PM	J6 A20-Mersham PM Peak	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	445	100.000
B		ONE HOUR	9	82	100.000
C		ONE HOUR	9	654	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
From		\$	%	&	
		0	23	422	
		18	0	64	
		559	95	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
From		\$	%	&	
		0	0	1	
		0	0	2	
		2	1	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.20	9.75	0.2	A	75	113
C-AB	0.18	7.56	0.2	A	87	131
C-A					513	769
A-B					21	32
A-C					387	581

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	62	15	511	0.121	61	0.0	0.1	7.995	A
C-AB	72	18	618	0.116	71	0.0	0.1	6.577	A
C-A	421	105			421				
A-B	17	4			17				
A-C	318	79			318				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	74	18	490	0.150	74	0.1	0.2	8.647	A
C-AB	85	21	602	0.142	85	0.1	0.2	6.962	A
C-A	503	126			503				
A-B	21	5			21				
A-C	379	95			379				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	90	23	460	0.196	90	0.2	0.2	9.733	A
C-AB	105	26	580	0.180	104	0.2	0.2	7.557	A
C-A	615	154			615				
A-B	25	6			25				
A-C	465	116			465				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	90	23	460	0.196	90	0.2	0.2	9.747	A
C-AB	105	26	580	0.180	105	0.2	0.2	7.563	A
C-A	615	154			615				
A-B	25	6			25				
A-C	465	116			465				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	74	18	490	0.150	74	0.2	0.2	8.661	A
C-AB	85	21	602	0.142	86	0.2	0.2	6.970	A
C-A	503	126			503				
A-B	21	5			21				
A-C	379	95			379				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	62	15	511	0.121	62	0.2	0.1	8.023	A
C-AB	72	18	618	0.116	72	0.2	0.1	6.594	A
C-A	421	105			421				
A-B	17	4			17				
A-C	318	79			318				

# DM 2037, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.18	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	DM 2037	AM	J6 A20-Mersham AM Peak	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	733	100.000
B		ONE HOUR	✓	152	100.000
C		ONE HOUR	✓	658	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	26	707
	B	18	0	134
	C	547	111	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	6
	B	0	0	3
	C	5	4	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.41	15.24	0.7	C	139	209
C-AB	0.25	10.06	0.3	B	102	153
C-A					502	753
A-B					24	36
A-C					649	973

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	114	29	477	0.240	113	0.0	0.3	9.875	A
C-AB	84	21	543	0.154	83	0.0	0.2	7.815	A
C-A	412	103			412				
A-B	20	5			20				
A-C	532	133			532				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	137	34	447	0.306	136	0.3	0.4	11.571	B
C-AB	100	25	516	0.193	100	0.2	0.2	8.630	A
C-A	492	123			492				
A-B	23	6			23				
A-C	636	159			636				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	167	42	403	0.415	166	0.4	0.7	15.117	C
C-AB	122	31	480	0.255	122	0.2	0.3	10.038	B
C-A	602	151			602				
A-B	29	7			29				
A-C	778	195			778				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	167	42	403	0.415	167	0.7	0.7	15.242	C
C-AB	122	31	480	0.255	122	0.3	0.3	10.059	B
C-A	602	151			602				
A-B	29	7			29				
A-C	778	195			778				



**08:45 - 09:00**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	137	34	447	0.306	138	0.7	0.4	11.687	B
C-AB	100	25	516	0.193	100	0.3	0.2	8.656	A
C-A	492	123			492				
A-B	23	6			23				
A-C	636	159			636				

**09:00 - 09:15**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	114	29	476	0.240	115	0.4	0.3	9.971	A
C-AB	84	21	543	0.154	84	0.2	0.2	7.847	A
C-A	412	103			412				
A-B	20	5			20				
A-C	532	133			532				

# DM 2037, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.27	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	DM 2037	PM	J6 A20-Mersham PM Peak	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	609	100.000
B		ONE HOUR	✓	96	100.000
C		ONE HOUR	✓	864	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	27	582
	B	9	0	87
	C	749	115	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	1
	C	3	1	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.23	10.45	0.3	B	88	132
C-AB	0.24	8.81	0.3	A	106	158
C-A					687	1031
A-B					25	37
A-C					534	801

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	72	18	514	0.141	72	0.0	0.2	8.134	A
C-AB	87	22	587	0.147	86	0.0	0.2	7.175	A
C-A	564	141			564				
A-B	20	5			20				
A-C	438	110			438				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	86	22	488	0.177	86	0.2	0.2	8.952	A
C-AB	103	26	565	0.183	103	0.2	0.2	7.786	A
C-A	673	168			673				
A-B	24	6			24				
A-C	523	131			523				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	106	26	450	0.235	105	0.2	0.3	10.424	B
C-AB	127	32	535	0.237	126	0.2	0.3	8.793	A
C-A	825	206			825				
A-B	30	7			30				
A-C	641	160			641				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	106	26	450	0.235	106	0.3	0.3	10.445	B
C-AB	127	32	535	0.237	127	0.3	0.3	8.807	A
C-A	825	206			825				
A-B	30	7			30				
A-C	641	160			641				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	86	22	488	0.177	87	0.3	0.2	8.979	A
C-AB	103	26	565	0.183	104	0.3	0.2	7.805	A
C-A	673	168			673				
A-B	24	6			24				
A-C	523	131			523				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	72	18	514	0.141	72	0.2	0.2	8.166	A
C-AB	87	22	587	0.147	87	0.2	0.2	7.198	A
C-A	564	141			564				
A-B	20	5			20				
A-C	438	110			438				

# DM 2044, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.35	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	DM 2044	AM	J6 A20-Mersham AM Peak	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	769	100.000
B		ONE HOUR	✓	158	100.000
C		ONE HOUR	✓	674	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	28	741
	B	19	0	139
	C	556	118	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	6
	B	0	0	3
	C	5	3	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.44	16.52	0.8	C	145	217
C-AB	0.27	10.44	0.4	B	108	162
C-A					510	765
A-B					26	39
A-C					680	1020

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	119	30	469	0.254	118	0.0	0.3	10.201	B
C-AB	89	22	541	0.164	88	0.0	0.2	7.928	A
C-A	419	105			419				
A-B	21	5			21				
A-C	558	139			558				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	142	36	438	0.324	141	0.3	0.5	12.128	B
C-AB	106	27	513	0.207	106	0.2	0.3	8.825	A
C-A	500	125			500				
A-B	25	6			25				
A-C	666	167			666				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	174	43	392	0.444	173	0.5	0.8	16.348	C
C-AB	130	32	475	0.274	129	0.3	0.4	10.409	B
C-A	612	153			612				
A-B	31	8			31				
A-C	816	204			816				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	174	43	392	0.444	174	0.8	0.8	16.524	C
C-AB	130	32	475	0.274	130	0.4	0.4	10.435	B
C-A	612	153			612				
A-B	31	8			31				
A-C	816	204			816				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	142	36	438	0.325	143	0.8	0.5	12.274	B
C-AB	106	27	513	0.207	107	0.4	0.3	8.855	A
C-A	500	125			500				
A-B	25	6			25				
A-C	666	167			666				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	119	30	469	0.254	120	0.5	0.3	10.317	B
C-AB	89	22	541	0.164	89	0.3	0.2	7.963	A
C-A	419	105			419				
A-B	21	5			21				
A-C	558	139			558				

# DM 2044, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.41	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	DM 2044	PM	J6 A20-Mersham PM Peak	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	616	100.000
B		ONE HOUR	✓	101	100.000
C		ONE HOUR	✓	803	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	27	589
	B	11	0	90
	C	683	120	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	1
	C	3	1	0



## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.25	10.85	0.3	B	93	139
C-AB	0.25	9.00	0.3	A	110	165
C-A					627	940
A-B					25	37
A-C					540	811

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	76	19	508	0.150	75	0.0	0.2	8.311	A
C-AB	90	23	585	0.155	90	0.0	0.2	7.261	A
C-A	514	129			514				
A-B	20	5			20				
A-C	443	111			443				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	91	23	482	0.189	91	0.2	0.2	9.204	A
C-AB	108	27	563	0.192	108	0.2	0.2	7.911	A
C-A	614	154			614				
A-B	24	6			24				
A-C	529	132			529				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	111	28	443	0.251	111	0.2	0.3	10.823	B
C-AB	132	33	532	0.248	132	0.2	0.3	8.988	A
C-A	752	188			752				
A-B	30	7			30				
A-C	649	162			649				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	111	28	443	0.251	111	0.3	0.3	10.850	B
C-AB	132	33	532	0.248	132	0.3	0.3	9.004	A
C-A	752	188			752				
A-B	30	7			30				
A-C	649	162			649				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	91	23	481	0.189	91	0.3	0.2	9.232	A
C-AB	108	27	563	0.192	108	0.3	0.2	7.930	A
C-A	614	154			614				
A-B	24	6			24				
A-C	529	132			529				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	76	19	508	0.150	76	0.2	0.2	8.349	A
C-AB	90	23	585	0.155	91	0.2	0.2	7.288	A
C-A	514	129			514				
A-B	20	5			20				
A-C	443	111			443				

# DM 2046, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.38	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	DM 2046	AM	J6 A20-Mersham AM Peak	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	769	100.000
B		ONE HOUR	✓	160	100.000
C		ONE HOUR	✓	683	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	28	741
	B	19	0	141
	C	564	119	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	6
	B	0	0	3
	C	5	3	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.45	16.70	0.8	C	147	220
C-AB	0.28	10.47	0.4	B	109	164
C-A					518	776
A-B					26	39
A-C					680	1020

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	120	30	469	0.257	119	0.0	0.3	10.240	B
C-AB	90	22	541	0.165	89	0.0	0.2	7.941	A
C-A	425	106			425				
A-B	21	5			21				
A-C	558	139			558				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	144	36	438	0.329	143	0.3	0.5	12.199	B
C-AB	107	27	513	0.208	107	0.2	0.3	8.845	A
C-A	507	127			507				
A-B	25	6			25				
A-C	666	167			666				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	176	44	392	0.450	175	0.5	0.8	16.515	C
C-AB	131	33	475	0.276	131	0.3	0.4	10.443	B
C-A	621	155			621				
A-B	31	8			31				
A-C	816	204			816				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	176	44	392	0.450	176	0.8	0.8	16.697	C
C-AB	131	33	475	0.276	131	0.4	0.4	10.468	B
C-A	621	155			621				
A-B	31	8			31				
A-C	816	204			816				

**08:45 - 09:00**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	144	36	438	0.329	145	0.8	0.5	12.350	B
C-AB	107	27	513	0.208	107	0.4	0.3	8.877	A
C-A	507	127			507				
A-B	25	6			25				
A-C	666	167			666				

**09:00 - 09:15**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	120	30	469	0.257	121	0.5	0.4	10.357	B
C-AB	90	22	541	0.165	90	0.3	0.2	7.978	A
C-A	425	106			425				
A-B	21	5			21				
A-C	558	139			558				

# DM 2046, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.42	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	DM 2046	PM	J6 A20-Mersham PM Peak	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	624	100.000
B		ONE HOUR	✓	102	100.000
C		ONE HOUR	✓	813	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	28	596
	B	11	0	91
	C	691	122	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	1
	C	3	1	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.25	10.96	0.3	B	94	140
C-AB	0.25	9.10	0.3	A	112	168
C-A					634	951
A-B					26	39
A-C					547	820

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	77	19	506	0.152	76	0.0	0.2	8.351	A
C-AB	92	23	583	0.157	91	0.0	0.2	7.305	A
C-A	520	130			520				
A-B	21	5			21				
A-C	449	112			449				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	92	23	480	0.191	91	0.2	0.2	9.262	A
C-AB	110	27	561	0.196	109	0.2	0.2	7.972	A
C-A	621	155			621				
A-B	25	6			25				
A-C	536	134			536				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	112	28	441	0.255	112	0.2	0.3	10.932	B
C-AB	134	34	530	0.254	134	0.2	0.3	9.088	A
C-A	761	190			761				
A-B	31	8			31				
A-C	656	164			656				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	112	28	441	0.255	112	0.3	0.3	10.961	B
C-AB	134	34	530	0.254	134	0.3	0.3	9.103	A
C-A	761	190			761				
A-B	31	8			31				
A-C	656	164			656				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	92	23	480	0.191	92	0.3	0.2	9.294	A
C-AB	110	27	561	0.196	110	0.3	0.2	7.994	A
C-A	621	155			621				
A-B	25	6			25				
A-C	536	134			536				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	77	19	506	0.152	77	0.2	0.2	8.390	A
C-AB	92	23	583	0.157	92	0.2	0.2	7.332	A
C-A	520	130			520				
A-B	21	5			21				
A-C	449	112			449				



# DS 2037, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.38	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	DS 2037	AM	J6 A20-Mersham AM Peak	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	893	100.000
B		ONE HOUR	✓	153	100.000
C		ONE HOUR	✓	778	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	15	878
	B	17	0	136
	C	656	122	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	3
	C	4	3	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.48	19.50	0.9	C	140	211
C-AB	0.30	11.65	0.4	B	112	168
C-A					602	903
A-B					14	21
A-C					806	1209

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	115	29	447	0.258	114	0.0	0.3	10.775	B
C-AB	92	23	520	0.177	91	0.0	0.2	8.376	A
C-A	494	123			494				
A-B	11	3			11				
A-C	661	165			661				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	138	34	409	0.336	137	0.3	0.5	13.183	B
C-AB	110	27	488	0.225	109	0.2	0.3	9.508	A
C-A	590	147			590				
A-B	13	3			13				
A-C	789	197			789				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	168	42	353	0.477	167	0.5	0.9	19.192	C
C-AB	134	34	443	0.303	134	0.3	0.4	11.609	B
C-A	722	181			722				
A-B	17	4			17				
A-C	967	242			967				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	168	42	353	0.477	168	0.9	0.9	19.496	C
C-AB	134	34	443	0.303	134	0.4	0.4	11.650	B
C-A	722	181			722				
A-B	17	4			17				
A-C	967	242			967				

**08:45 - 09:00**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	138	34	409	0.336	139	0.9	0.5	13.394	B
C-AB	110	27	488	0.225	110	0.4	0.3	9.550	A
C-A	590	147			590				
A-B	13	3			13				
A-C	789	197			789				

**09:00 - 09:15**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	115	29	446	0.258	116	0.5	0.4	10.908	B
C-AB	92	23	520	0.177	92	0.3	0.2	8.425	A
C-A	494	123			494				
A-B	11	3			11				
A-C	661	165			661				

# DS 2037, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.35	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	DS 2037	PM	J6 A20-Mersham PM Peak	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	824	100.000
B		ONE HOUR	✓	96	100.000
C		ONE HOUR	✓	856	100.000

## Origin-Destination Data

### Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	24	800
	B	8	0	88
	C	737	119	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	2
	B	0	0	1
	C	2	1	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.27	12.37	0.4	B	88	132
C-AB	0.27	10.39	0.4	B	109	164
C-A					676	1014
A-B					22	33
A-C					734	1101

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	72	18	479	0.151	72	0.0	0.2	8.812	A
C-AB	90	22	548	0.164	89	0.0	0.2	7.834	A
C-A	555	139			555				
A-B	18	5			18				
A-C	602	151			602				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	86	22	446	0.193	86	0.2	0.2	9.984	A
C-AB	107	27	518	0.206	107	0.2	0.3	8.744	A
C-A	663	166			663				
A-B	22	5			22				
A-C	719	180			719				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	106	26	397	0.266	105	0.2	0.4	12.323	B
C-AB	131	33	478	0.274	131	0.3	0.4	10.360	B
C-A	811	203			811				
A-B	26	7			26				
A-C	881	220			881				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	106	26	397	0.266	106	0.4	0.4	12.367	B
C-AB	131	33	478	0.274	131	0.4	0.4	10.387	B
C-A	811	203			811				
A-B	26	7			26				
A-C	881	220			881				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	86	22	446	0.193	87	0.4	0.2	10.026	B
C-AB	107	27	518	0.206	107	0.4	0.3	8.773	A
C-A	663	166			663				
A-B	22	5			22				
A-C	719	180			719				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	72	18	479	0.151	73	0.2	0.2	8.854	A
C-AB	90	22	548	0.164	90	0.3	0.2	7.871	A
C-A	555	139			555				
A-B	18	5			18				
A-C	602	151			602				

# DS 2044, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.76	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D23	DS 2044	AM	J6 A20-Mersham AM Peak	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	972	100.000
B		ONE HOUR	✓	158	100.000
C		ONE HOUR	✓	773	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	16	956
	B	18	0	140
	C	643	130	0

## Vehicle Mix

### Heavy Vehicle Percentages

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

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.52	22.54	1.1	C	145	217
C-AB	0.34	12.76	0.5	B	119	179
C-A					590	885
A-B					15	22
A-C					877	1316

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	119	30	433	0.275	117	0.0	0.4	11.360	B
C-AB	98	24	505	0.194	97	0.0	0.2	8.795	A
C-A	484	121			484				
A-B	12	3			12				
A-C	720	180			720				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	142	36	394	0.361	141	0.4	0.6	14.224	B
C-AB	117	29	472	0.248	117	0.2	0.3	10.126	B
C-A	578	145			578				
A-B	14	4			14				
A-C	859	215			859				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	174	43	333	0.522	172	0.6	1.0	22.031	C
C-AB	143	36	425	0.337	142	0.3	0.5	12.700	B
C-A	708	177			708				
A-B	18	4			18				
A-C	1053	263			1053				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	174	43	333	0.522	174	1.0	1.1	22.536	C
C-AB	143	36	425	0.337	143	0.5	0.5	12.759	B
C-A	708	177			708				
A-B	18	4			18				
A-C	1053	263			1053				



08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	142	36	394	0.361	144	1.1	0.6	14.535	B
C-AB	117	29	472	0.248	118	0.5	0.3	10.184	B
C-A	578	145			578				
A-B	14	4			14				
A-C	859	215			859				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	119	30	433	0.275	120	0.6	0.4	11.529	B
C-AB	98	24	505	0.194	98	0.3	0.2	8.852	A
C-A	484	121			484				
A-B	12	3			12				
A-C	720	180			720				

# DS 2044, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.26	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D24	DS 2044	PM	J6 A20-Mersham PM Peak	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	803	100.000
B		ONE HOUR	✓	101	100.000
C		ONE HOUR	✓	1048	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	27	776
	B	6	0	95
	C	928	120	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	1
	C	1	1	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.27	12.19	0.4	B	93	139
C-AB	0.27	10.25	0.4	B	110	165
C-A					852	1277
A-B					25	37
A-C					712	1068

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	76	19	489	0.156	75	0.0	0.2	8.698	A
C-AB	90	23	551	0.164	90	0.0	0.2	7.783	A
C-A	699	175			699				
A-B	20	5			20				
A-C	584	146			584				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	91	23	456	0.199	91	0.2	0.2	9.839	A
C-AB	108	27	523	0.206	108	0.2	0.3	8.665	A
C-A	834	209			834				
A-B	24	6			24				
A-C	698	174			698				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	111	28	406	0.274	111	0.2	0.4	12.150	B
C-AB	132	33	483	0.273	132	0.3	0.4	10.226	B
C-A	1022	255			1022				
A-B	30	7			30				
A-C	854	214			854				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	111	28	406	0.274	111	0.4	0.4	12.193	B
C-AB	132	33	483	0.273	132	0.4	0.4	10.252	B
C-A	1022	255			1022				
A-B	30	7			30				
A-C	854	214			854				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	91	23	456	0.199	91	0.4	0.3	9.880	A
C-AB	108	27	523	0.206	108	0.4	0.3	8.696	A
C-A	834	209			834				
A-B	24	6			24				
A-C	698	174			698				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	76	19	488	0.156	76	0.3	0.2	8.741	A
C-AB	90	23	551	0.164	91	0.3	0.2	7.818	A
C-A	699	175			699				
A-B	20	5			20				
A-C	584	146			584				

# DS 2046, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	3.01	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D25	DS 2046	AM	J6 A20-Mersham AM Peak	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1033	100.000
B		ONE HOUR	✓	160	100.000
C		ONE HOUR	✓	799	100.000

## Origin-Destination Data

### Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	16	1017
	B	18	0	142
	C	668	131	0

## Vehicle Mix

### Heavy Vehicle Percentages

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

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.56	26.13	1.2	D	147	220
C-AB	0.35	13.58	0.5	B	120	180
C-A					613	919
A-B					15	22
A-C					933	1400

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	120	30	422	0.286	119	0.0	0.4	11.822	B
C-AB	99	25	494	0.199	98	0.0	0.2	9.050	A
C-A	503	126			503				
A-B	12	3			12				
A-C	766	191			766				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	144	36	380	0.379	143	0.4	0.6	15.151	C
C-AB	118	29	459	0.257	117	0.2	0.3	10.536	B
C-A	601	150			601				
A-B	14	4			14				
A-C	914	229			914				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	176	44	314	0.562	174	0.6	1.2	25.291	D
C-AB	144	36	409	0.352	143	0.3	0.5	13.505	B
C-A	735	184			735				
A-B	18	4			18				
A-C	1120	280			1120				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	176	44	313	0.562	176	1.2	1.2	26.126	D
C-AB	144	36	409	0.352	144	0.5	0.5	13.577	B
C-A	735	184			735				
A-B	18	4			18				
A-C	1120	280			1120				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	144	36	380	0.379	146	1.2	0.6	15.584	C
C-AB	118	29	459	0.257	119	0.5	0.4	10.605	B
C-A	601	150			601				
A-B	14	4			14				
A-C	914	229			914				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	120	30	422	0.286	121	0.6	0.4	12.016	B
C-AB	99	25	494	0.199	99	0.4	0.3	9.113	A
C-A	503	126			503				
A-B	12	3			12				
A-C	766	191			766				

# DS 2046, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.34	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D26	DS 2046	PM	J6 A20-Mersham PM Peak	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	839	100.000
B		ONE HOUR	✓	102	100.000
C		ONE HOUR	✓	1111	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	19	820
	B	6	0	96
	C	980	131	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	1
	C	1	1	0



## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.29	12.97	0.4	B	94	140
C-AB	0.30	10.93	0.4	B	120	180
C-A					899	1349
A-B					17	26
A-C					752	1129

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	77	19	480	0.160	76	0.0	0.2	8.896	A
C-AB	99	25	545	0.181	98	0.0	0.2	8.039	A
C-A	738	184			738				
A-B	14	4			14				
A-C	617	154			617				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	92	23	445	0.206	91	0.2	0.3	10.161	B
C-AB	118	29	515	0.229	117	0.2	0.3	9.053	A
C-A	881	220			881				
A-B	17	4			17				
A-C	737	184			737				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	112	28	390	0.288	112	0.3	0.4	12.917	B
C-AB	144	36	474	0.305	144	0.3	0.4	10.895	B
C-A	1079	270			1079				
A-B	21	5			21				
A-C	903	226			903				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	112	28	390	0.288	112	0.4	0.4	12.971	B
C-AB	144	36	474	0.305	144	0.4	0.4	10.931	B
C-A	1079	270			1079				
A-B	21	5			21				
A-C	903	226			903				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	92	23	445	0.206	92	0.4	0.3	10.220	B
C-AB	118	29	515	0.229	118	0.4	0.3	9.091	A
C-A	881	220			881				
A-B	17	4			17				
A-C	737	184			737				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	77	19	480	0.160	77	0.3	0.2	8.942	A
C-AB	99	25	545	0.181	99	0.3	0.2	8.080	A
C-A	738	184			738				
A-B	14	4			14				
A-C	617	154			617				

**P.8 J7A\_Kennington Rd The Street**

<h1>Junctions 9</h1>
<h2>PICADY 9 - Priority Intersection Module</h2>
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**Filename:** J7A\_Kennington Rd The Street.j9

**Path:** \\hc-ukr-ln-fs-10\LN\_Proj\UA008926 Otterpool\D-Calcs\Modelling\DM\_it5\Appendix\Picady Junction Analysis\J7A  
Kennington Rd - The St

**Report generation date:** 19/11/2018 10:23:26

- 
- »Base, AM
  - »Base, PM
  - »DM 2037, AM
  - »DM 2037, PM
  - »DM 2044, AM
  - »DM 2044, PM
  - »DM 2046, AM
  - »DM 2046, PM
  - »DS 2037, AM
  - »DS 2037, PM
  - »DS 2044, AM
  - »DS 2044, PM
  - »DS 2046, AM
  - »DS 2046, PM

### Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
<b>Base</b>								
Stream B -ACD	0.0	0.00	0.00	A	0.0	8.22	0.01	A
Stream A -BCD	0.4	9.15	0.26	A	0.5	10.96	0.32	B
Stream D -ABC	0.2	12.23	0.15	B	0.1	10.08	0.11	B
Stream C -ABD	0.0	7.64	0.00	A	0.0	6.23	0.00	A
<b>DM 2037</b>								
Stream B -ACD	0.0	15.20	0.02	C	0.0	8.75	0.01	A
Stream A -BCD	0.3	8.95	0.21	A	0.4	11.31	0.30	B
Stream D -ABC	0.2	14.45	0.18	B	0.1	11.07	0.10	B
Stream C -ABD	0.0	8.13	0.00	A	0.0	6.40	0.00	A
<b>DM 2044</b>								
Stream B -ACD	0.0	16.38	0.03	C	0.0	8.93	0.01	A
Stream A -BCD	0.3	9.20	0.23	A	0.5	11.96	0.32	B
Stream D -ABC	0.3	15.05	0.20	C	0.1	11.53	0.11	B
Stream C -ABD	0.0	8.42	0.00	A	0.0	6.43	0.00	A
<b>DM 2046</b>								
Stream B -ACD	0.0	16.59	0.03	C	0.0	8.98	0.01	A
Stream A -BCD	0.3	9.25	0.23	A	0.5	12.13	0.32	B
Stream D -ABC	0.3	15.35	0.21	C	0.1	11.64	0.11	B
Stream C -ABD	0.0	8.47	0.00	A	0.0	6.45	0.00	A
<b>DS 2037</b>								
Stream B -ACD	0.0	16.07	0.02	C	0.0	9.05	0.01	A
Stream A -BCD	0.3	9.10	0.21	A	0.4	11.64	0.31	B
Stream D -ABC	0.2	14.92	0.19	B	0.1	11.44	0.11	B
Stream C -ABD	0.0	8.32	0.00	A	0.0	6.52	0.00	A
<b>DS 2044</b>								
Stream B -ACD	0.0	17.60	0.03	C	0.0	9.32	0.01	A
Stream A -BCD	0.3	9.39	0.23	A	0.5	12.48	0.33	B
Stream D -ABC	0.3	16.27	0.21	C	0.1	12.18	0.12	B
Stream C -ABD	0.0	8.66	0.00	A	0.0	6.57	0.00	A
<b>DS 2046</b>								
Stream B -ACD	0.0	18.06	0.03	C	0.0	9.43	0.01	A
Stream A -BCD	0.3	9.48	0.23	A	0.5	12.75	0.34	B
Stream D -ABC	0.3	16.73	0.21	C	0.1	12.39	0.12	B
Stream C -ABD	0.0	8.75	0.00	A	0.0	6.60	0.00	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	J7A Otterpool Park_Base Model
Location	Kennington Rd - The St
Site number	
Date	12/07/2017
Version	
Status	Draft 1
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	

### Units

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

### Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

### Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	J7A Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D2	Base	PM	J7A Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D15	DM 2037	AM	J7A Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D16	DM 2037	PM	J7A Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D17	DM 2044	AM	J7A Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D18	DM 2044	PM	J7A Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D19	DM 2046	AM	J7A Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D20	DM 2046	PM	J7A Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D21	DS 2037	AM	J7A Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D22	DS 2037	PM	J7A Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D23	DS 2044	AM	J7A Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D24	DS 2044	PM	J7A Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D25	DS 2046	AM	J7A Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D26	DS 2046	PM	J7A Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

### Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	9	100.000	100.000

# Base, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	1.37	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm type
A	A2070 Kennington Rd Northbound		Major
B	The Street Eastbound		Minor
C	A2070 Kennington Rd Southbound		Major
D	The Street Westbound		Minor

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	6.20	9	2.69	9	2.80	100.0	9	4.00
C	6.20	9	2.69	9	2.80	100.0	9	2.00

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

### Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.50	37	77
D	One lane	2.61	99	41

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	673	-	-	-	0.259	0.259	0.259	-	0.259	-	-
1	B-AD	531	0.090	0.229	-	-	-	0.144	0.327	0.144	0.090	0.229
1	B-C	639	0.097	0.245	-	-	-	-	-	-	0.097	0.245
1	C-B	673	0.259	0.259	-	-	-	-	-	-	0.259	0.259
1	D-A	624	-	-	-	0.240	0.095	0.240	-	0.095	-	-
1	D-BC	540	0.146	0.146	0.332	0.232	0.092	0.232	-	0.092	-	-

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

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

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	J7A Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	797	100.000
B		ONE HOUR	9	2	100.000
C		ONE HOUR	9	458	100.000
D		ONE HOUR	9	48	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
From		\$	%	&	'	
		0	1	669	127	
		1	0	0	1	
		394	2	0	62	
		24	1	23	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
From		\$	%	&	'	
		0	0	1	2	
		0	0	0	0	
		2	0	0	2	
		8	0	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.26	9.15	0.4	A	117	175
A-B					0.92	1
A-C					613	920
D-ABC	0.15	12.23	0.2	B	44	66
C-ABD	0.00	7.64	0.0	A	2	3
C-D					57	85
C-A					362	542



Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	422	0.000	0	0.0	0.0	0.000	A
A-BCD	96	24	572	0.167	95	0.0	0.2	7.539	A
A-B	0.75	0.19			0.75				
A-C	504	126			504				
D-ABC	36	9	420	0.086	36	0.0	0.1	9.365	A
C-ABD	2	0.38	537	0.003	1	0.0	0.0	6.725	A
C-D	47	12			47				
C-A	297	74			297				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	390	0.000	0	0.0	0.0	0.000	A
A-BCD	114	29	555	0.206	114	0.2	0.3	8.159	A
A-B	0.90	0.22			0.90				
A-C	601	150			601				
D-ABC	43	11	390	0.111	43	0.1	0.1	10.367	B
C-ABD	2	0.45	510	0.004	2	0.0	0.0	7.079	A
C-D	56	14			56				
C-A	354	89			354				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	346	0.000	0	0.0	0.0	0.000	A
A-BCD	141	35	534	0.264	140	0.3	0.4	9.136	A
A-B	1	0.27			1				
A-C	736	184			736				
D-ABC	53	13	347	0.152	53	0.1	0.2	12.211	B
C-ABD	2	0.55	474	0.005	2	0.0	0.0	7.635	A
C-D	68	17			68				
C-A	434	108			434				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	346	0.000	0	0.0	0.0	0.000	A
A-BCD	141	35	534	0.264	141	0.4	0.4	9.154	A
A-B	1	0.27			1				
A-C	736	184			736				
D-ABC	53	13	347	0.152	53	0.2	0.2	12.232	B
C-ABD	2	0.55	474	0.005	2	0.0	0.0	7.635	A
C-D	68	17			68				
C-A	434	108			434				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	390	0.000	0	0.0	0.0	0.000	A
A-BCD	114	29	555	0.206	115	0.4	0.3	8.181	A
A-B	0.90	0.22			0.90				
A-C	601	150			601				
D-ABC	43	11	390	0.111	43	0.2	0.1	10.390	B
C-ABD	2	0.45	510	0.004	2	0.0	0.0	7.080	A
C-D	56	14			56				
C-A	354	89			354				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	0	0	422	0.000	0	0.0	0.0	0.000	A
A-BCD	96	24	572	0.167	96	0.3	0.2	7.573	A
A-B	0.75	0.19			0.75				
A-C	504	126			504				
D-ABC	36	9	420	0.086	36	0.1	0.1	9.393	A
C-ABD	2	0.38	537	0.003	2	0.0	0.0	6.725	A
C-D	47	12			47				
C-A	297	74			297				

# Base, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	1.68	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base	PM	J7A Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	454	100.000
B		ONE HOUR	9	5	100.000
C		ONE HOUR	9	676	100.000
D		ONE HOUR	9	40	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	8	307	139	
	%	2	0	3	0	
	&	610	2	0	64	
	'	32	1	7	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	0	1	0	
	%	0	0	0	0	
	&	1	0	0	0	
	'	0	0	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.01	8.22	0.0	A	5	7
A-BCD	0.32	10.96	0.5	B	128	192
A-B					7	11
A-C					281	422
D-ABC	0.11	10.08	0.1	B	37	55
C-ABD	0.00	6.23	0.0	A	2	3
C-D					59	88
C-A					560	840

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	4	0.94	492	0.008	4	0.0	0.0	7.365	A
A-BCD	105	26	541	0.194	104	0.0	0.2	8.223	A
A-B	6	2			6				
A-C	231	58			231				
D-ABC	30	8	469	0.064	30	0.0	0.1	8.197	A
C-ABD	2	0.38	610	0.002	1	0.0	0.0	5.918	A
C-D	48	12			48				
C-A	459	115			459				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	4	1	472	0.010	4	0.0	0.0	7.697	A
A-BCD	125	31	516	0.243	125	0.2	0.3	9.206	A
A-B	7	2			7				
A-C	276	69			276				
D-ABC	36	9	441	0.082	36	0.1	0.1	8.887	A
C-ABD	2	0.45	597	0.003	2	0.0	0.0	6.044	A
C-D	58	14			58				
C-A	548	137			548				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	6	1	443	0.012	5	0.0	0.0	8.224	A
A-BCD	154	39	483	0.320	154	0.3	0.5	10.923	B
A-B	9	2			9				
A-C	337	84			337				
D-ABC	44	11	401	0.110	44	0.1	0.1	10.079	B
C-ABD	2	0.55	580	0.004	2	0.0	0.0	6.226	A
C-D	70	18			70				
C-A	672	168			672				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	6	1	443	0.012	6	0.0	0.0	8.224	A
A-BCD	154	39	483	0.320	154	0.5	0.5	10.962	B
A-B	9	2			9				
A-C	337	84			337				
D-ABC	44	11	401	0.110	44	0.1	0.1	10.084	B
C-ABD	2	0.55	580	0.004	2	0.0	0.0	6.226	A
C-D	70	18			70				
C-A	672	168			672				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	4	1	472	0.010	5	0.0	0.0	7.698	A
A-BCD	125	31	516	0.243	126	0.5	0.3	9.248	A
A-B	7	2			7				
A-C	276	69			276				
D-ABC	36	9	441	0.082	36	0.1	0.1	8.901	A
C-ABD	2	0.45	597	0.003	2	0.0	0.0	6.046	A
C-D	58	14			58				
C-A	548	137			548				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	4	0.94	492	0.008	4	0.0	0.0	7.366	A
A-BCD	105	26	541	0.194	105	0.3	0.2	8.271	A
A-B	6	2			6				
A-C	231	58			231				
D-ABC	30	8	469	0.064	30	0.1	0.1	8.214	A
C-ABD	2	0.38	610	0.002	2	0.0	0.0	5.921	A
C-D	48	12			48				
C-A	459	115			459				

# DM 2037, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	1.16	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	DM 2037	AM	J7A Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	865	100.000
B		ONE HOUR	9	5	100.000
C		ONE HOUR	9	532	100.000
D		ONE HOUR	9	49	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	1	767	97	
	%	2	0	0	3	
	&	449	1	0	82	
	'	19	0	30	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	0	1	2	
	%	0	0	0	0	
	&	2	0	0	1	
	'	11	0	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.02	15.20	0.0	C	5	7
A-BCD	0.21	8.95	0.3	A	89	134
A-B					0.92	1
A-C					704	1055
D-ABC	0.18	14.45	0.2	B	45	67
C-ABD	0.00	8.13	0.0	A	0.92	1
C-D					75	113
C-A					412	618

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	4	0.94	334	0.011	4	0.0	0.0	10.905	B
A-BCD	73	18	556	0.131	72	0.0	0.1	7.436	A
A-B	0.75	0.19			0.75				
A-C	577	144			577				
D-ABC	37	9	387	0.095	36	0.0	0.1	10.268	B
C-ABD	0.75	0.19	516	0.001	0.75	0.0	0.0	6.981	A
C-D	62	15			62				
C-A	338	85			338				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	4	1	295	0.015	4	0.0	0.0	12.374	B
A-BCD	87	22	536	0.163	87	0.1	0.2	8.018	A
A-B	0.90	0.22			0.90				
A-C	689	172			689				
D-ABC	44	11	352	0.125	44	0.1	0.1	11.667	B
C-ABD	0.90	0.22	486	0.002	0.90	0.0	0.0	7.422	A
C-D	74	18			74				
C-A	404	101			404				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	6	1	242	0.023	5	0.0	0.0	15.192	C
A-BCD	107	27	509	0.210	107	0.2	0.3	8.936	A
A-B	1	0.28			1				
A-C	844	211			844				
D-ABC	54	13	303	0.178	54	0.1	0.2	14.418	B
C-ABD	1	0.28	444	0.002	1	0.0	0.0	8.133	A
C-D	90	23			90				
C-A	494	124			494				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	6	1	242	0.023	6	0.0	0.0	15.198	C
A-BCD	107	27	509	0.210	107	0.3	0.3	8.948	A
A-B	1	0.28			1				
A-C	844	211			844				
D-ABC	54	13	303	0.178	54	0.2	0.2	14.450	B
C-ABD	1	0.28	444	0.002	1	0.0	0.0	8.134	A
C-D	90	23			90				
C-A	494	124			494				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	4	1	295	0.015	5	0.0	0.0	12.381	B
A-BCD	87	22	536	0.163	88	0.3	0.2	8.032	A
A-B	0.90	0.22			0.90				
A-C	689	172			689				
D-ABC	44	11	352	0.125	44	0.2	0.1	11.705	B
C-ABD	0.90	0.22	486	0.002	0.90	0.0	0.0	7.424	A
C-D	74	18			74				
C-A	404	101			404				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	4	0.94	334	0.011	4	0.0	0.0	10.913	B
A-BCD	73	18	556	0.131	73	0.2	0.2	7.459	A
A-B	0.75	0.19			0.75				
A-C	577	144			577				
D-ABC	37	9	386	0.095	37	0.1	0.1	10.310	B
C-ABD	0.75	0.19	516	0.001	0.75	0.0	0.0	6.985	A
C-D	62	15			62				
C-A	338	85			338				



# DM 2037, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	1.36	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	DM 2037	PM	J7A Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	493	100.000
B		ONE HOUR	9	5	100.000
C		ONE HOUR	9	778	100.000
D		ONE HOUR	9	34	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	13	359	121	
	%	2	0	3	0	
	&	713	1	0	64	
	'	26	1	7	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	0	1	0	
	%	0	0	0	0	
	&	1	0	0	0	
	'	0	0	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.01	8.75	0.0	A	5	7
A-BCD	0.30	11.31	0.4	B	111	167
A-B					12	18
A-C					329	494
D-ABC	0.10	11.07	0.1	B	31	47
C-ABD	0.00	6.40	0.0	A	0.92	1
C-D					59	88
C-A					654	981

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	4	0.94	476	0.008	4	0.0	0.0	7.627	A
A-BCD	91	23	520	0.175	90	0.0	0.2	8.355	A
A-B	10	2			10				
A-C	270	68			270				
D-ABC	26	6	443	0.058	25	0.0	0.1	8.625	A
C-ABD	0.75	0.19	598	0.001	0.75	0.0	0.0	6.022	A
C-D	48	12			48				
C-A	537	134			537				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	4	1	452	0.010	4	0.0	0.0	8.051	A
A-BCD	109	27	491	0.222	109	0.2	0.3	9.404	A
A-B	12	3			12				
A-C	323	81			323				
D-ABC	31	8	410	0.075	30	0.1	0.1	9.488	A
C-ABD	0.90	0.22	584	0.002	0.90	0.0	0.0	6.173	A
C-D	58	14			58				
C-A	641	160			641				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	6	1	417	0.013	5	0.0	0.0	8.747	A
A-BCD	134	34	453	0.296	134	0.3	0.4	11.269	B
A-B	14	4			14				
A-C	394	99			394				
D-ABC	37	9	363	0.103	37	0.1	0.1	11.057	B
C-ABD	1	0.28	564	0.002	1	0.0	0.0	6.395	A
C-D	70	18			70				
C-A	785	196			785				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	6	1	417	0.013	6	0.0	0.0	8.747	A
A-BCD	134	34	453	0.296	134	0.4	0.4	11.307	B
A-B	14	4			14				
A-C	394	99			394				
D-ABC	37	9	363	0.103	37	0.1	0.1	11.069	B
C-ABD	1	0.28	564	0.002	1	0.0	0.0	6.395	A
C-D	70	18			70				
C-A	785	196			785				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	4	1	452	0.010	5	0.0	0.0	8.053	A
A-BCD	109	27	491	0.222	109	0.4	0.3	9.444	A
A-B	12	3			12				
A-C	323	81			323				
D-ABC	31	8	410	0.075	31	0.1	0.1	9.502	A
C-ABD	0.90	0.22	584	0.002	0.90	0.0	0.0	6.173	A
C-D	58	14			58				
C-A	641	160			641				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	4	0.94	476	0.008	4	0.0	0.0	7.627	A
A-BCD	91	23	520	0.175	91	0.3	0.2	8.400	A
A-B	10	2			10				
A-C	270	68			270				
D-ABC	26	6	442	0.058	26	0.1	0.1	8.639	A
C-ABD	0.75	0.19	598	0.001	0.75	0.0	0.0	6.024	A
C-D	48	12			48				
C-A	537	134			537				

# DM 2044, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	1.24	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	DM 2044	AM	J7A Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	922	100.000
B		ONE HOUR	9	6	100.000
C		ONE HOUR	9	549	100.000
D		ONE HOUR	9	55	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	1	818	103	
	%	3	0	0	3	
	&	462	1	0	86	
	'	24	0	31	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	0	1	2	
	%	0	0	0	0	
	&	2	0	0	1	
	'	8	0	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.03	16.38	0.0	C	6	8
A-BCD	0.23	9.20	0.3	A	95	142
A-B					0.92	1
A-C					750	1126
D-ABC	0.20	15.05	0.3	C	50	76
C-ABD	0.00	8.42	0.0	A	0.92	1
C-D					79	118
C-A					424	636

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	5	1	323	0.014	4	0.0	0.0	11.305	B
A-BCD	78	19	553	0.140	77	0.0	0.2	7.560	A
A-B	0.75	0.19			0.75				
A-C	616	154			616				
D-ABC	41	10	388	0.107	41	0.0	0.1	10.352	B
C-ABD	0.75	0.19	506	0.001	0.75	0.0	0.0	7.122	A
C-D	65	16			65				
C-A	348	87			348				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	5	1	282	0.019	5	0.0	0.0	12.996	B
A-BCD	93	23	532	0.174	93	0.2	0.2	8.185	A
A-B	0.90	0.22			0.90				
A-C	735	184			735				
D-ABC	49	12	352	0.140	49	0.1	0.2	11.878	B
C-ABD	0.90	0.22	474	0.002	0.90	0.0	0.0	7.614	A
C-D	77	19			77				
C-A	415	104			415				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	7	2	226	0.029	7	0.0	0.0	16.373	C
A-BCD	114	28	505	0.226	114	0.2	0.3	9.189	A
A-B	1	0.28			1				
A-C	900	225			900				
D-ABC	61	15	300	0.202	60	0.2	0.2	14.995	B
C-ABD	1	0.28	429	0.003	1	0.0	0.0	8.417	A
C-D	95	24			95				
C-A	509	127			509				

## 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	7	2	226	0.029	7	0.0	0.0	16.379	C
A-BCD	114	28	505	0.226	114	0.3	0.3	9.204	A
A-B	1	0.28			1				
A-C	900	225			900				
D-ABC	61	15	300	0.202	61	0.2	0.3	15.046	C
C-ABD	1	0.28	429	0.003	1	0.0	0.0	8.418	A
C-D	95	24			95				
C-A	509	127			509				

## 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	5	1	282	0.019	5	0.0	0.0	13.006	B
A-BCD	93	23	532	0.174	93	0.3	0.2	8.204	A
A-B	0.90	0.22			0.90				
A-C	735	184			735				
D-ABC	49	12	352	0.140	50	0.3	0.2	11.923	B
C-ABD	0.90	0.22	474	0.002	0.90	0.0	0.0	7.616	A
C-D	77	19			77				
C-A	415	104			415				

## 09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	5	1	323	0.014	5	0.0	0.0	11.311	B
A-BCD	78	19	553	0.140	78	0.2	0.2	7.584	A
A-B	0.75	0.19			0.75				
A-C	616	154			616				
D-ABC	41	10	388	0.107	42	0.2	0.1	10.396	B
C-ABD	0.75	0.19	506	0.001	0.75	0.0	0.0	7.124	A
C-D	65	16			65				
C-A	348	87			348				

# DM 2044, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	1.43	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	DM 2044	PM	J7A Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	510	100.000
B		ONE HOUR	9	5	100.000
C		ONE HOUR	9	822	100.000
D		ONE HOUR	9	36	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	13	371	126	
	%	2	0	3	0	
	&	754	1	0	67	
	'	28	1	7	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	0	1	0	
	%	0	0	0	0	
	&	1	0	0	0	
	'	0	0	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.01	8.93	0.0	A	5	7
A-BCD	0.32	11.96	0.5	B	116	174
A-B					12	18
A-C					340	510
D-ABC	0.11	11.53	0.1	B	33	50
C-ABD	0.00	6.43	0.0	A	0.92	1
C-D					61	92
C-A					692	1038

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	4	0.94	470	0.008	4	0.0	0.0	7.713	A
A-BCD	95	24	512	0.185	94	0.0	0.2	8.599	A
A-B	10	2			10				
A-C	279	70			279				
D-ABC	27	7	436	0.062	27	0.0	0.1	8.791	A
C-ABD	0.75	0.19	596	0.001	0.75	0.0	0.0	6.046	A
C-D	50	13			50				
C-A	568	142			568				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	4	1	445	0.010	4	0.0	0.0	8.170	A
A-BCD	114	28	481	0.236	113	0.2	0.3	9.774	A
A-B	12	3			12				
A-C	333	83			333				
D-ABC	32	8	402	0.081	32	0.1	0.1	9.745	A
C-ABD	0.90	0.22	581	0.002	0.90	0.0	0.0	6.203	A
C-D	60	15			60				
C-A	678	169			678				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	6	1	409	0.013	5	0.0	0.0	8.930	A
A-BCD	140	35	441	0.318	139	0.3	0.5	11.915	B
A-B	14	4			14				
A-C	407	102			407				
D-ABC	40	10	352	0.113	39	0.1	0.1	11.516	B
C-ABD	1	0.28	560	0.002	1	0.0	0.0	6.434	A
C-D	74	18			74				
C-A	830	208			830				



17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	6	1	409	0.013	6	0.0	0.0	8.930	A
A-BCD	140	35	441	0.318	140	0.5	0.5	11.962	B
A-B	14	4			14				
A-C	407	102			407				
D-ABC	40	10	352	0.113	40	0.1	0.1	11.531	B
C-ABD	1	0.28	560	0.002	1	0.0	0.0	6.435	A
C-D	74	18			74				
C-A	830	208			830				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	4	1	445	0.010	5	0.0	0.0	8.171	A
A-BCD	114	28	481	0.236	114	0.5	0.3	9.826	A
A-B	12	3			12				
A-C	333	83			333				
D-ABC	32	8	401	0.081	33	0.1	0.1	9.760	A
C-ABD	0.90	0.22	581	0.002	0.90	0.0	0.0	6.206	A
C-D	60	15			60				
C-A	678	169			678				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	4	0.94	470	0.008	4	0.0	0.0	7.714	A
A-BCD	95	24	512	0.185	95	0.3	0.2	8.648	A
A-B	10	2			10				
A-C	279	70			279				
D-ABC	27	7	436	0.062	27	0.1	0.1	8.808	A
C-ABD	0.75	0.19	596	0.001	0.75	0.0	0.0	6.046	A
C-D	50	13			50				
C-A	568	142			568				

# DM 2046, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	1.26	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	DM 2046	AM	J7A Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	931	100.000
B		ONE HOUR	9	6	100.000
C		ONE HOUR	9	557	100.000
D		ONE HOUR	9	56	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	1	826	104	
	%	3	0	0	3	
	&	469	1	0	87	
	'	24	0	32	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	0	1	2	
	%	0	0	0	0	
	&	1	0	0	1	
	'	8	0	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.03	16.59	0.0	C	6	8
A-BCD	0.23	9.25	0.3	A	96	144
A-B					0.92	1
A-C					758	1137
D-ABC	0.21	15.35	0.3	C	51	77
C-ABD	0.00	8.47	0.0	A	0.92	1
C-D					80	120
C-A					430	646

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	5	1	321	0.014	4	0.0	0.0	11.374	B
A-BCD	78	20	552	0.142	78	0.0	0.2	7.582	A
A-B	0.75	0.19			0.75				
A-C	622	155			622				
D-ABC	42	11	386	0.109	42	0.0	0.1	10.449	B
C-ABD	0.75	0.19	504	0.001	0.75	0.0	0.0	7.147	A
C-D	65	16			65				
C-A	353	88			353				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	5	1	280	0.019	5	0.0	0.0	13.106	B
A-BCD	94	23	531	0.176	93	0.2	0.2	8.216	A
A-B	0.90	0.22			0.90				
A-C	742	186			742				
D-ABC	50	13	349	0.144	50	0.1	0.2	12.030	B
C-ABD	0.90	0.22	471	0.002	0.90	0.0	0.0	7.648	A
C-D	78	20			78				
C-A	422	105			422				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	7	2	224	0.030	7	0.0	0.0	16.581	C
A-BCD	115	29	504	0.228	115	0.2	0.3	9.235	A
A-B	1	0.28			1				
A-C	909	227			909				
D-ABC	62	15	296	0.208	61	0.2	0.3	15.300	C
C-ABD	1	0.28	426	0.003	1	0.0	0.0	8.468	A
C-D	96	24			96				
C-A	516	129			516				

## 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	7	2	224	0.030	7	0.0	0.0	16.593	C
A-BCD	115	29	504	0.228	115	0.3	0.3	9.250	A
A-B	1	0.28			1				
A-C	909	227			909				
D-ABC	62	15	296	0.208	62	0.3	0.3	15.354	C
C-ABD	1	0.28	426	0.003	1	0.0	0.0	8.469	A
C-D	96	24			96				
C-A	516	129			516				

## 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	5	1	280	0.019	5	0.0	0.0	13.116	B
A-BCD	94	23	531	0.176	94	0.3	0.2	8.236	A
A-B	0.90	0.22			0.90				
A-C	742	186			742				
D-ABC	50	13	349	0.144	51	0.3	0.2	12.079	B
C-ABD	0.90	0.22	471	0.002	0.90	0.0	0.0	7.650	A
C-D	78	20			78				
C-A	422	105			422				

## 09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	5	1	321	0.014	5	0.0	0.0	11.381	B
A-BCD	78	20	552	0.142	79	0.2	0.2	7.607	A
A-B	0.75	0.19			0.75				
A-C	622	155			622				
D-ABC	42	11	385	0.109	42	0.2	0.1	10.496	B
C-ABD	0.75	0.19	504	0.001	0.75	0.0	0.0	7.152	A
C-D	65	16			65				
C-A	353	88			353				

# DM 2046, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	1.45	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	DM 2046	PM	J7A Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	517	100.000
B		ONE HOUR	9	5	100.000
C		ONE HOUR	9	830	100.000
D		ONE HOUR	9	36	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	13	376	128	
	%	2	0	3	0	
	&	761	1	0	68	
	'	28	1	7	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	0	1	0	
	%	0	0	0	0	
	&	1	0	0	0	
	'	0	0	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.01	8.98	0.0	A	5	7
A-BCD	0.32	12.13	0.5	B	118	177
A-B					12	18
A-C					344	517
D-ABC	0.11	11.64	0.1	B	33	50
C-ABD	0.00	6.45	0.0	A	0.92	1
C-D					62	94
C-A					698	1047

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	4	0.94	469	0.008	4	0.0	0.0	7.738	A
A-BCD	96	24	510	0.189	96	0.0	0.2	8.661	A
A-B	10	2			10				
A-C	283	71			283				
D-ABC	27	7	434	0.062	27	0.0	0.1	8.829	A
C-ABD	0.75	0.19	595	0.001	0.75	0.0	0.0	6.056	A
C-D	51	13			51				
C-A	573	143			573				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	4	1	443	0.010	4	0.0	0.0	8.204	A
A-BCD	115	29	479	0.241	115	0.2	0.3	9.871	A
A-B	12	3			12				
A-C	338	84			338				
D-ABC	32	8	399	0.081	32	0.1	0.1	9.804	A
C-ABD	0.90	0.22	580	0.002	0.90	0.0	0.0	6.216	A
C-D	61	15			61				
C-A	684	171			684				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	6	1	406	0.014	5	0.0	0.0	8.983	A
A-BCD	142	36	439	0.324	142	0.3	0.5	12.081	B
A-B	14	4			14				
A-C	412	103			412				
D-ABC	40	10	349	0.114	39	0.1	0.1	11.625	B
C-ABD	1	0.28	559	0.002	1	0.0	0.0	6.451	A
C-D	75	19			75				
C-A	838	209			838				

## 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	6	1	406	0.014	6	0.0	0.0	8.983	A
A-BCD	142	36	439	0.324	142	0.5	0.5	12.133	B
A-B	14	4			14				
A-C	412	103			412				
D-ABC	40	10	349	0.114	40	0.1	0.1	11.641	B
C-ABD	1	0.28	559	0.002	1	0.0	0.0	6.451	A
C-D	75	19			75				
C-A	838	209			838				

## 17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	4	1	443	0.010	5	0.0	0.0	8.205	A
A-BCD	115	29	479	0.241	116	0.5	0.3	9.925	A
A-B	12	3			12				
A-C	338	84			338				
D-ABC	32	8	399	0.081	33	0.1	0.1	9.820	A
C-ABD	0.90	0.22	580	0.002	0.90	0.0	0.0	6.218	A
C-D	61	15			61				
C-A	684	171			684				

## 18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	4	0.94	469	0.008	4	0.0	0.0	7.739	A
A-BCD	96	24	510	0.189	97	0.3	0.2	8.715	A
A-B	10	2			10				
A-C	283	71			283				
D-ABC	27	7	434	0.062	27	0.1	0.1	8.847	A
C-ABD	0.75	0.19	595	0.001	0.75	0.0	0.0	6.058	A
C-D	51	13			51				
C-A	573	143			573				

# DS 2037, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	1.17	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	DS 2037	AM	J7A Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	900	100.000
B		ONE HOUR	9	5	100.000
C		ONE HOUR	9	561	100.000
D		ONE HOUR	9	52	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	1	802	97	
	%	2	0	0	3	
	&	478	1	0	82	
	'	22	0	30	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	0	1	2	
	%	0	0	0	0	
	&	1	0	0	1	
	'	9	0	0	0	



## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.02	16.07	0.0	C	5	7
A-BCD	0.21	9.10	0.3	A	89	134
A-B					0.92	1
A-C					736	1104
D-ABC	0.19	14.92	0.2	B	48	72
C-ABD	0.00	8.32	0.0	A	0.92	1
C-D					75	113
C-A					439	658

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	4	0.94	325	0.012	4	0.0	0.0	11.203	B
A-BCD	73	18	551	0.133	72	0.0	0.2	7.509	A
A-B	0.75	0.19			0.75				
A-C	604	151			604				
D-ABC	39	10	386	0.101	39	0.0	0.1	10.352	B
C-ABD	0.75	0.19	509	0.001	0.75	0.0	0.0	7.076	A
C-D	62	15			62				
C-A	360	90			360				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	4	1	285	0.016	4	0.0	0.0	12.836	B
A-BCD	87	22	531	0.165	87	0.2	0.2	8.115	A
A-B	0.90	0.22			0.90				
A-C	721	180			721				
D-ABC	47	12	350	0.133	47	0.1	0.2	11.844	B
C-ABD	0.90	0.22	478	0.002	0.90	0.0	0.0	7.550	A
C-D	74	18			74				
C-A	430	107			430				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	6	1	230	0.024	5	0.0	0.0	16.061	C
A-BCD	107	27	503	0.213	107	0.2	0.3	9.089	A
A-B	1	0.28			1				
A-C	883	221			883				
D-ABC	57	14	299	0.192	57	0.2	0.2	14.873	B
C-ABD	1	0.28	434	0.003	1	0.0	0.0	8.322	A
C-D	90	23			90				
C-A	526	132			526				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	6	1	230	0.024	6	0.0	0.0	16.069	C
A-BCD	107	27	503	0.213	107	0.3	0.3	9.102	A
A-B	1	0.28			1				
A-C	883	221			883				
D-ABC	57	14	299	0.192	57	0.2	0.2	14.916	B
C-ABD	1	0.28	434	0.003	1	0.0	0.0	8.323	A
C-D	90	23			90				
C-A	526	132			526				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	4	1	285	0.016	5	0.0	0.0	12.844	B
A-BCD	87	22	530	0.165	88	0.3	0.2	8.132	A
A-B	0.90	0.22			0.90				
A-C	721	180			721				
D-ABC	47	12	350	0.133	47	0.2	0.2	11.887	B
C-ABD	0.90	0.22	478	0.002	0.90	0.0	0.0	7.552	A
C-D	74	18			74				
C-A	430	107			430				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	4	0.94	325	0.012	4	0.0	0.0	11.211	B
A-BCD	73	18	551	0.133	73	0.2	0.2	7.533	A
A-B	0.75	0.19			0.75				
A-C	604	151			604				
D-ABC	39	10	386	0.101	39	0.2	0.1	10.392	B
C-ABD	0.75	0.19	509	0.001	0.75	0.0	0.0	7.077	A
C-D	62	15			62				
C-A	360	90			360				

# DS 2037, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	1.36	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	DS 2037	PM	J7A Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	533	100.000
B		ONE HOUR	9	5	100.000
C		ONE HOUR	9	804	100.000
D		ONE HOUR	9	35	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	13	397	123	
	%	2	0	3	0	
	&	739	1	0	64	
	'	27	1	7	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	0	1	0	
	%	0	0	0	0	
	&	1	0	0	0	
	'	0	0	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.01	9.05	0.0	A	5	7
A-BCD	0.31	11.64	0.4	B	113	170
A-B					12	18
A-C					364	546
D-ABC	0.11	11.44	0.1	B	32	48
C-ABD	0.00	6.52	0.0	A	0.92	1
C-D					59	88
C-A					678	1017

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	4	0.94	467	0.008	4	0.0	0.0	7.774	A
A-BCD	93	23	515	0.180	92	0.0	0.2	8.483	A
A-B	10	2			10				
A-C	299	75			299				
D-ABC	26	7	437	0.060	26	0.0	0.1	8.754	A
C-ABD	0.75	0.19	591	0.001	0.75	0.0	0.0	6.098	A
C-D	48	12			48				
C-A	556	139			556				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	4	1	441	0.010	4	0.0	0.0	8.250	A
A-BCD	111	28	485	0.228	111	0.2	0.3	9.596	A
A-B	12	3			12				
A-C	357	89			357				
D-ABC	31	8	403	0.078	31	0.1	0.1	9.690	A
C-ABD	0.90	0.22	575	0.002	0.90	0.0	0.0	6.269	A
C-D	58	14			58				
C-A	664	166			664				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	6	1	403	0.014	5	0.0	0.0	9.047	A
A-BCD	137	34	446	0.306	136	0.3	0.4	11.598	B
A-B	14	4			14				
A-C	436	109			436				
D-ABC	39	10	353	0.109	38	0.1	0.1	11.427	B
C-ABD	1	0.28	553	0.002	1	0.0	0.0	6.522	A
C-D	70	18			70				
C-A	814	203			814				

## 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	6	1	403	0.014	6	0.0	0.0	9.048	A
A-BCD	137	34	446	0.306	137	0.4	0.4	11.641	B
A-B	14	4			14				
A-C	436	109			436				
D-ABC	39	10	353	0.109	39	0.1	0.1	11.440	B
C-ABD	1	0.28	553	0.002	1	0.0	0.0	6.522	A
C-D	70	18			70				
C-A	814	203			814				

## 17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	4	1	441	0.010	5	0.0	0.0	8.251	A
A-BCD	111	28	485	0.228	111	0.4	0.3	9.643	A
A-B	12	3			12				
A-C	357	89			357				
D-ABC	31	8	403	0.078	32	0.1	0.1	9.707	A
C-ABD	0.90	0.22	575	0.002	0.90	0.0	0.0	6.272	A
C-D	58	14			58				
C-A	664	166			664				

## 18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	4	0.94	467	0.008	4	0.0	0.0	7.776	A
A-BCD	93	23	515	0.180	93	0.3	0.2	8.529	A
A-B	10	2			10				
A-C	299	75			299				
D-ABC	26	7	437	0.060	26	0.1	0.1	8.771	A
C-ABD	0.75	0.19	591	0.001	0.75	0.0	0.0	6.101	A
C-D	48	12			48				
C-A	556	139			556				

# DS 2044, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	1.22	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D23	DS 2044	AM	J7A Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	964	100.000
B		ONE HOUR	9	6	100.000
C		ONE HOUR	9	582	100.000
D		ONE HOUR	9	52	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	1	860	103	
	%	3	0	0	3	
	&	495	1	0	86	
	'	21	0	31	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	0	1	2	
	%	0	0	0	0	
	&	1	0	0	1	
	'	10	0	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.03	17.60	0.0	C	6	8
A-BCD	0.23	9.39	0.3	A	95	142
A-B					0.92	1
A-C					789	1183
D-ABC	0.21	16.27	0.3	C	48	72
C-ABD	0.00	8.66	0.0	A	0.92	1
C-D					79	118
C-A					454	681

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	5	1	312	0.014	4	0.0	0.0	11.688	B
A-BCD	78	19	547	0.142	77	0.0	0.2	7.645	A
A-B	0.75	0.19			0.75				
A-C	647	162			647				
D-ABC	39	10	373	0.105	39	0.0	0.1	10.766	B
C-ABD	0.75	0.19	498	0.002	0.75	0.0	0.0	7.241	A
C-D	65	16			65				
C-A	373	93			373				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	5	1	270	0.020	5	0.0	0.0	13.607	B
A-BCD	93	23	526	0.176	93	0.2	0.2	8.308	A
A-B	0.90	0.22			0.90				
A-C	773	193			773				
D-ABC	47	12	334	0.140	47	0.1	0.2	12.505	B
C-ABD	0.90	0.22	464	0.002	0.90	0.0	0.0	7.777	A
C-D	77	19			77				
C-A	445	111			445				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	7	2	211	0.031	7	0.0	0.0	17.588	C
A-BCD	114	29	497	0.229	114	0.2	0.3	9.376	A
A-B	1	0.28			1				
A-C	946	237			946				
D-ABC	57	14	279	0.206	57	0.2	0.3	16.211	C
C-ABD	1	0.28	417	0.003	1	0.0	0.0	8.662	A
C-D	95	24			95				
C-A	545	136			545				

## 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	7	2	211	0.031	7	0.0	0.0	17.599	C
A-BCD	114	29	497	0.229	114	0.3	0.3	9.390	A
A-B	1	0.28			1				
A-C	946	237			946				
D-ABC	57	14	278	0.206	57	0.3	0.3	16.269	C
C-ABD	1	0.28	417	0.003	1	0.0	0.0	8.663	A
C-D	95	24			95				
C-A	545	136			545				

## 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	5	1	270	0.020	5	0.0	0.0	13.616	B
A-BCD	93	23	526	0.176	93	0.3	0.2	8.329	A
A-B	0.90	0.22			0.90				
A-C	773	193			773				
D-ABC	47	12	334	0.140	47	0.3	0.2	12.558	B
C-ABD	0.90	0.22	464	0.002	0.90	0.0	0.0	7.779	A
C-D	77	19			77				
C-A	445	111			445				

## 09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	5	1	312	0.014	5	0.0	0.0	11.694	B
A-BCD	78	19	547	0.142	78	0.2	0.2	7.676	A
A-B	0.75	0.19			0.75				
A-C	647	162			647				
D-ABC	39	10	372	0.105	39	0.2	0.1	10.819	B
C-ABD	0.75	0.19	498	0.002	0.75	0.0	0.0	7.242	A
C-D	65	16			65				
C-A	373	93			373				



# DS 2044, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	1.41	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D24	DS 2044	PM	J7A Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	550	100.000
B		ONE HOUR	9	5	100.000
C		ONE HOUR	9	868	100.000
D		ONE HOUR	9	36	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	13	411	126	
	%	2	0	3	0	
	&	800	1	0	67	
	'	28	1	7	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	0	1	0	
	%	0	0	0	0	
	&	1	0	0	0	
	'	0	0	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.01	9.32	0.0	A	5	7
A-BCD	0.33	12.48	0.5	B	116	175
A-B					12	18
A-C					376	565
D-ABC	0.12	12.18	0.1	B	33	50
C-ABD	0.00	6.57	0.0	A	0.92	1
C-D					61	92
C-A					734	1101

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	4	0.94	460	0.008	4	0.0	0.0	7.894	A
A-BCD	95	24	503	0.189	94	0.0	0.2	8.787	A
A-B	10	2			10				
A-C	309	77			309				
D-ABC	27	7	426	0.064	27	0.0	0.1	9.019	A
C-ABD	0.75	0.19	588	0.001	0.75	0.0	0.0	6.126	A
C-D	50	13			50				
C-A	602	151			602				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	4	1	432	0.010	4	0.0	0.0	8.420	A
A-BCD	114	28	471	0.241	113	0.2	0.3	10.065	B
A-B	12	3			12				
A-C	369	92			369				
D-ABC	32	8	389	0.083	32	0.1	0.1	10.094	B
C-ABD	0.90	0.22	572	0.002	0.90	0.0	0.0	6.305	A
C-D	60	15			60				
C-A	719	180			719				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	6	1	392	0.014	5	0.0	0.0	9.319	A
A-BCD	140	35	429	0.328	140	0.3	0.5	12.426	B
A-B	14	4			14				
A-C	451	113			451				
D-ABC	40	10	335	0.118	39	0.1	0.1	12.169	B
C-ABD	1	0.28	549	0.002	1	0.0	0.0	6.570	A
C-D	74	18			74				
C-A	881	220			881				

## 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	6	1	392	0.014	6	0.0	0.0	9.319	A
A-BCD	140	35	429	0.328	140	0.5	0.5	12.483	B
A-B	14	4			14				
A-C	451	113			451				
D-ABC	40	10	335	0.118	40	0.1	0.1	12.185	B
C-ABD	1	0.28	549	0.002	1	0.0	0.0	6.570	A
C-D	74	18			74				
C-A	881	220			881				

## 17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	4	1	432	0.010	5	0.0	0.0	8.421	A
A-BCD	114	28	471	0.241	114	0.5	0.3	10.122	B
A-B	12	3			12				
A-C	369	92			369				
D-ABC	32	8	389	0.083	33	0.1	0.1	10.114	B
C-ABD	0.90	0.22	572	0.002	0.90	0.0	0.0	6.308	A
C-D	60	15			60				
C-A	719	180			719				

## 18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	4	0.94	460	0.008	4	0.0	0.0	7.896	A
A-BCD	95	24	503	0.189	95	0.3	0.2	8.842	A
A-B	10	2			10				
A-C	309	77			309				
D-ABC	27	7	426	0.064	27	0.1	0.1	9.038	A
C-ABD	0.75	0.19	588	0.001	0.75	0.0	0.0	6.127	A
C-D	50	13			50				
C-A	602	151			602				

# DS 2046, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	1.21	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D25	DS 2046	AM	J7A Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	979	100.000
B		ONE HOUR	9	6	100.000
C		ONE HOUR	9	591	100.000
D		ONE HOUR	9	51	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	1	874	104	
	%	3	0	0	3	
	&	503	1	0	87	
	'	19	0	32	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	0	1	2	
	%	0	0	0	0	
	&	1	0	0	1	
	'	5	0	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.03	18.06	0.0	C	6	8
A-BCD	0.23	9.48	0.3	A	96	144
A-B					0.92	1
A-C					802	1203
D-ABC	0.21	16.73	0.3	C	47	70
C-ABD	0.00	8.75	0.0	A	0.92	1
C-D					80	120
C-A					462	692

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	5	1	309	0.015	4	0.0	0.0	11.826	B
A-BCD	78	20	545	0.144	78	0.0	0.2	7.686	A
A-B	0.75	0.19			0.75				
A-C	658	164			658				
D-ABC	38	10	370	0.104	38	0.0	0.1	10.826	B
C-ABD	0.75	0.19	495	0.002	0.75	0.0	0.0	7.284	A
C-D	65	16			65				
C-A	379	95			379				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	5	1	266	0.020	5	0.0	0.0	13.831	B
A-BCD	94	23	524	0.179	93	0.2	0.2	8.364	A
A-B	0.90	0.22			0.90				
A-C	786	196			786				
D-ABC	46	11	330	0.139	46	0.1	0.2	12.665	B
C-ABD	0.90	0.22	460	0.002	0.90	0.0	0.0	7.837	A
C-D	78	20			78				
C-A	452	113			452				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	7	2	206	0.032	7	0.0	0.0	18.050	C
A-BCD	115	29	495	0.233	115	0.2	0.3	9.459	A
A-B	1	0.28			1				
A-C	962	240			962				
D-ABC	56	14	271	0.207	56	0.2	0.3	16.670	C
C-ABD	1	0.28	412	0.003	1	0.0	0.0	8.753	A
C-D	96	24			96				
C-A	554	138			554				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	7	2	206	0.032	7	0.0	0.0	18.064	C
A-BCD	115	29	495	0.233	115	0.3	0.3	9.476	A
A-B	1	0.28			1				
A-C	962	240			962				
D-ABC	56	14	271	0.207	56	0.3	0.3	16.734	C
C-ABD	1	0.28	412	0.003	1	0.0	0.0	8.754	A
C-D	96	24			96				
C-A	554	138			554				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	5	1	266	0.020	5	0.0	0.0	13.844	B
A-BCD	94	23	524	0.179	94	0.3	0.2	8.384	A
A-B	0.90	0.22			0.90				
A-C	786	196			786				
D-ABC	46	11	330	0.139	46	0.3	0.2	12.724	B
C-ABD	0.90	0.22	460	0.002	0.90	0.0	0.0	7.840	A
C-D	78	20			78				
C-A	452	113			452				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	5	1	309	0.015	5	0.0	0.0	11.835	B
A-BCD	78	20	545	0.144	79	0.2	0.2	7.716	A
A-B	0.75	0.19			0.75				
A-C	658	164			658				
D-ABC	38	10	370	0.104	39	0.2	0.1	10.877	B
C-ABD	0.75	0.19	495	0.002	0.75	0.0	0.0	7.286	A
C-D	65	16			65				
C-A	379	95			379				

# DS 2046, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	1.44	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D26	DS 2046	PM	J7A Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	561	100.000
B		ONE HOUR	9	5	100.000
C		ONE HOUR	9	883	100.000
D		ONE HOUR	9	37	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	13	420	128	
	%	2	0	3	0	
	&	814	1	0	68	
	'	29	1	7	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	0	1	0	
	%	0	0	0	0	
	&	1	0	0	0	
	'	0	0	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.01	9.43	0.0	A	5	7
A-BCD	0.34	12.75	0.5	B	118	177
A-B					12	18
A-C					385	577
D-ABC	0.12	12.39	0.1	B	34	51
C-ABD	0.00	6.60	0.0	A	0.92	1
C-D					62	94
C-A					747	1120

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	4	0.94	457	0.008	4	0.0	0.0	7.942	A
A-BCD	96	24	500	0.193	96	0.0	0.2	8.881	A
A-B	10	2			10				
A-C	316	79			316				
D-ABC	28	7	424	0.066	28	0.0	0.1	9.082	A
C-ABD	0.75	0.19	586	0.001	0.75	0.0	0.0	6.145	A
C-D	51	13			51				
C-A	613	153			613				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	4	1	429	0.010	4	0.0	0.0	8.488	A
A-BCD	115	29	467	0.247	115	0.2	0.3	10.212	B
A-B	12	3			12				
A-C	377	94			377				
D-ABC	33	8	386	0.086	33	0.1	0.1	10.199	B
C-ABD	0.90	0.22	570	0.002	0.90	0.0	0.0	6.328	A
C-D	61	15			61				
C-A	732	183			732				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	6	1	387	0.014	5	0.0	0.0	9.426	A
A-BCD	143	36	425	0.336	142	0.3	0.5	12.689	B
A-B	14	4			14				
A-C	460	115			460				
D-ABC	41	10	331	0.123	41	0.1	0.1	12.373	B
C-ABD	1	0.28	546	0.002	1	0.0	0.0	6.601	A
C-D	75	19			75				
C-A	896	224			896				



17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	6	1	387	0.014	6	0.0	0.0	9.426	A
A-BCD	143	36	425	0.336	143	0.5	0.5	12.752	B
A-B	14	4			14				
A-C	460	115			460				
D-ABC	41	10	331	0.123	41	0.1	0.1	12.393	B
C-ABD	1	0.28	546	0.002	1	0.0	0.0	6.601	A
C-D	75	19			75				
C-A	896	224			896				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	4	1	429	0.010	5	0.0	0.0	8.489	A
A-BCD	115	29	467	0.247	116	0.5	0.3	10.273	B
A-B	12	3			12				
A-C	377	94			377				
D-ABC	33	8	386	0.086	33	0.1	0.1	10.219	B
C-ABD	0.90	0.22	570	0.002	0.90	0.0	0.0	6.329	A
C-D	61	15			61				
C-A	732	183			732				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	4	0.94	457	0.008	4	0.0	0.0	7.943	A
A-BCD	96	24	500	0.193	97	0.3	0.2	8.938	A
A-B	10	2			10				
A-C	316	79			316				
D-ABC	28	7	423	0.066	28	0.1	0.1	9.104	A
C-ABD	0.75	0.19	586	0.001	0.75	0.0	0.0	6.148	A
C-D	51	13			51				
C-A	613	153			613				

## **P.9 J7B\_A20 Hythe Rd The Street**

<h1>Junctions 9</h1>
<h2>ARCADY 9 - Roundabout Module</h2>
Version: 9.0.2.5947 © Copyright TRL Limited, 2017
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**Filename:** J7B\_A20 Hythe Rd The Street.j9

**Path:** \\hc-ukr-ln-fs-10\LN\_Proj\UA008926 Otterpool\D-Calcs\Modelling\DM\_it5\Appendix\Arcady Roundabout Analysis\J7B A20Hythe Rd-The Street

**Report generation date:** 15/11/2018 10:06:07

- 
- »Base, AM
  - »Base, PM
  - »DM 2037, AM
  - »DM 2037, PM
  - »DM 2044, AM
  - »DM 2044, PM
  - »DM 2046, AM
  - »DM 2046, PM
  - »DS 2037, AM
  - »DS 2037, PM
  - »DS 2044, AM
  - »DS 2044, PM
  - »DS 2046, AM
  - »DS 2046, PM

### Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
<b>Base</b>								
Arm A	1.0	5.08	0.49	A	0.7	4.48	0.41	A
Arm B	0.4	5.03	0.30	A	0.9	5.83	0.46	A
Arm C	0.7	3.51	0.41	A	1.2	4.56	0.54	A
Arm D	0.9	14.44	0.48	B	1.3	23.45	0.56	C
<b>DM 2037</b>								
Arm A	0.7	4.13	0.42	A	0.6	3.97	0.36	A
Arm B	0.5	4.76	0.32	A	0.9	5.58	0.48	A
Arm C	0.6	3.42	0.37	A	1.2	4.84	0.56	A
Arm D	2.0	23.60	0.68	C	1.5	29.40	0.61	D
<b>DM 2044</b>								
Arm A	0.9	4.67	0.49	A	0.5	4.00	0.35	A
Arm B	0.5	5.09	0.34	A	1.0	5.93	0.51	A
Arm C	0.6	3.63	0.39	A	1.6	5.63	0.62	A
Arm D	2.9	33.58	0.76	D	3.0	57.45	0.77	F
<b>DM 2046</b>								
Arm A	1.0	4.88	0.51	A	0.6	4.10	0.38	A
Arm B	0.5	5.26	0.35	A	1.1	6.03	0.52	A
Arm C	0.7	3.69	0.40	A	1.5	5.41	0.60	A
Arm D	3.3	37.86	0.79	E	2.7	50.00	0.75	E
<b>DS 2037</b>								
Arm A	1.0	4.88	0.51	A	0.7	4.39	0.41	A
Arm B	0.5	5.29	0.34	A	1.0	6.15	0.51	A
Arm C	0.7	3.72	0.42	A	1.7	5.82	0.63	A
Arm D	2.7	32.04	0.74	D	2.7	54.17	0.75	F
<b>DS 2044</b>								
Arm A	1.5	6.21	0.61	A	0.7	4.52	0.42	A
Arm B	0.6	6.00	0.38	A	1.2	6.65	0.54	A
Arm C	0.9	4.15	0.47	A	2.2	6.96	0.69	A
Arm D	1.7	25.32	0.63	D	2.3	59.24	0.72	F
<b>DS 2046</b>								
Arm A	1.5	6.21	0.61	A	0.7	4.54	0.42	A
Arm B	0.6	6.12	0.39	A	1.2	6.82	0.55	A
Arm C	0.9	4.21	0.47	A	2.4	7.30	0.71	A
Arm D	6.2	71.84	0.89	F	12.2	211.26	1.05	F

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	J7B Otterpool Park_Base Model AM PEAK
Location	A20 Hythe Road - The St
Site number	
Date	27/06/2017
Version	
Status	Draft 1
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	

### Units

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

### Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	ONE HOUR	07:45	09:15	15	9
D2	Base	PM	ONE HOUR	16:30	18:00	15	9
D15	DM 2037	AM	ONE HOUR	07:45	09:15	15	9
D16	DM 2037	PM	ONE HOUR	16:30	18:00	15	9
D17	DM 2044	AM	ONE HOUR	07:45	09:15	15	9
D18	DM 2044	PM	ONE HOUR	16:30	18:00	15	9
D19	DM 2046	AM	ONE HOUR	07:45	09:15	15	9
D20	DM 2046	PM	ONE HOUR	16:30	18:00	15	9
D21	DS 2037	AM	ONE HOUR	07:45	09:15	15	9
D22	DS 2037	PM	ONE HOUR	16:30	18:00	15	9
D23	DS 2044	AM	ONE HOUR	07:45	09:15	15	9
D24	DS 2044	PM	ONE HOUR	16:30	18:00	15	9
D25	DS 2046	AM	ONE HOUR	07:45	09:15	15	9
D26	DS 2046	PM	ONE HOUR	16:30	18:00	15	9

### Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	9	100.000	100.000

# Base, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	5.58	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description
A	A20 Hythe Road Westbound	
B	Tesco Access	
C	A20 Hythe Road Eastbound	
D	The Street	

### Roundabout Geometry

Arm	V - Approach road half - width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A	3.66	6.80	16.0	46.4	37.5	32.0	
B	3.68	6.04	21.9	7.7	37.5	37.0	
C	3.76	7.19	21.8	23.6	37.5	28.0	
D	3.00	3.00	0.0	14.2	37.5	36.0	

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.659	1729
B	0.571	1478
C	0.683	1857
D	0.468	872

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	627	100.000
B		ONE HOUR	9	279	100.000
C		ONE HOUR	9	660	100.000
D		ONE HOUR	9	212	100.000

## Origin -Destination Data

### Demand (Veh/hr)

From		To			
		\$	%	&	'
From	\$	2	105	520	0
	%	67	1	211	0
	&	440	214	6	0
	'	39	34	139	0

## Vehicle Mix

### Heavy Vehicle Percentages

From		To			
		\$	%	&	'
From	\$	0	3	3	0
	%	1	0	3	0
	&	4	1	0	0
	'	3	0	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.49	5.08	1.0	A	575	863
B	0.30	5.03	0.4	A	256	384
C	0.41	3.51	0.7	A	606	908
D	0.48	14.44	0.9	B	195	292

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	472	118	295	1489	0.317	470	411	0.0	0.5	3.529	A
B	210	53	500	1157	0.182	209	265	0.0	0.2	3.794	A
C	497	124	52	1768	0.281	495	656	0.0	0.4	2.825	A
D	160	40	548	605	0.264	158	0	0.0	0.4	8.057	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	564	141	354	1451	0.388	563	492	0.5	0.6	4.052	A
B	251	63	599	1101	0.228	251	318	0.2	0.3	4.234	A
C	593	148	63	1761	0.337	593	786	0.4	0.5	3.080	A
D	191	48	656	553	0.344	190	0	0.4	0.5	9.888	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	690	173	432	1400	0.493	689	602	0.6	1.0	5.052	A
B	307	77	732	1024	0.300	307	389	0.3	0.4	5.013	A
C	727	182	77	1751	0.415	726	962	0.5	0.7	3.505	A
D	233	58	803	483	0.483	232	0	0.5	0.9	14.247	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	690	173	434	1399	0.493	690	603	1.0	1.0	5.077	A
B	307	77	734	1023	0.300	307	390	0.4	0.4	5.027	A
C	727	182	77	1751	0.415	727	964	0.7	0.7	3.512	A
D	233	58	804	483	0.484	233	0	0.9	0.9	14.438	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	564	141	356	1450	0.389	565	494	1.0	0.6	4.076	A
B	251	63	602	1099	0.228	251	319	0.4	0.3	4.252	A
C	593	148	63	1761	0.337	594	790	0.7	0.5	3.087	A
D	191	48	657	553	0.345	192	0	0.9	0.5	10.028	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	472	118	297	1487	0.317	473	413	0.6	0.5	3.550	A
B	210	53	503	1155	0.182	210	267	0.3	0.2	3.814	A
C	497	124	53	1768	0.281	497	661	0.5	0.4	2.834	A
D	160	40	550	604	0.264	160	0	0.5	0.4	8.129	A



# Base, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	6.52	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base	PM	ONE HOUR	16:30	18:00	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	504	100.000
B		ONE HOUR	9	481	100.000
C		ONE HOUR	9	844	100.000
D		ONE HOUR	9	180	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	1	105	398	0	
	%	154	0	327	0	
	&	500	342	2	0	
	'	43	37	100	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	0	2	0	
	%	1	0	1	0	
	&	2	0	0	0	
	'	0	0	0	0	

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.41	4.48	0.7	A	462	694
B	0.46	5.83	0.9	A	441	662
C	0.54	4.56	1.2	A	774	1162
D	0.56	23.45	1.3	C	165	248

### Main Results for each time segment

#### 16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	379	95	360	1468	0.258	378	523	0.0	0.3	3.298	A
B	362	91	375	1248	0.290	360	363	0.0	0.4	4.049	A
C	635	159	116	1756	0.362	633	620	0.0	0.6	3.199	A
D	136	34	749	517	0.262	134	0	0.0	0.4	9.366	A

#### 16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	453	113	431	1422	0.319	453	627	0.3	0.5	3.712	A
B	432	108	450	1205	0.359	432	435	0.4	0.6	4.655	A
C	759	190	139	1740	0.436	758	742	0.6	0.8	3.661	A
D	162	40	897	447	0.362	161	0	0.4	0.6	12.543	B

#### 17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	555	139	527	1360	0.408	554	767	0.5	0.7	4.463	A
B	530	132	549	1148	0.461	528	532	0.6	0.8	5.802	A
C	929	232	170	1719	0.541	928	908	0.8	1.2	4.540	A
D	198	50	1098	352	0.563	196	0	0.6	1.2	22.622	C

#### 17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	555	139	529	1358	0.409	555	768	0.7	0.7	4.481	A
B	530	132	552	1147	0.462	530	533	0.8	0.9	5.834	A
C	929	232	171	1719	0.541	929	910	1.2	1.2	4.559	A
D	198	50	1100	351	0.564	198	0	1.2	1.3	23.451	C

#### 17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	453	113	435	1419	0.319	454	629	0.7	0.5	3.733	A
B	432	108	453	1203	0.359	434	436	0.9	0.6	4.684	A
C	759	190	140	1740	0.436	760	746	1.2	0.8	3.682	A
D	162	40	900	446	0.363	165	0	1.3	0.6	12.916	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	379	95	363	1466	0.259	380	526	0.5	0.4	3.314	A
B	362	91	378	1246	0.291	363	365	0.6	0.4	4.078	A
C	635	159	117	1755	0.362	636	624	0.8	0.6	3.218	A
D	136	34	753	515	0.263	136	0	0.6	0.4	9.521	A

# DM 2037, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	7.27	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	DM 2037	AM	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	563	100.000
B		ONE HOUR	9	321	100.000
C		ONE HOUR	9	557	100.000
D		ONE HOUR	9	293	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
		\$	%	&	'	
From	\$	0	109	454	0	
	%	187	0	134	0	
	&	374	183	0	0	
	'	181	34	78	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		\$	%	&	'	
From	\$	0	3	1	0	
	%	4	0	1	0	
	&	3	2	0	0	
	'	1	0	0	0	

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.42	4.13	0.7	A	517	775
B	0.32	4.76	0.5	A	295	442
C	0.37	3.42	0.6	A	511	767
D	0.68	23.60	2.0	C	269	403

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	424	106	221	1560	0.272	422	556	0.0	0.4	3.161	A
B	242	60	399	1215	0.199	241	244	0.0	0.2	3.691	A
C	419	105	140	1712	0.245	418	499	0.0	0.3	2.780	A
D	221	55	558	599	0.368	218	0	0.0	0.6	9.399	A

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	506	127	265	1531	0.331	506	666	0.4	0.5	3.509	A
B	289	72	478	1171	0.246	288	293	0.2	0.3	4.078	A
C	501	125	168	1692	0.296	500	598	0.3	0.4	3.020	A
D	263	66	668	546	0.482	262	0	0.6	0.9	12.603	B

#### 08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	620	155	323	1492	0.415	619	814	0.5	0.7	4.117	A
B	353	88	584	1111	0.318	353	358	0.3	0.5	4.745	A
C	613	153	206	1666	0.368	613	731	0.4	0.6	3.415	A
D	323	81	818	475	0.680	318	0	0.9	2.0	22.455	C

#### 08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	620	155	325	1491	0.416	620	817	0.7	0.7	4.130	A
B	353	88	586	1110	0.318	353	359	0.5	0.5	4.756	A
C	613	153	206	1666	0.368	613	733	0.6	0.6	3.418	A
D	323	81	819	474	0.681	322	0	2.0	2.0	23.604	C

#### 08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	506	127	267	1529	0.331	507	670	0.7	0.5	3.526	A
B	289	72	480	1169	0.247	289	294	0.5	0.3	4.091	A
C	501	125	168	1692	0.296	501	601	0.6	0.4	3.024	A
D	263	66	670	546	0.483	268	0	2.0	1.0	13.151	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	424	106	223	1558	0.272	424	560	0.5	0.4	3.175	A
B	242	60	401	1214	0.199	242	246	0.3	0.2	3.705	A
C	419	105	141	1711	0.245	420	502	0.4	0.3	2.788	A
D	221	55	561	598	0.369	222	0	1.0	0.6	9.616	A

# DM 2037, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	6.91	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	DM 2037	PM	ONE HOUR	16:30	18:00	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	467	100.000
B		ONE HOUR	✓	551	100.000
C		ONE HOUR	✓	848	100.000
D		ONE HOUR	✓	173	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	173	294	0
	B	236	0	315	0
	C	537	311	0	0
	D	84	37	52	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	0
	B	1	0	0	0
	C	0	0	0	0
	D	0	0	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.36	3.97	0.6	A	429	643
B	0.48	5.58	0.9	A	506	758
C	0.56	4.84	1.2	A	778	1167
D	0.61	29.40	1.5	D	159	238

### Main Results for each time segment

#### 16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	352	88	300	1512	0.233	350	642	0.0	0.3	3.096	A
B	415	104	259	1322	0.314	413	391	0.0	0.5	3.953	A
C	638	160	177	1735	0.368	636	495	0.0	0.6	3.269	A
D	130	33	813	491	0.266	129	0	0.0	0.4	9.914	A

#### 16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	420	105	359	1474	0.285	419	769	0.3	0.4	3.415	A
B	495	124	311	1292	0.383	495	468	0.5	0.6	4.510	A
C	762	191	212	1711	0.446	761	593	0.6	0.8	3.789	A
D	156	39	973	415	0.374	155	0	0.4	0.6	13.757	B

#### 17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	514	129	438	1422	0.362	514	940	0.4	0.6	3.960	A
B	607	152	380	1252	0.484	605	572	0.6	0.9	5.556	A
C	934	233	259	1678	0.556	932	726	0.8	1.2	4.813	A
D	190	48	1191	313	0.608	187	0	0.6	1.4	27.831	D

#### 17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	514	129	440	1421	0.362	514	943	0.6	0.6	3.971	A
B	607	152	381	1251	0.485	607	574	0.9	0.9	5.582	A
C	934	233	260	1678	0.557	934	728	1.2	1.2	4.838	A
D	190	48	1193	312	0.610	190	0	1.4	1.5	29.398	D

#### 17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	420	105	362	1471	0.285	420	774	0.6	0.4	3.429	A
B	495	124	313	1291	0.384	497	470	0.9	0.6	4.538	A
C	762	191	213	1710	0.446	764	596	1.2	0.8	3.811	A
D	156	39	977	414	0.376	159	0	1.5	0.6	14.321	B



17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	352	88	302	1511	0.233	352	647	0.4	0.3	3.109	A
B	415	104	261	1321	0.314	415	393	0.6	0.5	3.979	A
C	638	160	178	1734	0.368	639	499	0.8	0.6	3.292	A
D	130	33	817	489	0.267	131	0	0.6	0.4	10.104	B

# DM 2044, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	9.00	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	DM 2044	AM	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	663	100.000
B		ONE HOUR	✓	332	100.000
C		ONE HOUR	✓	583	100.000
D		ONE HOUR	✓	301	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To				
		A	B	C	D	
From	A	0	120	543	0	
	B	234	0	98	0	
	C	390	193	0	0	
	D	211	34	56	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		A	B	C	D	
From	A	0	3	1	0	
	B	3	0	1	0	
	C	3	2	0	0	
	D	1	0	0	0	

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.49	4.67	0.9	A	608	913
B	0.34	5.09	0.5	A	305	457
C	0.39	3.63	0.6	A	535	802
D	0.76	33.58	2.9	D	276	414

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	499	125	212	1566	0.319	497	625	0.0	0.5	3.363	A
B	250	62	449	1191	0.210	249	260	0.0	0.3	3.820	A
C	439	110	175	1688	0.260	438	522	0.0	0.3	2.876	A
D	227	57	613	573	0.395	224	0	0.0	0.6	10.241	B

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	596	149	254	1538	0.387	595	749	0.5	0.6	3.816	A
B	298	75	538	1141	0.262	298	311	0.3	0.4	4.270	A
C	524	131	210	1665	0.315	524	626	0.3	0.5	3.155	A
D	271	68	734	515	0.525	269	0	0.6	1.1	14.503	B

#### 08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	730	182	309	1502	0.486	729	914	0.6	0.9	4.650	A
B	366	91	657	1073	0.341	365	381	0.4	0.5	5.077	A
C	642	160	257	1632	0.393	641	765	0.5	0.6	3.630	A
D	331	83	898	437	0.759	325	0	1.1	2.8	30.428	D

#### 08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	730	182	311	1500	0.487	730	919	0.9	0.9	4.673	A
B	366	91	659	1072	0.341	366	382	0.5	0.5	5.094	A
C	642	160	258	1632	0.393	642	767	0.6	0.6	3.634	A
D	331	83	900	436	0.760	331	0	2.8	2.9	33.582	D

#### 08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	596	149	257	1536	0.388	597	757	0.9	0.6	3.837	A
B	298	75	541	1139	0.262	299	313	0.5	0.4	4.289	A
C	524	131	211	1664	0.315	525	629	0.6	0.5	3.163	A
D	271	68	736	514	0.526	278	0	2.9	1.1	15.638	C

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	499	125	214	1565	0.319	500	631	0.6	0.5	3.385	A
B	250	62	452	1189	0.210	250	262	0.4	0.3	3.835	A
C	439	110	176	1688	0.260	439	526	0.5	0.4	2.884	A
D	227	57	616	572	0.396	229	0	1.1	0.7	10.546	B

# DM 2044, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	9.79	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	DM 2044	PM	ONE HOUR	16:30	18:00	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	441	100.000
B		ONE HOUR	✓	582	100.000
C		ONE HOUR	✓	933	100.000
D		ONE HOUR	✓	183	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To				
		A	B	C	D	
From	A	0	144	297	0	
	B	251	0	331	0	
	C	577	356	0	0	
	D	91	37	55	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		A	B	C	D	
From	A	0	0	2	0	
	B	1	0	0	0	
	C	0	0	0	0	
	D	0	0	0	0	

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.35	4.00	0.5	A	405	607
B	0.51	5.93	1.0	A	534	801
C	0.62	5.63	1.6	A	856	1284
D	0.77	57.45	3.0	F	168	252

### Main Results for each time segment

#### 16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	332	83	335	1488	0.223	331	688	0.0	0.3	3.109	A
B	438	110	264	1319	0.332	436	403	0.0	0.5	4.068	A
C	702	176	188	1727	0.407	700	512	0.0	0.7	3.495	A
D	138	34	888	455	0.302	136	0	0.0	0.4	11.213	B

#### 16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	396	99	402	1444	0.274	396	824	0.3	0.4	3.434	A
B	523	131	316	1289	0.406	522	482	0.5	0.7	4.692	A
C	839	210	225	1701	0.493	838	613	0.7	1.0	4.163	A
D	165	41	1063	373	0.441	163	0	0.4	0.8	17.018	C

#### 17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	486	121	488	1388	0.350	485	1006	0.4	0.5	3.984	A
B	641	160	385	1249	0.513	639	589	0.7	1.0	5.889	A
C	1027	257	276	1667	0.616	1025	748	1.0	1.6	5.588	A
D	201	50	1301	262	0.769	194	0	0.8	2.7	48.356	E

#### 17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	486	121	493	1385	0.351	486	1011	0.5	0.5	4.001	A
B	641	160	387	1248	0.514	641	591	1.0	1.0	5.930	A
C	1027	257	276	1666	0.617	1027	752	1.6	1.6	5.633	A
D	201	50	1304	260	0.774	200	0	2.7	3.0	57.447	F

#### 17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	396	99	408	1440	0.275	397	833	0.5	0.4	3.452	A
B	523	131	319	1287	0.407	525	486	1.0	0.7	4.732	A
C	839	210	226	1701	0.493	841	618	1.6	1.0	4.199	A
D	165	41	1067	371	0.443	173	0	3.0	0.8	18.916	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	332	83	338	1486	0.223	332	694	0.4	0.3	3.122	A
B	438	110	266	1318	0.332	439	405	0.7	0.5	4.099	A
C	702	176	189	1726	0.407	704	515	1.0	0.7	3.523	A
D	138	34	893	453	0.304	139	0	0.8	0.4	11.527	B

# DM 2046, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	9.75	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	DM 2046	AM	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	690	100.000
B		ONE HOUR	✓	337	100.000
C		ONE HOUR	✓	594	100.000
D		ONE HOUR	✓	306	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	120	570	0
	B	237	0	100	0
	C	398	196	0	0
	D	215	34	57	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	1	0
	B	3	0	1	0
	C	3	2	0	0
	D	1	0	0	0



## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.51	4.88	1.0	A	633	950
B	0.35	5.26	0.5	A	309	464
C	0.40	3.69	0.7	A	545	818
D	0.79	37.86	3.3	E	281	421

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	519	130	215	1564	0.332	517	636	0.0	0.5	3.434	A
B	254	63	470	1179	0.215	253	262	0.0	0.3	3.884	A
C	447	112	178	1687	0.265	446	545	0.0	0.4	2.898	A
D	230	58	623	568	0.406	228	0	0.0	0.7	10.497	B

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	620	155	257	1536	0.404	620	762	0.5	0.7	3.922	A
B	303	76	563	1127	0.269	303	314	0.3	0.4	4.367	A
C	534	133	213	1663	0.321	534	653	0.4	0.5	3.186	A
D	275	69	746	509	0.540	273	0	0.7	1.1	15.123	C

#### 08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	760	190	313	1499	0.507	758	929	0.7	1.0	4.851	A
B	371	93	688	1056	0.351	370	384	0.4	0.5	5.243	A
C	654	164	260	1630	0.401	653	798	0.5	0.7	3.681	A
D	337	84	914	429	0.785	329	0	1.1	3.1	33.518	D

#### 08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	760	190	316	1498	0.507	760	935	1.0	1.0	4.878	A
B	371	93	690	1055	0.352	371	385	0.5	0.5	5.264	A
C	654	164	261	1630	0.401	654	800	0.7	0.7	3.688	A
D	337	84	915	429	0.786	336	0	3.1	3.3	37.858	E

#### 08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	620	155	261	1534	0.404	622	771	1.0	0.7	3.953	A
B	303	76	566	1125	0.269	304	316	0.5	0.4	4.390	A
C	534	133	214	1662	0.321	535	656	0.7	0.5	3.194	A
D	275	69	748	508	0.541	284	0	3.3	1.2	16.570	C

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	519	130	217	1563	0.332	520	642	0.7	0.5	3.457	A
B	254	63	473	1177	0.216	254	264	0.4	0.3	3.903	A
C	447	112	179	1686	0.265	448	548	0.5	0.4	2.907	A
D	230	58	626	567	0.407	232	0	1.2	0.7	10.837	B

# DM 2046, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	9.09	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	DM 2046	PM	ONE HOUR	16:30	18:00	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	480	100.000
B		ONE HOUR	✓	588	100.000
C		ONE HOUR	✓	908	100.000
D		ONE HOUR	✓	185	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To				
		A	B	C	D	
From	A	0	179	301	0	
	B	252	0	336	0	
	C	580	328	0	0	
	D	92	37	56	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		A	B	C	D	
From	A	0	0	2	0	
	B	1	0	0	0	
	C	0	0	0	0	
	D	0	0	0	0	

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.38	4.10	0.6	A	440	661
B	0.52	6.03	1.1	A	540	809
C	0.60	5.41	1.5	A	833	1250
D	0.75	50.00	2.7	E	170	255

### Main Results for each time segment

#### 16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	361	90	315	1502	0.241	360	692	0.0	0.3	3.150	A
B	443	111	267	1317	0.336	441	408	0.0	0.5	4.099	A
C	684	171	189	1727	0.396	681	519	0.0	0.7	3.434	A
D	139	35	870	464	0.300	138	0	0.0	0.4	10.979	B

#### 16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	432	108	377	1462	0.295	431	829	0.3	0.4	3.491	A
B	529	132	320	1287	0.411	528	488	0.5	0.7	4.740	A
C	816	204	226	1701	0.480	815	622	0.7	0.9	4.060	A
D	166	42	1041	383	0.434	165	0	0.4	0.7	16.388	C

#### 17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	528	132	459	1408	0.375	528	1012	0.4	0.6	4.085	A
B	647	162	391	1246	0.520	646	597	0.7	1.1	5.986	A
C	1000	250	277	1666	0.600	997	760	0.9	1.5	5.367	A
D	204	51	1274	274	0.743	197	0	0.7	2.4	43.387	E

#### 17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	528	132	463	1406	0.376	528	1017	0.6	0.6	4.103	A
B	647	162	393	1245	0.520	647	599	1.1	1.1	6.027	A
C	1000	250	277	1665	0.600	1000	763	1.5	1.5	5.407	A
D	204	51	1277	273	0.747	203	0	2.4	2.7	49.997	E

#### 17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	432	108	383	1458	0.296	432	836	0.6	0.4	3.514	A
B	529	132	324	1285	0.411	530	492	1.1	0.7	4.780	A
C	816	204	227	1700	0.480	819	627	1.5	0.9	4.093	A
D	166	42	1046	381	0.436	174	0	2.7	0.8	17.908	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	361	90	318	1500	0.241	362	697	0.4	0.3	3.165	A
B	443	111	269	1316	0.336	443	410	0.7	0.5	4.131	A
C	684	171	190	1726	0.396	685	523	0.9	0.7	3.460	A
D	139	35	875	462	0.302	141	0	0.8	0.4	11.269	B

# DS 2037, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	8.62	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	DS 2037	AM	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	689	100.000
B		ONE HOUR	✓	322	100.000
C		ONE HOUR	✓	631	100.000
D		ONE HOUR	✓	292	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To				
		A	B	C	D	
From	A	0	111	578	0	
	B	193	0	129	0	
	C	449	182	0	0	
	D	184	34	74	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		A	B	C	D	
From	A	0	3	1	0	
	B	4	0	1	0	
	C	3	2	0	0	
	D	1	0	0	0	

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.51	4.88	1.0	A	632	948
B	0.34	5.29	0.5	A	295	443
C	0.42	3.72	0.7	A	579	869
D	0.74	32.04	2.7	D	268	402

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	519	130	217	1563	0.332	517	619	0.0	0.5	3.435	A
B	242	61	489	1164	0.208	241	245	0.0	0.3	3.898	A
C	475	119	145	1708	0.278	474	585	0.0	0.4	2.912	A
D	220	55	618	570	0.386	217	0	0.0	0.6	10.134	B

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	619	155	260	1535	0.404	619	741	0.5	0.7	3.923	A
B	289	72	585	1110	0.261	289	294	0.3	0.4	4.384	A
C	567	142	173	1688	0.336	567	701	0.4	0.5	3.208	A
D	263	66	740	512	0.513	261	0	0.6	1.0	14.250	B

#### 08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	759	190	317	1497	0.507	757	905	0.7	1.0	4.854	A
B	355	89	715	1037	0.342	354	359	0.4	0.5	5.266	A
C	695	174	212	1661	0.418	694	857	0.5	0.7	3.718	A
D	321	80	906	432	0.744	315	0	1.0	2.6	29.307	D

#### 08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	759	190	319	1496	0.507	759	909	1.0	1.0	4.881	A
B	355	89	718	1035	0.342	355	360	0.5	0.5	5.286	A
C	695	174	212	1661	0.418	695	860	0.7	0.7	3.725	A
D	321	80	907	432	0.745	321	0	2.6	2.7	32.039	D

#### 08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	619	155	263	1533	0.404	621	748	1.0	0.7	3.953	A
B	289	72	589	1108	0.261	290	295	0.5	0.4	4.406	A
C	567	142	174	1688	0.336	568	705	0.7	0.5	3.219	A
D	263	66	742	511	0.514	269	0	2.7	1.1	15.261	C

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	519	130	219	1562	0.332	519	624	0.7	0.5	3.458	A
B	242	61	492	1162	0.209	243	247	0.4	0.3	3.917	A
C	475	119	146	1707	0.278	476	589	0.5	0.4	2.923	A
D	220	55	621	569	0.386	222	0	1.1	0.6	10.419	B



# DS 2037, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	9.36	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	DS 2037	PM	ONE HOUR	16:30	18:00	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	509	100.000
B		ONE HOUR	✓	551	100.000
C		ONE HOUR	✓	963	100.000
D		ONE HOUR	✓	173	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	122	387	0
	B	234	0	317	0
	C	601	362	0	0
	D	84	37	52	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	0
	B	1	0	0	0
	C	0	0	0	0
	D	0	0	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.41	4.39	0.7	A	467	701
B	0.51	6.15	1.0	A	506	758
C	0.63	5.82	1.7	A	884	1325
D	0.75	54.17	2.7	F	159	238

### Main Results for each time segment

#### 16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	383	96	338	1484	0.258	382	689	0.0	0.3	3.263	A
B	415	104	329	1281	0.324	413	390	0.0	0.5	4.136	A
C	725	181	175	1736	0.418	722	567	0.0	0.7	3.540	A
D	130	33	898	451	0.289	129	0	0.0	0.4	11.115	B

#### 16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	458	114	404	1440	0.318	457	824	0.3	0.5	3.659	A
B	495	124	394	1244	0.398	495	468	0.5	0.7	4.799	A
C	866	216	210	1712	0.506	865	678	0.7	1.0	4.242	A
D	156	39	1075	368	0.423	154	0	0.4	0.7	16.748	C

#### 17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	560	140	492	1383	0.405	560	1006	0.5	0.7	4.365	A
B	607	152	481	1194	0.508	605	571	0.7	1.0	6.104	A
C	1060	265	257	1680	0.631	1058	829	1.0	1.7	5.762	A
D	190	48	1315	255	0.746	184	0	0.7	2.4	46.414	E

#### 17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	560	140	496	1381	0.406	560	1011	0.7	0.7	4.388	A
B	607	152	483	1192	0.509	607	573	1.0	1.0	6.147	A
C	1060	265	258	1679	0.631	1060	832	1.7	1.7	5.816	A
D	190	48	1318	254	0.750	189	0	2.4	2.7	54.165	F

#### 17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	458	114	410	1436	0.319	458	832	0.7	0.5	3.683	A
B	495	124	398	1242	0.399	497	471	1.0	0.7	4.843	A
C	866	216	211	1711	0.506	868	683	1.7	1.0	4.283	A
D	156	39	1079	366	0.425	163	0	2.7	0.8	18.395	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	383	96	341	1482	0.259	384	694	0.5	0.4	3.282	A
B	415	104	331	1280	0.324	416	393	0.7	0.5	4.169	A
C	725	181	176	1735	0.418	726	570	1.0	0.7	3.571	A
D	130	33	903	449	0.290	132	0	0.8	0.4	11.409	B

# DS 2044, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	7.48	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D23	DS 2044	AM	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	822	100.000
B		ONE HOUR	✓	332	100.000
C		ONE HOUR	✓	698	100.000
D		ONE HOUR	✓	221	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	124	698	0
	B	213	0	119	0
	C	508	190	0	0
	D	119	34	68	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	2	2	0
	B	3	0	1	0
	C	4	2	0	0
	D	1	0	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.61	6.21	1.5	A	754	1131
B	0.38	6.00	0.6	A	305	457
C	0.47	4.15	0.9	A	640	961
D	0.63	25.32	1.7	D	203	304

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	619	155	219	1552	0.399	616	629	0.0	0.7	3.837	A
B	250	62	574	1119	0.223	249	261	0.0	0.3	4.133	A
C	525	131	160	1686	0.312	524	663	0.0	0.5	3.093	A
D	166	42	683	538	0.309	165	0	0.0	0.4	9.585	A

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	739	185	262	1523	0.485	738	754	0.7	0.9	4.576	A
B	298	75	687	1054	0.283	298	312	0.3	0.4	4.759	A
C	627	157	191	1665	0.377	627	794	0.5	0.6	3.466	A
D	199	50	818	474	0.419	198	0	0.4	0.7	12.993	B

#### 08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	905	226	320	1486	0.609	903	922	0.9	1.5	6.149	A
B	366	91	840	967	0.378	365	382	0.4	0.6	5.966	A
C	769	192	234	1636	0.470	767	971	0.6	0.9	4.141	A
D	243	61	1001	385	0.631	240	0	0.7	1.6	24.140	C

#### 08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	905	226	321	1484	0.610	905	925	1.5	1.5	6.210	A
B	366	91	843	966	0.379	366	383	0.6	0.6	5.999	A
C	769	192	235	1635	0.470	768	974	0.9	0.9	4.152	A
D	243	61	1003	385	0.633	243	0	1.6	1.7	25.320	D

#### 08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	739	185	264	1522	0.486	741	758	1.5	1.0	4.627	A
B	298	75	692	1052	0.284	299	314	0.6	0.4	4.791	A
C	627	157	192	1664	0.377	629	799	0.9	0.6	3.478	A
D	199	50	821	472	0.421	202	0	1.7	0.7	13.500	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	619	155	221	1550	0.399	620	634	1.0	0.7	3.873	A
B	250	62	578	1116	0.224	250	263	0.4	0.3	4.158	A
C	525	131	161	1686	0.312	526	668	0.6	0.5	3.108	A
D	166	42	687	537	0.310	168	0	0.7	0.5	9.778	A

# DS 2044, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	9.37	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D24	DS 2044	PM	ONE HOUR	16:30	18:00	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	518	100.000
B		ONE HOUR	✓	582	100.000
C		ONE HOUR	✓	1054	100.000
D		ONE HOUR	✓	134	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	123	395	0
	B	239	0	343	0
	C	677	377	0	0
	D	40	37	57	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	0
	B	0	0	1	0
	C	0	0	0	0
	D	0	0	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.42	4.52	0.7	A	475	713
B	0.54	6.65	1.2	A	534	801
C	0.69	6.96	2.2	A	967	1451
D	0.72	59.24	2.3	F	123	184

### Main Results for each time segment

#### 16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	390	97	353	1474	0.265	389	716	0.0	0.4	3.312	A
B	438	110	339	1274	0.344	436	402	0.0	0.5	4.287	A
C	794	198	179	1735	0.457	790	596	0.0	0.8	3.800	A
D	101	25	969	418	0.241	100	0	0.0	0.3	11.256	B

#### 16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	466	116	422	1429	0.326	465	858	0.4	0.5	3.734	A
B	523	131	406	1235	0.424	522	482	0.5	0.7	5.044	A
C	948	237	215	1710	0.554	946	713	0.8	1.2	4.700	A
D	120	30	1160	329	0.366	119	0	0.3	0.6	17.120	C

#### 17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	570	143	513	1370	0.416	569	1048	0.5	0.7	4.495	A
B	641	160	494	1184	0.541	639	588	0.7	1.2	6.588	A
C	1160	290	262	1678	0.692	1157	871	1.2	2.2	6.860	A
D	148	37	1419	208	0.710	142	0	0.6	2.0	50.665	F

#### 17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	570	143	518	1366	0.417	570	1052	0.7	0.7	4.521	A
B	641	160	497	1182	0.542	641	591	1.2	1.2	6.649	A
C	1160	290	263	1677	0.692	1160	875	2.2	2.2	6.961	A
D	148	37	1423	206	0.718	147	0	2.0	2.3	59.244	F

#### 17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	466	116	429	1424	0.327	467	865	0.7	0.5	3.763	A
B	523	131	410	1233	0.424	525	486	1.2	0.7	5.098	A
C	948	237	216	1710	0.554	951	719	2.2	1.3	4.772	A
D	120	30	1167	326	0.370	127	0	2.3	0.6	18.687	C



17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	390	97	356	1472	0.265	390	721	0.5	0.4	3.330	A
B	438	110	341	1272	0.344	439	405	0.7	0.5	4.324	A
C	794	198	180	1734	0.458	795	600	1.3	0.9	3.841	A
D	101	25	975	415	0.243	102	0	0.6	0.3	11.530	B

# DS 2046, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	14.66	B

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D25	DS 2046	AM	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	820	100.000
B		ONE HOUR	✓	337	100.000
C		ONE HOUR	✓	701	100.000
D		ONE HOUR	✓	306	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	120	700	0
	B	222	0	115	0
	C	505	196	0	0
	D	206	34	66	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	2	2	0
	B	4	0	1	0
	C	4	2	0	0
	D	1	0	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.61	6.21	1.5	A	752	1129
B	0.39	6.12	0.6	A	309	464
C	0.47	4.21	0.9	A	643	965
D	0.89	71.84	6.2	F	281	421

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	617	154	221	1550	0.398	615	698	0.0	0.7	3.839	A
B	254	63	574	1111	0.228	253	262	0.0	0.3	4.187	A
C	528	132	166	1681	0.314	526	660	0.0	0.5	3.107	A
D	230	58	692	533	0.432	227	0	0.0	0.7	11.683	B

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	737	184	265	1521	0.485	736	836	0.7	0.9	4.578	A
B	303	76	687	1047	0.289	303	314	0.3	0.4	4.831	A
C	630	158	199	1658	0.380	630	790	0.5	0.6	3.498	A
D	275	69	829	467	0.589	273	0	0.7	1.4	18.287	C

#### 08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	903	226	321	1485	0.608	900	1015	0.9	1.5	6.136	A
B	371	93	838	962	0.386	370	383	0.4	0.6	6.075	A
C	772	193	244	1628	0.474	771	964	0.6	0.9	4.196	A
D	337	84	1015	378	0.892	321	0	1.4	5.2	53.855	F

#### 08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	903	226	325	1482	0.609	903	1025	1.5	1.5	6.210	A
B	371	93	842	959	0.387	371	385	0.6	0.6	6.117	A
C	772	193	244	1627	0.474	772	969	0.9	0.9	4.208	A
D	337	84	1016	377	0.894	333	0	5.2	6.2	71.836	F

#### 08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	737	184	273	1516	0.486	740	853	1.5	1.0	4.647	A
B	303	76	695	1043	0.290	304	317	0.6	0.4	4.877	A
C	630	158	200	1658	0.380	631	798	0.9	0.6	3.510	A
D	275	69	831	466	0.591	294	0	6.2	1.5	22.983	C

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	617	154	224	1548	0.399	618	705	1.0	0.7	3.878	A
B	254	63	578	1109	0.229	254	264	0.4	0.3	4.216	A
C	528	132	167	1680	0.314	528	665	0.6	0.5	3.129	A
D	230	58	696	531	0.434	233	0	1.5	0.8	12.209	B

# DS 2046, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	22.36	C

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D26	DS 2046	PM	ONE HOUR	16:30	18:00	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	532	100.000
B		ONE HOUR	✓	588	100.000
C		ONE HOUR	✓	1073	100.000
D		ONE HOUR	✓	185	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To				
		A	B	C	D	
From	A	0	125	407	0	
	B	241	0	347	0	
	C	691	382	0	0	
	D	91	37	57	0	

## Vehicle Mix

### Heavy Vehicle Percentages

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

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.42	4.54	0.7	A	488	732
B	0.55	6.82	1.2	A	540	809
C	0.71	7.30	2.4	A	985	1477
D	1.05	211.26	12.2	F	170	255

### Main Results for each time segment

#### 16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	401	100	356	1483	0.270	399	766	0.0	0.4	3.318	A
B	443	111	348	1265	0.350	441	408	0.0	0.5	4.354	A
C	808	202	181	1732	0.466	804	608	0.0	0.9	3.866	A
D	139	35	985	410	0.340	137	0	0.0	0.5	13.104	B

#### 16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	478	120	426	1437	0.333	478	917	0.4	0.5	3.752	A
B	529	132	416	1226	0.431	528	488	0.5	0.8	5.148	A
C	965	241	216	1708	0.565	963	728	0.9	1.3	4.823	A
D	166	42	1179	319	0.521	164	0	0.5	1.0	22.950	C

#### 17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	586	146	509	1383	0.424	585	1110	0.5	0.7	4.505	A
B	647	162	502	1177	0.550	646	592	0.8	1.2	6.750	A
C	1181	295	265	1674	0.706	1177	883	1.3	2.3	7.179	A
D	204	51	1442	196	1.040	177	0	1.0	7.8	123.004	F

#### 17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	586	146	515	1379	0.425	586	1118	0.7	0.7	4.540	A
B	647	162	505	1175	0.551	647	595	1.2	1.2	6.821	A
C	1181	295	265	1674	0.706	1181	887	2.3	2.4	7.304	A
D	204	51	1447	194	1.052	186	0	7.8	12.2	211.257	F

#### 17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	478	120	452	1420	0.337	479	945	0.7	0.5	3.832	A
B	529	132	431	1217	0.434	530	500	1.2	0.8	5.252	A
C	965	241	217	1707	0.565	969	744	2.4	1.3	4.906	A
D	166	42	1186	316	0.527	210	0	12.2	1.2	47.018	E

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	401	100	360	1480	0.271	401	773	0.5	0.4	3.340	A
B	443	111	351	1263	0.350	444	411	0.8	0.5	4.397	A
C	808	202	182	1731	0.467	810	612	1.3	0.9	3.913	A
D	139	35	991	407	0.342	142	0	1.2	0.5	13.711	B

**P.10 J8\_Otterpool Ln A20 Ashford Rd DM**

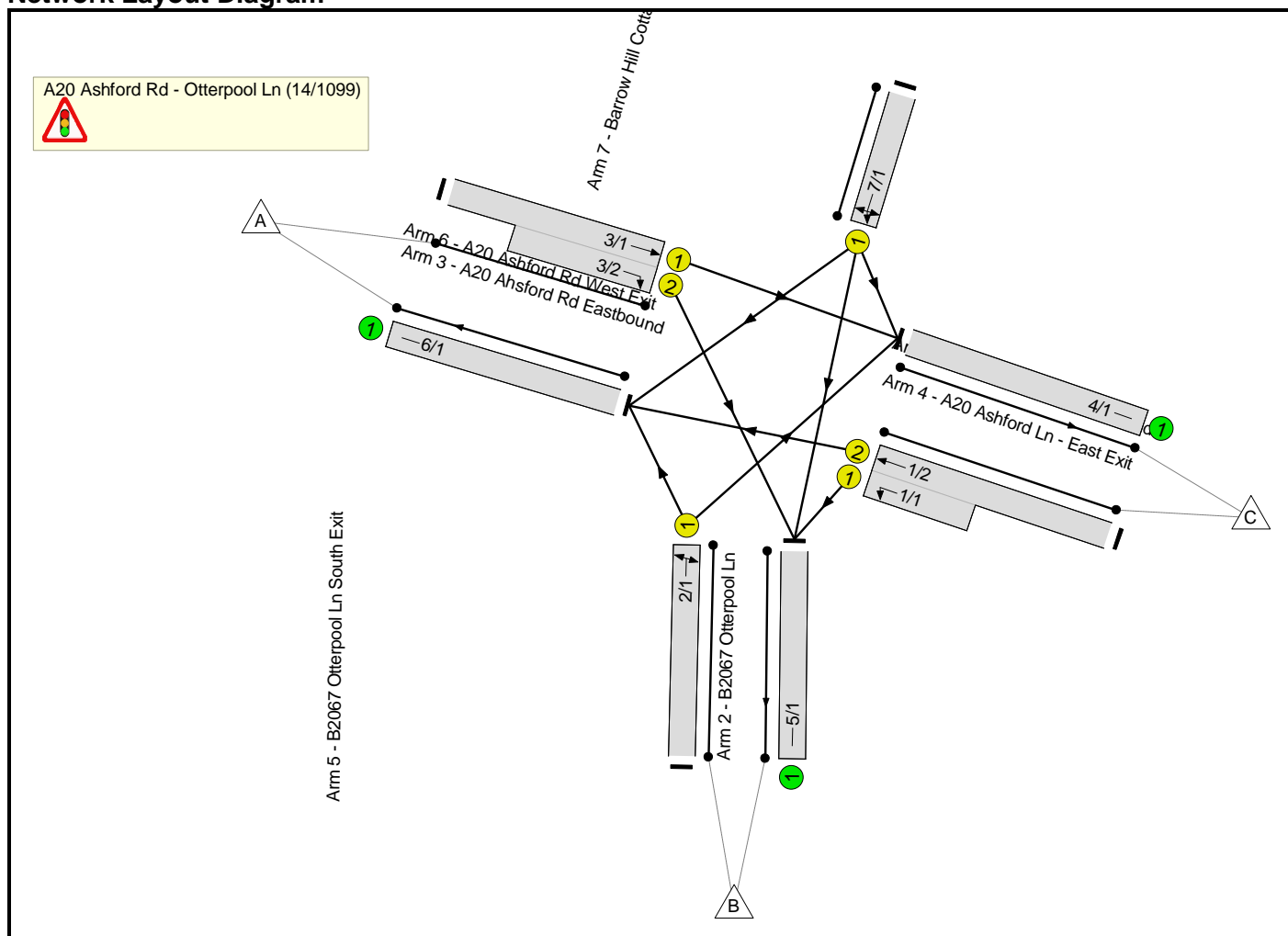


Otterpool Model Appendix Report  
**Otterpool Model Appendix Report**

**User and Project Details**

<b>Project:</b>	Otterpool Park
<b>Title:</b>	A20 Ashford Rd/ B2067 Otterpool Ln
<b>Location:</b>	B2067 Otterpool Ln - A20 Ashford Rd
<b>Additional detail:</b>	
<b>File name:</b>	J8_A20 Ashford Rd Otterpool Ln DM.lsg3x
<b>Author:</b>	Jonathan Gunasekera
<b>Company:</b>	ARCADIS UK
<b>Address:</b>	

**Network Layout Diagram**



### Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Traffic		-9999	7
F	Pedestrian		-9999	7
G	Dummy		-9999	3
H	Dummy		-9999	7

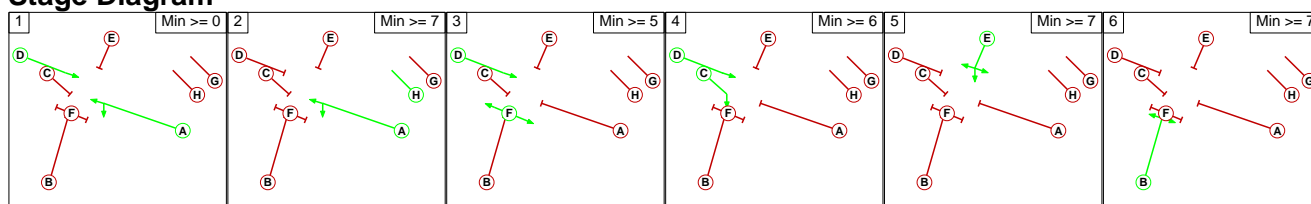
### Phase Intergreens Matrix

	Starting Phase								
	A	B	C	D	E	F	G	H	
Terminating Phase	A	7	7	-	10	9	5	-	
	B	7	8	9	11	7	5	7	
	C	6	5	-	5	9	3	6	
	D	-	5	-	8	-	5	5	
	E	5	5	5	5	8	3	5	
	F	15	15	15	-	8	15	15	
	G	2	2	2	2	2	0	-	
	H	-	0	6	5	0	0	-	

### Phases in Stage

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

### Stage Diagram



### Phase Delays

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

**Traffic Flows, Desired**

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

**Desired Flow :**

		Destination			
		A	B	C	Tot.
Origin	A	0	77	188	265
	B	73	0	159	232
	C	207	188	0	395
	Tot.	280	265	347	892

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

**Desired Flow :**

		Destination			
		A	B	C	Tot.
Origin	A	0	74	210	284
	B	95	0	245	340
	C	167	79	0	246
	Tot.	262	153	455	870

**Scenario 3: 'DM 2037 AM'** (FG3: 'DM 2037 AM', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination			
		A	B	C	Tot.
Origin	A	0	162	256	418
	B	224	0	81	305
	C	277	129	0	406
	Tot.	501	291	337	1129

**Scenario 4: 'DM 2037 PM'** (FG4: 'DM 2037 PM', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination			
		A	B	C	Tot.
Origin	A	0	160	230	390
	B	154	0	250	404
	C	344	14	0	358
	Tot.	498	174	480	1152

**Scenario 5: 'DM 2044 AM'** (FG5: 'DM 2044 AM', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination			
		A	B	C	Tot.
Origin	A	0	155	255	410
	B	231	0	84	315
	C	303	132	0	435
	Tot.	534	287	339	1160

**Scenario 6: 'DM 2044 PM'** (FG6: 'DM 2044 PM', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination			
		A	B	C	Tot.
Origin	A	0	158	245	403
	B	130	0	238	368
	C	368	16	0	384
	Tot.	498	174	483	1155

**Scenario 7: 'DM 2046 AM'** (FG7: 'DM 2046 AM', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination			
		A	B	C	Tot.
Origin	A	0	157	259	416
	B	226	0	85	311
	C	303	133	0	436
	Tot.	529	290	344	1163

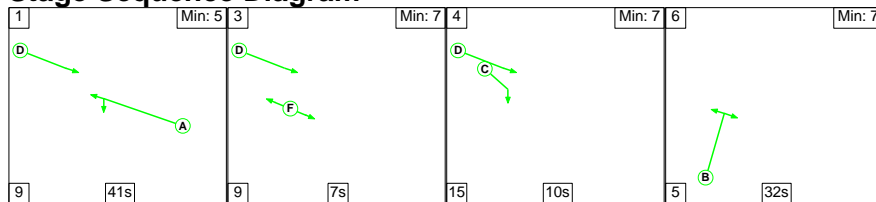
**Scenario 8: 'DM 2046 PM'** (FG8: 'DM 2046 PM', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination			
		A	B	C	Tot.
Origin	A	0	156	253	409
	B	133	0	240	373
	C	372	16	0	388
	Tot.	505	172	493	1170

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

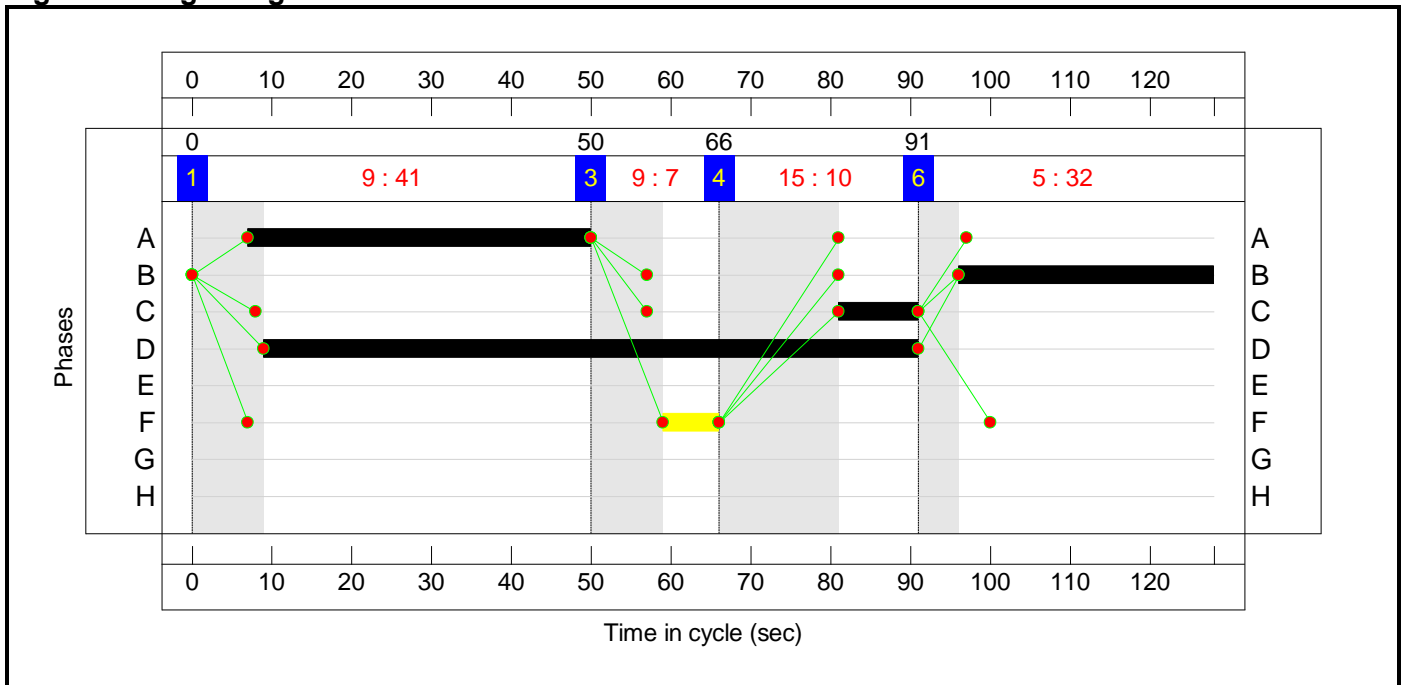
**Stage Sequence Diagram**



**Stage Timings**


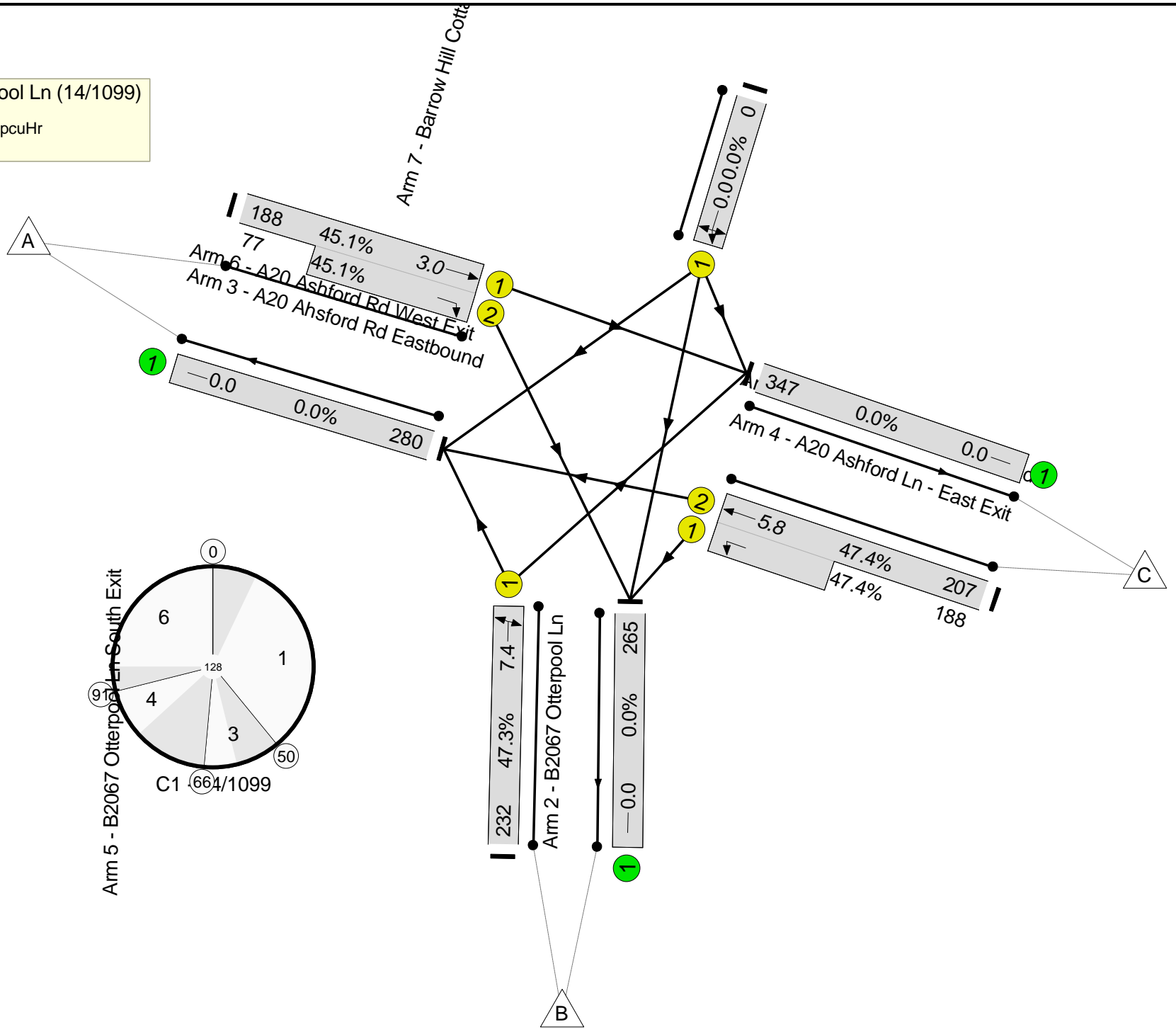
Stage	1	3	4	6
Duration	41	7	10	32
Change Point	0	50	66	91

### Signal Timings Diagram



Otterpool Model Appendix Report  
**Network Layout Diagram**

A20 Ashford Rd - Otterpool Ln (14/1099)  
 PRC: 89.9 %  
 Total Traffic Delay: 8.9 pcuHr

**Network Results**

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

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: A20 Ashford Rd/ B2067 Otterpool Ln</b>	-	-	-	-	-	-	-	<b>47.4%</b>	-
<b>A20 Ashford Rd - Otterpool Ln (14/1099)</b>	-	-	-	-	-	-	-	<b>47.4%</b>	-
1/2+1/1	A20 Ashford Rd Westbound Left Ahead	U	43	-	395	2065:1762	437+397	47.4 : 47.4%	395
2/1	B2067 Otterpool Ln Right Left	U	32	-	232	1904	491	47.3%	232
3/1+3/2	A20 Ashford Rd Eastbound Ahead Right	U	82:10	-	265	1850:1986	417+171	45.1 : 45.1%	265
4/1	A20 Ashford Ln - East Exit	U	-	-	347	Inf	Inf	0.0%	347
5/1	B2067 Otterpool Ln South Exit	U	-	-	265	Inf	Inf	0.0%	265
6/1	A20 Ashford Rd West Exit	U	-	-	280	Inf	Inf	0.0%	280
7/1	Barrow Hill Cottages Left Ahead Right	U	0	-	0	1800	0	0.0%	0



Otterpool Model Appendix Report

Item	Leaving (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A20 Ashford Rd/ B2067 Otterpool Ln	-	0	7.6	1.3	8.9	-	-	-	-
A20 Ashford Rd - Otterpool Ln (14/1099)	-	0	7.6	1.3	8.9	-	-	-	-
1/2+1/1	395	-	3.4	0.4	3.8	34.8	5.3	0.4	5.8
2/1	232	-	2.6	0.4	3.0	47.1	7.0	0.4	7.4
3/1+3/2	265	-	1.7	0.4	2.1	28.0	2.6	0.4	3.0
4/1	347	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	265	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	280	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<p>C1 - 14/1099      PRC for Signalled Lanes (%): 89.9      Total Delay for Signalled Lanes (pcuHr): 8.92      Cycle Time (s): 128                      PRC Over All Lanes (%): 89.9      Total Delay Over All Lanes(pcuHr): 8.92</p>									



Otterpool Model Appendix Report

C1 - 14/1099	PRC for Signalled Lanes (%): 93.8	Total Delay for Signalled Lanes (pcuHr): 9.10	Cycle Time (s): 130
	PRC Over All Lanes (%): 93.8	Total Delay Over All Lanes(pcuHr): 9.10	

**Scenario 3: 'DM 2037 AM'** (FG3: 'DM 2037 AM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: A20 Ashford Rd/ B2067 Otterpool Ln</b>	-	-	-	-	-	-	-	<b>63.4%</b>	-
<b>A20 Ashford Rd - Otterpool Ln (14/1099)</b>	-	-	-	-	-	-	-	<b>63.4%</b>	-
1/2+1/1	A20 Ashford Rd Westbound Left Ahead	U	35	-	406	2065:1762	442+206	62.6 : 62.6%	406
2/1	B2067 Otterpool Ln Right Left	U	32	-	305	1904	491	62.1%	305
3/1+3/2	A20 Ahsford Rd Eastbound Ahead Right	U	82:18	-	418	1850:1986	404+256	63.4 : 63.4%	418
4/1	A20 Ashford Ln - East Exit	U	-	-	337	Inf	Inf	0.0%	337
5/1	B2067 Otterpool Ln South Exit	U	-	-	291	Inf	Inf	0.0%	291
6/1	A20 Ashford Rd West Exit	U	-	-	501	Inf	Inf	0.0%	501
7/1	Barrow Hill Cottages Left Ahead Right	U	0	-	0	1800	0	0.0%	0

Otterpool Model Appendix Report

Item	Leaving (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: A20 Ashford Rd/ B2067 Otterpool Ln</b>	-	0	10.8	2.5	13.3	-	-	-	-
<b>A20 Ashford Rd - Otterpool Ln (14/1099)</b>	-	0	10.8	2.5	13.3	-	-	-	-
1/2+1/1	406	-	4.3	0.8	5.1	45.3	9.3	0.8	10.2
2/1	305	-	3.6	0.8	4.4	51.6	9.6	0.8	10.4
3/1+3/2	418	-	2.9	0.9	3.8	32.6	5.3	0.9	6.2
4/1	337	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	291	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	501	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<p>C1 - 14/1099      PRC for Signalled Lanes (%): 42.0      Total Delay for Signalled Lanes (pcuHr): 13.26      Cycle Time (s): 128                      PRC Over All Lanes (%): 42.0      Total Delay Over All Lanes(pcuHr): 13.26</p>									



Otterpool Model Appendix Report

C1 - 14/1099	PRC for Signalled Lanes (%): 32.2	Total Delay for Signalled Lanes (pcuHr): 14.91	Cycle Time (s): 130
	PRC Over All Lanes (%): 32.2	Total Delay Over All Lanes(pcuHr): 14.91	

**Scenario 5: 'DM 2044 AM'** (FG5: 'DM 2044 AM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: A20 Ashford Rd/ B2067 Otterpool Ln</b>	-	-	-	-	-	-	-	<b>64.5%</b>	-
<b>A20 Ashford Rd - Otterpool Ln (14/1099)</b>	-	-	-	-	-	-	-	<b>64.5%</b>	-
1/2+1/1	A20 Ashford Rd Westbound Left Ahead	U	37	-	435	2065:1762	470+205	64.5 : 64.5%	435
2/1	B2067 Otterpool Ln Right Left	U	32	-	315	1904	491	64.2%	315
3/1+3/2	A20 Ashford Rd Eastbound Ahead Right	U	82:16	-	410	1850:1986	401+244	63.5 : 63.5%	410
4/1	A20 Ashford Ln - East Exit	U	-	-	339	Inf	Inf	0.0%	339
5/1	B2067 Otterpool Ln South Exit	U	-	-	287	Inf	Inf	0.0%	287
6/1	A20 Ashford Rd West Exit	U	-	-	534	Inf	Inf	0.0%	534
7/1	Barrow Hill Cottages Left Ahead Right	U	0	-	0	1800	0	0.0%	0

Otterpool Model Appendix Report

Item	Leaving (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A20 Ashford Rd/ B2067 Otterpool Ln	-	0	11.1	2.7	13.7	-	-	-	-
A20 Ashford Rd - Otterpool Ln (14/1099)	-	0	11.1	2.7	13.7	-	-	-	-
1/2+1/1	435	-	4.5	0.9	5.4	44.4	10.3	0.9	11.2
2/1	315	-	3.7	0.9	4.6	52.4	9.9	0.9	10.8
3/1+3/2	410	-	2.9	0.9	3.8	33.0	5.2	0.9	6.0
4/1	339	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	287	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	534	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<p>C1 - 14/1099      PRC for Signalled Lanes (%): 39.6      Total Delay for Signalled Lanes (pcuHr): 13.71      Cycle Time (s): 128                      PRC Over All Lanes (%): 39.6      Total Delay Over All Lanes(pcuHr): 13.71</p>									





Otterpool Model Appendix Report

C1 - 14/1099	PRC for Signalled Lanes (%): 33.8	Total Delay for Signalled Lanes (pcuHr): 14.59	Cycle Time (s): 130
	PRC Over All Lanes (%): 33.8	Total Delay Over All Lanes(pcuHr): 14.59	

**Scenario 7: 'DM 2046 AM'** (FG7: 'DM 2046 AM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: A20 Ashford Rd/ B2067 Otterpool Ln</b>	-	-	-	-	-	-	-	<b>64.6%</b>	-
<b>A20 Ashford Rd - Otterpool Ln (14/1099)</b>	-	-	-	-	-	-	-	<b>64.6%</b>	-
1/2+1/1	A20 Ashford Rd Westbound Left Ahead	U	37	-	436	2065:1762	469+206	64.6 : 64.6%	436
2/1	B2067 Otterpool Ln Right Left	U	32	-	311	1904	491	63.4%	311
3/1+3/2	A20 Ashford Rd Eastbound Ahead Right	U	82:16	-	416	1850:1986	402+244	64.4 : 64.4%	416
4/1	A20 Ashford Ln - East Exit	U	-	-	344	Inf	Inf	0.0%	344
5/1	B2067 Otterpool Ln South Exit	U	-	-	290	Inf	Inf	0.0%	290
6/1	A20 Ashford Rd West Exit	U	-	-	529	Inf	Inf	0.0%	529
7/1	Barrow Hill Cottages Left Ahead Right	U	0	-	0	1800	0	0.0%	0

Otterpool Model Appendix Report

Item	Leaving (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A20 Ashford Rd/ B2067 Otterpool Ln	-	0	11.1	2.7	13.7	-	-	-	-
A20 Ashford Rd - Otterpool Ln (14/1099)	-	0	11.1	2.7	13.7	-	-	-	-
1/2+1/1	436	-	4.5	0.9	5.4	44.4	10.3	0.9	11.2
2/1	311	-	3.6	0.9	4.5	52.1	9.8	0.9	10.6
3/1+3/2	416	-	2.9	0.9	3.8	33.2	5.2	0.9	6.1
4/1	344	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	290	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	529	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<p>C1 - 14/1099      PRC for Signalled Lanes (%): 39.3      Total Delay for Signalled Lanes (pcuHr): 13.72      Cycle Time (s): 128                      PRC Over All Lanes (%): 39.3      Total Delay Over All Lanes(pcuHr): 13.72</p>									



## Otterpool Model Appendix Report

C1 - 14/1099

PRC for Signalled Lanes (%): 34.3  
PRC Over All Lanes (%): 34.3

Total Delay for Signalled Lanes (pcuHr): 14.75  
Total Delay Over All Lanes(pcuHr): 14.75

Cycle Time (s): 130

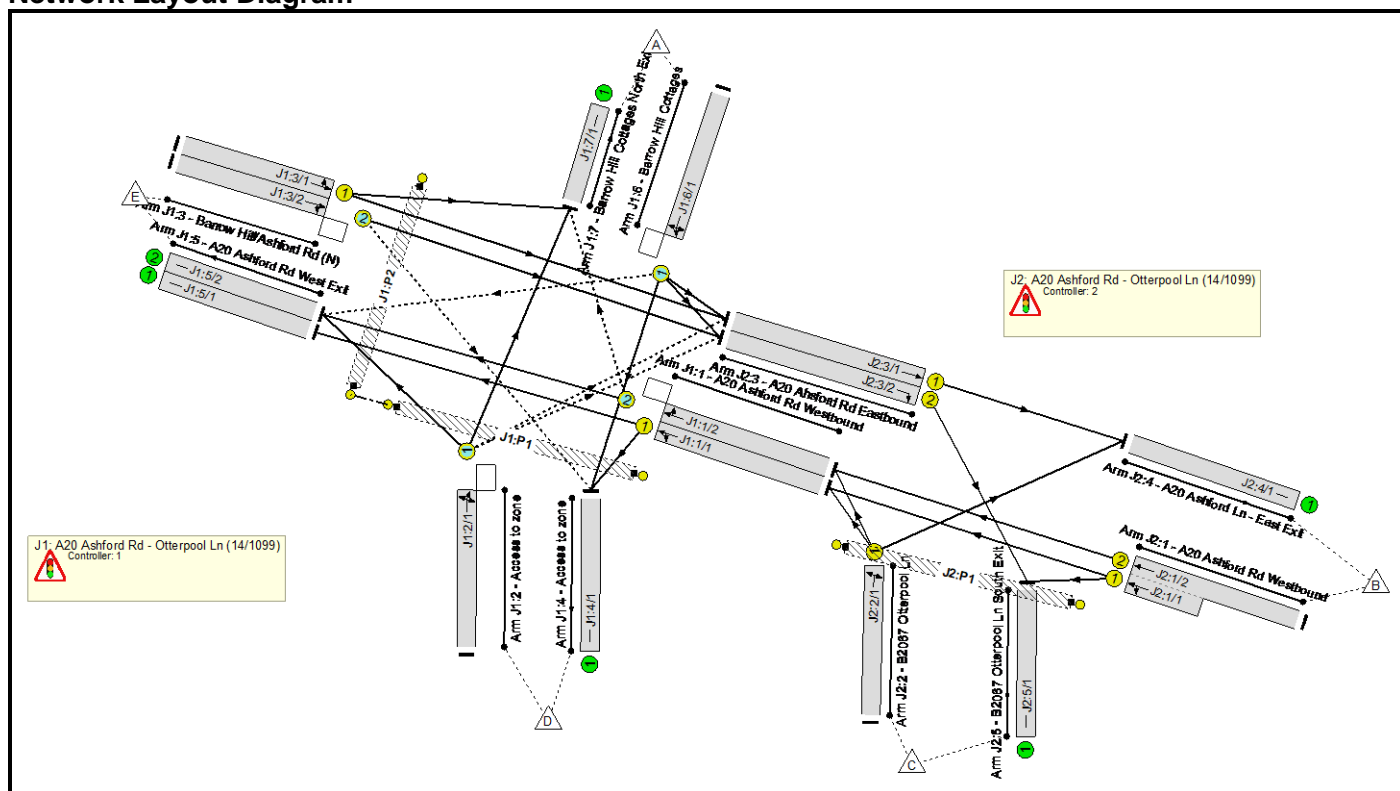
## **P.11 J8\_Otterpool Ln A20 Ashford Rd DS**

Full Input Data And Results  
**Full Input Data And Results**

**User and Project Details**

Project:	Otterpool Park
Title:	A20 Ashford Rd/ B2067 Otterpool Ln
Location:	B2067 Otterpool Ln - A20 Ashford Rd
Additional detail:	
File name:	J8_A20 Ashford Rd Otterpool Ln DS.lsg3x
Author:	Jonathan Gunasekera
Company:	ARCADIS UK
Address:	

**Network Layout Diagram**



**C1 - 14/1099**  
**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Pedestrian		-9999	6
F	Pedestrian		-9999	6

Full Input Data And Results

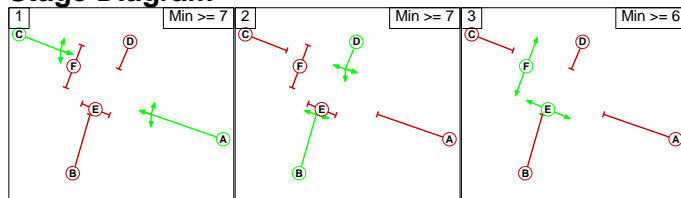
**Phase Intergreens Matrix**

Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		7	-	7	7	9
	B	7		9	-	7	8
	C	-	5		8	7	5
	D	5	-	5		7	8
	E	15	15	15	15		-
	F	15	15	15	15	-	

**Phases in Stage**

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

**Stage Diagram**



**Phase Delays**

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

**C2 - 14/1099**

**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Pedestrian		-9999	6

## Full Input Data And Results

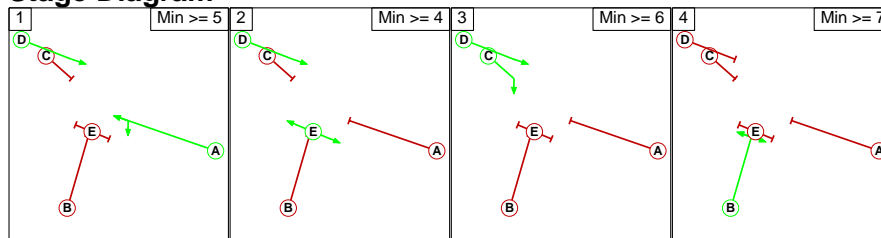
### Phase Intergreens Matrix

		Starting Phase				
		A	B	C	D	E
Terminating Phase	A		7	7	-	9
	B	7		8	9	7
	C	6	5		-	9
	D	-	5	-		-
	E	15	15	15	-	

### Phases in Stage

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

### Stage Diagram



### Phase Delays

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

### Traffic Flows, Desired

Scenario 1: 'DS 2037 AM' (FG1: 'DS 2037 AM', Plan 1: 'AM PEAK')

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	56	80	257	393
	C	0	87	0	0	273	360
	D	0	153	0	0	122	275
	E	0	234	249	37	0	520
	Tot.	0	474	305	117	652	1548



Full Input Data And Results

**Scenario 2: 'DS 2037 PM'** (FG2: 'DS 2037 PM', Plan 1: 'AM PEAK')

**Desired Flow :**

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	13	80	316	409
	C	0	281	0	0	278	559
	D	0	77	0	0	122	199
	E	0	188	230	43	0	461
	Tot.	0	546	243	123	716	1628

**Scenario 3: 'DS 2044 AM'** (FG3: 'DS 2044 AM', Plan 1: 'AM PEAK')

**Desired Flow :**

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	112	40	7	115	274
	B	3	0	81	64	198	346
	C	12	100	0	0	256	368
	D	6	147	0	0	132	285
	E	55	213	190	35	0	493
	Tot.	76	572	311	106	701	1766

**Scenario 4: 'DS 2044 PM'** (FG4: 'DS 2044 PM', Plan 1: 'AM PEAK')

**Desired Flow :**

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	65	23	4	71	163
	B	2	0	5	143	269	419
	C	19	239	0	0	270	528
	D	3	77	0	0	64	144
	E	109	183	274	50	0	616
	Tot.	133	564	302	197	674	1870

**Scenario 5: 'DS 2046 AM'** (FG5: 'DS 2046 AM', Plan 1: 'AM PEAK')

**Desired Flow :**

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	115	41	8	117	281
	B	2	0	66	67	195	330
	C	13	90	0	0	328	431
	D	5	150	0	0	115	270
	E	50	227	204	33	0	514
	Tot.	70	582	311	108	755	1826

Full Input Data And Results

Scenario 6: 'DS 2046 PM' (FG6: 'DS 2046 PM', Plan 1: 'AM PEAK')

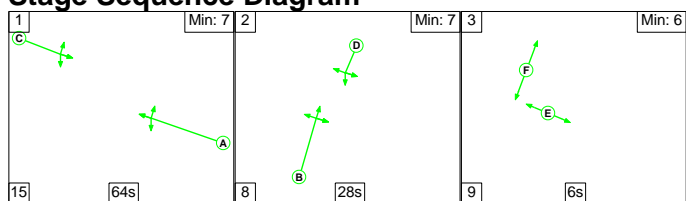
Desired Flow :

Origin	Destination						
	A	B	C	D	E	Tot.	
A	0	66	23	5	71	165	
B	3	0	7	151	261	422	
C	20	236	0	0	302	558	
D	3	69	0	0	64	136	
E	111	179	316	51	0	657	
Tot.	137	550	346	207	698	1938	

Scenario 1: 'DS 2037 AM' (FG1: 'DS 2037 AM', Plan 1: 'AM PEAK')

C1 - 14/1099

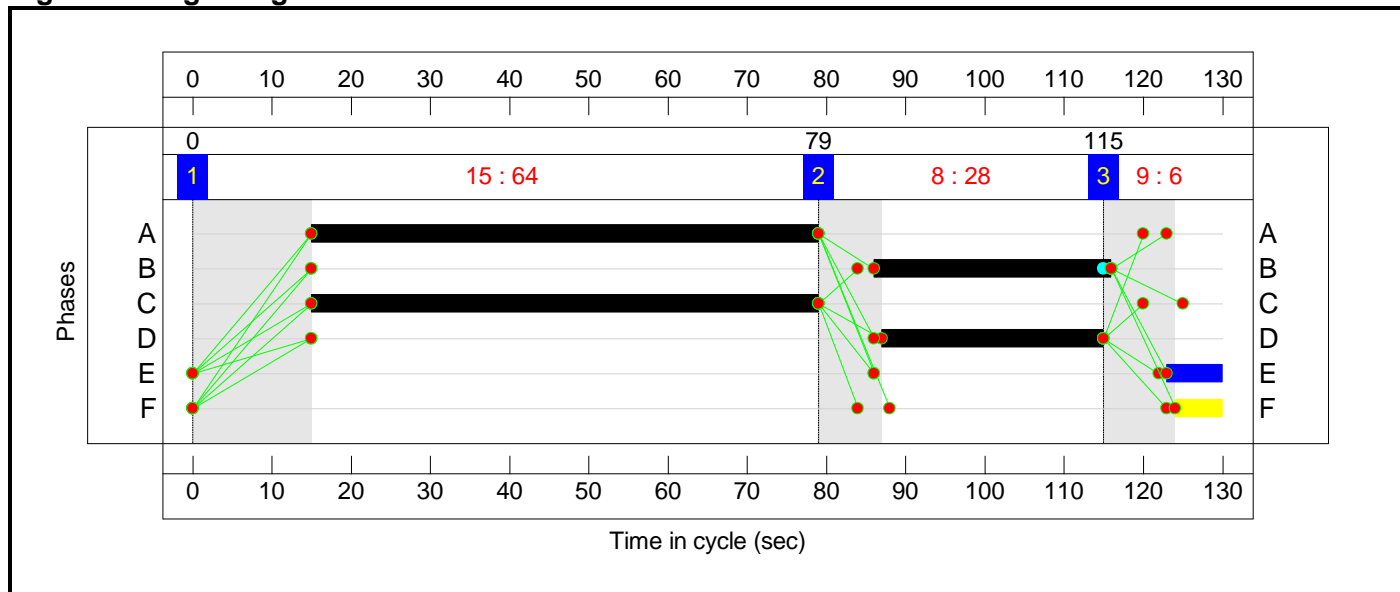
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	64	28	6
Change Point	0	79	115

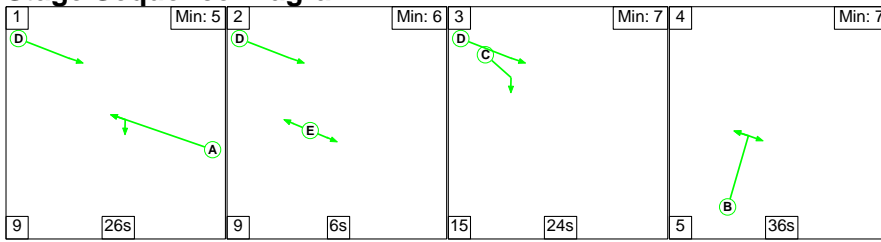
Signal Timings Diagram



Full Input Data And Results

C2 - 14/1099

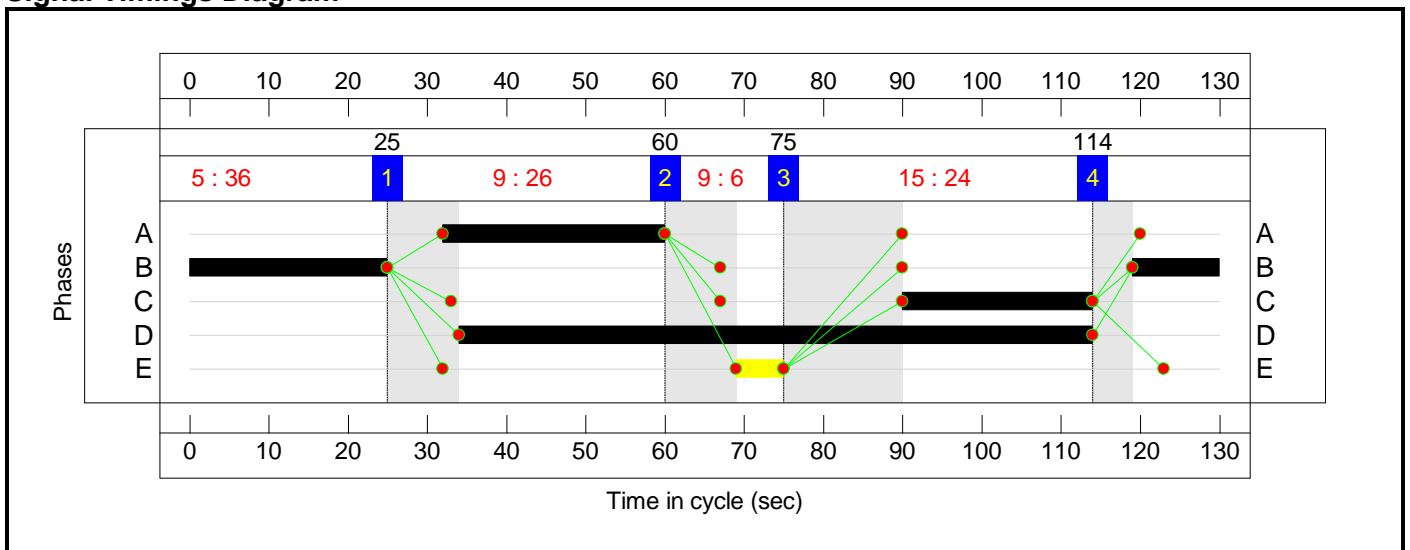
Stage Sequence Diagram



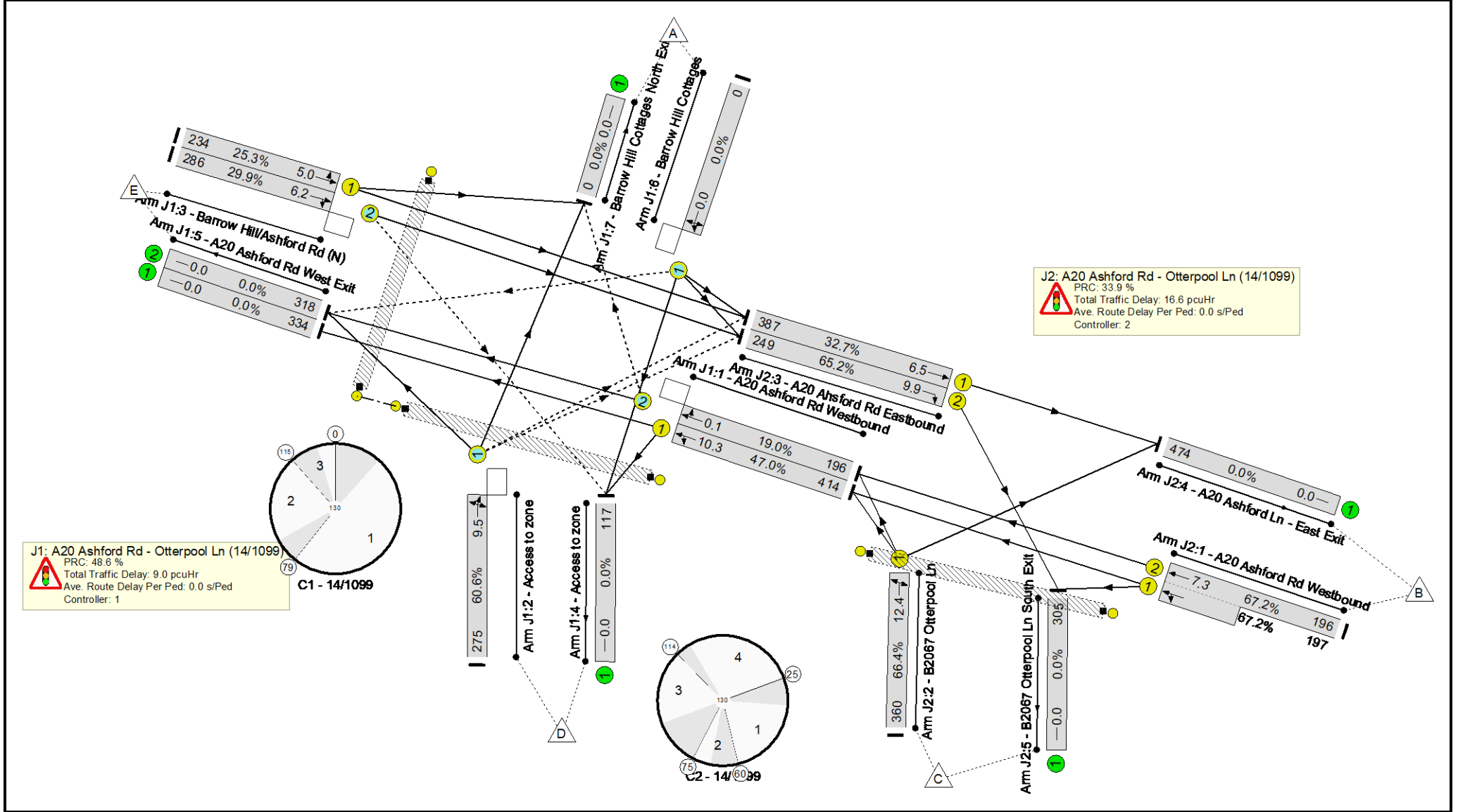
Stage Timings

Stage	1	2	3	4
Duration	26	6	24	36
Change Point	25	60	75	114

Signal Timings Diagram



Full Input Data And Results  
**Network Layout Diagram**



Full Input Data And Results

**Network Results**

Scenario 1: 'DS 2037 AM' (FG1: 'DS 2037 AM', Plan 1: 'AM PEAK')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: A20 Ashford Rd/ B2067 Otterpool Ln</b>	-	-	-	-	-	-	-	<b>67.2%</b>	-
<b>J1: A20 Ashford Rd - Otterpool Ln (14/1099)</b>	-	-	-	-	-	-	-	<b>60.6%</b>	-
1/1	A20 Ashford Rd Westbound Left Ahead	U	64	-	414	1762	881	47.0%	414
1/2	A20 Ashford Rd Westbound Ahead Right	O	64	-	196	2065	1033	19.0%	196
2/1	Access to zone Left Ahead Right	O	30	-	275	1904	454	60.6%	275
3/1	Barrow Hill/Ashford Rd (N) Left Ahead	U	64	-	234	1850	925	25.3%	234
3/2	Barrow Hill/Ashford Rd (N) Right Ahead	O	64	-	286	1986	958	29.9%	286
4/1	Access to zone	U	-	-	117	Inf	Inf	0.0%	117
5/1	A20 Ashford Rd West Exit	U	-	-	334	Inf	Inf	0.0%	334
5/2	A20 Ashford Rd West Exit	U	-	-	318	Inf	Inf	0.0%	318
6/1	Barrow Hill Cottages Ahead Right Left	O	28	-	0	1800	402	0.0%	0
7/1	Barrow Hill Cottages North Exit	U	-	-	0	Inf	Inf	0.0%	0
Ped Link: P1	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0
<b>J2: A20 Ashford Rd - Otterpool Ln (14/1099)</b>	-	-	-	-	-	-	-	<b>67.2%</b>	-
1/2+1/1	A20 Ashford Rd Westbound Ahead Left	U	28	-	393	2065:1762	292+293	67.2 : 67.2%	393
2/1	B2067 Otterpool Ln Left Right	U	36	-	360	1904	542	66.4%	360
3/1	A20 Ahsford Rd Eastbound Ahead	U	80	-	387	1899	1183	32.7%	387

Full Input Data And Results

3/2	A20 Ahsford Rd Eastbound Right	U	24	-	249	1986	382	65.2%	249
4/1	A20 Ashford Ln - East Exit	U	-	-	474	Inf	Inf	0.0%	474
5/1	B2067 Otterpool Ln South Exit	U	-	-	305	Inf	Inf	0.0%	305
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0



Full Input Data And Results

Scenario 2: 'DS 2037 PM' (FG2: 'DS 2037 PM', Plan 1: 'AM PEAK')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: A20 Ashford Rd/ B2067 Otterpool Ln</b>	-	-	-	-	-	-	-	<b>81.0%</b>	-
<b>J1: A20 Ashford Rd - Otterpool Ln (14/1099)</b>	-	-	-	-	-	-	-	<b>53.5%</b>	-
1/1	A20 Ashford Rd Westbound Left Ahead	U	68	-	470	1762	950	49.5%	470
1/2	A20 Ashford Rd Westbound Ahead Right	O	68	-	204	2065	1113	18.3%	204
2/1	Access to zone Left Ahead Right	O	24	-	199	1904	372	53.5%	199
3/1	Barrow Hill/Ashford Rd (N) Left Ahead	U	68	-	188	1899	1024	18.4%	188
3/2	Barrow Hill/Ashford Rd (N) Right Ahead	O	68	-	273	1986	1027	26.6%	273
4/1	Access to zone	U	-	-	123	Inf	Inf	0.0%	123
5/1	A20 Ashford Rd West Exit	U	-	-	390	Inf	Inf	0.0%	390
5/2	A20 Ashford Rd West Exit	U	-	-	326	Inf	Inf	0.0%	326
6/1	Barrow Hill Cottages Ahead Right Left	O	22	-	0	1800	323	0.0%	0
7/1	Barrow Hill Cottages North Exit	U	-	-	0	Inf	Inf	0.0%	0
Ped Link: P1	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0
<b>J2: A20 Ashford Rd - Otterpool Ln (14/1099)</b>	-	-	-	-	-	-	-	<b>81.0%</b>	-
1/2+1/1	A20 Ashford Rd Westbound Ahead Left	U	22	-	409	2065:1762	252+253	81.0 : 81.0%	409
2/1	B2067 Otterpool Ln Left Right	U	46	-	559	1904	699	80.0%	559
3/1	A20 Ahsford Rd Eastbound Ahead	U	68	-	265	1899	1024	25.9%	265



Full Input Data And Results

3/2	A20 Ahsford Rd Eastbound Right	U	18	-	230	1986	295	78.0%	230
4/1	A20 Ashford Ln - East Exit	U	-	-	546	Inf	Inf	0.0%	546
5/1	B2067 Otterpool Ln South Exit	U	-	-	243	Inf	Inf	0.0%	243
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0



Full Input Data And Results

Scenario 3: 'DS 2044 AM' (FG3: 'DS 2044 AM', Plan 1: 'AM PEAK')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: A20 Ashford Rd/ B2067 Otterpool Ln</b>	-	-	-	-	-	-	-	<b>62.8%</b>	-
<b>J1: A20 Ashford Rd - Otterpool Ln (14/1099)</b>	-	-	-	-	-	-	-	<b>52.4%</b>	-
1/1	A20 Ashford Rd Westbound Left Ahead	U	51	-	348	1762	705	49.4%	348
1/2	A20 Ashford Rd Westbound Ahead Right	O	51	-	185	2065	826	22.4%	185
2/1	Access to zone Left Ahead Right	O	43	-	285	1904	544	52.4%	285
3/1	Barrow Hill/Ashford Rd (N) Left Ahead	U	51	-	268	1850	740	36.2%	268
3/2	Barrow Hill/Ashford Rd (N) Right Ahead	O	51	-	225	1986	765	29.4%	225
4/1	Access to zone	U	-	-	106	Inf	Inf	0.0%	106
5/1	A20 Ashford Rd West Exit	U	-	-	284	Inf	Inf	0.0%	284
5/2	A20 Ashford Rd West Exit	U	-	-	417	Inf	Inf	0.0%	417
6/1	Barrow Hill Cottages Ahead Right Left	O	41	-	274	1800	582	47.1%	274
7/1	Barrow Hill Cottages North Exit	U	-	-	76	Inf	Inf	0.0%	76
Ped Link: P1	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0
<b>J2: A20 Ashford Rd - Otterpool Ln (14/1099)</b>	-	-	-	-	-	-	-	<b>62.8%</b>	-
1/2+1/1	A20 Ashford Rd Westbound Ahead Left	U	26	-	346	2065:1762	278+278	62.2 : 62.2%	346
2/1	B2067 Otterpool Ln Left Right	U	39	-	368	1904	586	62.8%	368
3/1	A20 Ahsford Rd Eastbound Ahead	U	77	-	472	1899	1139	41.4%	472

Full Input Data And Results

3/2	A20 Ahsford Rd Eastbound Right	U	23	-	230	1986	367	62.7%	230
4/1	A20 Ashford Ln - East Exit	U	-	-	572	Inf	Inf	0.0%	572
5/1	B2067 Otterpool Ln South Exit	U	-	-	311	Inf	Inf	0.0%	311
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0



Full Input Data And Results

Scenario 4: 'DS 2044 PM' (FG4: 'DS 2044 PM', Plan 1: 'AM PEAK')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: A20 Ashford Rd/ B2067 Otterpool Ln</b>	-	-	-	-	-	-	-	<b>83.2%</b>	-
<b>J1: A20 Ashford Rd - Otterpool Ln (14/1099)</b>	-	-	-	-	-	-	-	<b>52.7%</b>	-
1/1	A20 Ashford Rd Westbound Left Ahead	U	69	-	475	1762	964	49.3%	475
1/2	A20 Ashford Rd Westbound Ahead Right	O	69	-	228	2065	1129	20.2%	228
2/1	Access to zone Left Ahead Right	O	23	-	144	1904	309	46.6%	144
3/1	Barrow Hill/Ashford Rd (N) Left Ahead	U	69	-	292	1899	1039	28.1%	292
3/2	Barrow Hill/Ashford Rd (N) Right Ahead	O	69	-	324	1986	1065	30.4%	324
4/1	Access to zone	U	-	-	197	Inf	Inf	0.0%	197
5/1	A20 Ashford Rd West Exit	U	-	-	332	Inf	Inf	0.0%	332
5/2	A20 Ashford Rd West Exit	U	-	-	342	Inf	Inf	0.0%	342
6/1	Barrow Hill Cottages Ahead Right Left	O	21	-	163	1800	309	52.7%	163
7/1	Barrow Hill Cottages North Exit	U	-	-	133	Inf	Inf	0.0%	133
Ped Link: P1	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0
<b>J2: A20 Ashford Rd - Otterpool Ln (14/1099)</b>	-	-	-	-	-	-	-	<b>83.2%</b>	-
1/2+1/1	A20 Ashford Rd Westbound Ahead Left	U	22	-	419	2065:1762	252+253	83.0 : 83.0%	419
2/1	B2067 Otterpool Ln Left Right	U	42	-	528	1904	640	82.5%	528
3/1	A20 Ahsford Rd Eastbound Ahead	U	72	-	325	1899	1083	30.0%	325

Full Input Data And Results

3/2	A20 Ahsford Rd Eastbound Right	U	22	-	297	1986	357	83.2%	297
4/1	A20 Ashford Ln - East Exit	U	-	-	564	Inf	Inf	0.0%	564
5/1	B2067 Otterpool Ln South Exit	U	-	-	302	Inf	Inf	0.0%	302
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0





Full Input Data And Results

Scenario 5: 'DS 2046 AM' (FG5: 'DS 2046 AM', Plan 1: 'AM PEAK')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: A20 Ashford Rd/ B2067 Otterpool Ln</b>	-	-	-	-	-	-	-	<b>66.9%</b>	-
<b>J1: A20 Ashford Rd - Otterpool Ln (14/1099)</b>	-	-	-	-	-	-	-	<b>57.3%</b>	-
1/1	A20 Ashford Rd Westbound Left Ahead	U	54	-	427	1762	745	57.3%	427
1/2	A20 Ashford Rd Westbound Ahead Right	O	54	-	178	2065	874	20.4%	178
2/1	Access to zone Left Ahead Right	O	40	-	270	1904	474	57.0%	270
3/1	Barrow Hill/Ashford Rd (N) Left Ahead	U	54	-	277	1899	803	34.5%	277
3/2	Barrow Hill/Ashford Rd (N) Right Ahead	O	54	-	237	1986	805	29.5%	237
4/1	Access to zone	U	-	-	108	Inf	Inf	0.0%	108
5/1	A20 Ashford Rd West Exit	U	-	-	360	Inf	Inf	0.0%	360
5/2	A20 Ashford Rd West Exit	U	-	-	395	Inf	Inf	0.0%	395
6/1	Barrow Hill Cottages Ahead Right Left	O	38	-	281	1800	540	52.0%	281
7/1	Barrow Hill Cottages North Exit	U	-	-	70	Inf	Inf	0.0%	70
Ped Link: P1	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0
<b>J2: A20 Ashford Rd - Otterpool Ln (14/1099)</b>	-	-	-	-	-	-	-	<b>66.9%</b>	-
1/2+1/1	A20 Ashford Rd Westbound Ahead Left	U	22	-	330	2065:1762	249+249	66.3 : 66.3%	330
2/1	B2067 Otterpool Ln Left Right	U	43	-	431	1904	644	66.9%	431
3/1	A20 Ahsford Rd Eastbound Ahead	U	73	-	492	1899	1081	45.5%	492

Full Input Data And Results

3/2	A20 Ahsford Rd Eastbound Right	U	23	-	245	1986	367	66.8%	245
4/1	A20 Ashford Ln - East Exit	U	-	-	582	Inf	Inf	0.0%	582
5/1	B2067 Otterpool Ln South Exit	U	-	-	311	Inf	Inf	0.0%	311
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0



Full Input Data And Results

Scenario 6: 'DS 2046 PM' (FG6: 'DS 2046 PM', Plan 1: 'AM PEAK')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: A20 Ashford Rd/ B2067 Otterpool Ln</b>	-	-	-	-	-	-	-	<b>88.7%</b>	-
<b>J1: A20 Ashford Rd - Otterpool Ln (14/1099)</b>	-	-	-	-	-	-	-	<b>53.3%</b>	-
1/1	A20 Ashford Rd Westbound Left Ahead	U	69	-	506	1762	964	52.5%	506
1/2	A20 Ashford Rd Westbound Ahead Right	O	69	-	231	2065	1129	20.5%	231
2/1	Access to zone Left Ahead Right	O	23	-	136	1904	314	43.3%	136
3/1	Barrow Hill/Ashford Rd (N) Left Ahead	U	69	-	290	1850	1012	28.7%	290
3/2	Barrow Hill/Ashford Rd (N) Right Ahead	O	69	-	367	1986	1066	34.4%	367
4/1	Access to zone	U	-	-	207	Inf	Inf	0.0%	207
5/1	A20 Ashford Rd West Exit	U	-	-	355	Inf	Inf	0.0%	355
5/2	A20 Ashford Rd West Exit	U	-	-	343	Inf	Inf	0.0%	343
6/1	Barrow Hill Cottages Ahead Right Left	O	21	-	165	1800	309	53.3%	165
7/1	Barrow Hill Cottages North Exit	U	-	-	137	Inf	Inf	0.0%	137
Ped Link: P1	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0
<b>J2: A20 Ashford Rd - Otterpool Ln (14/1099)</b>	-	-	-	-	-	-	-	<b>88.7%</b>	-
1/2+1/1	A20 Ashford Rd Westbound Ahead Left	U	20	-	422	2065:1762	238+238	88.7 : 88.7%	422
2/1	B2067 Otterpool Ln Left Right	U	42	-	558	1904	640	87.2%	558
3/1	A20 Ahsford Rd Eastbound Ahead	U	72	-	314	1899	1083	29.0%	314

Full Input Data And Results

3/2	A20 Ahsford Rd Eastbound Right	U	24	-	339	1986	388	87.4%	339
4/1	A20 Ashford Ln - East Exit	U	-	-	550	Inf	Inf	0.0%	550
5/1	B2067 Otterpool Ln South Exit	U	-	-	346	Inf	Inf	0.0%	346
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0



**P.12 J9\_Otterpool Ln Aldington Rd**

<h1>Junctions 9</h1>
<h2>PICADY 9 - Priority Intersection Module</h2>
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**Filename:** J9\_Otterpool Ln\_Aldington Rd.j9

**Path:** \\hc-ukr-ln-fs-10\LN\_Proj\UA008926 Otterpool\D-Calcs\Modelling\DM\_it5\Appendix\Picady Junction Analysis\J9 B2067 Otterpool Ln - Aldington Rd

**Report generation date:** 19/11/2018 10:26:00

- 
- »Base, AM
  - »Base, PM
  - »DM 2037, AM
  - »DM 2037, PM
  - »DM 2044, AM
  - »DM 2044, PM
  - »DM 2046, AM
  - »DM 2046, PM
  - »DS 2037, AM
  - »DS 2037, PM
  - »DS 2044, AM
  - »DS 2044, PM
  - »DS 2046, AM
  - »DS 2046, PM



### Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
<b>Base</b>								
Stream B -AC	0.3	9.67	0.22	A	0.5	11.59	0.34	B
Stream C -AB	0.2	7.49	0.20	A	0.1	6.45	0.11	A
<b>DM 2037</b>								
Stream B -AC	0.5	12.05	0.33	B	0.6	11.40	0.38	B
Stream C -AB	0.3	7.64	0.21	A	0.1	6.67	0.12	A
<b>DM 2044</b>								
Stream B -AC	0.5	11.86	0.32	B	0.6	11.21	0.37	B
Stream C -AB	0.3	7.61	0.21	A	0.1	6.49	0.06	A
<b>DM 2046</b>								
Stream B -AC	0.5	11.89	0.32	B	0.6	11.16	0.37	B
Stream C -AB	0.3	7.54	0.20	A	0.1	6.49	0.06	A
<b>DS 2037</b>								
Stream B -AC	1.3	17.98	0.58	C	2.0	20.63	0.67	C
Stream C -AB	0.8	10.67	0.43	B	0.4	8.46	0.28	A
<b>DS 2044</b>								
Stream B -AC	1.5	18.88	0.60	C	1.2	16.07	0.55	C
Stream C -AB	0.9	10.86	0.45	B	1.0	11.97	0.50	B
<b>DS 2046</b>								
Stream B -AC	2.6	26.81	0.73	D	1.8	21.56	0.65	C
Stream C -AB	0.8	10.55	0.45	B	2.7	21.37	0.73	C

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

### File summary

#### File Description

Title	J9 Otterpool Park_Base Model
Location	B2067 Otterpool Ln - Aldington Rd
Site number	
Date	09/08/2017
Version	
Status	Base
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	

### Units

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

### Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queuing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

### Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	J9 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D2	Base	PM	J9 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D15	DM 2037	AM	J9 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D16	DM 2037	PM	J9 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D17	DM 2044	AM	J9 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D18	DM 2044	PM	J9 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D19	DM 2046	AM	J9 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D20	DM 2046	PM	J9 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D21	DS 2037	AM	J9 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D22	DS 2037	PM	J9 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D23	DS 2044	AM	J9 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D24	DS 2044	PM	J9 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D25	DS 2046	AM	J9 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D26	DS 2046	PM	J9 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

### Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	9	100.000	100.000

# Base, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	4.47	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm type
A	Aldington Road Eastbound		Major
B	B2067 Otterpool Lane		Minor
C	Aldington Road Westbound		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.17			113.0	9	1.00

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

### Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.44	32	16

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	468	0.085	0.214	0.135	0.306
1	B-C	598	0.091	0.230	-	-
1	C-B	639	0.246	0.246	-	-

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

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

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	J9 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	136	100.000
B		ONE HOUR	9	98	100.000
C		ONE HOUR	9	161	100.000

## Origin -Destination Data

### Demand (Veh/hr)

From	To			
	\$	%	&	
	0	86	50	
	35	0	63	
	57	104	0	

## Vehicle Mix

### Heavy Vehicle Percentages

From	To			
	\$	%	&	
	0	0	2	
	3	0	5	
	0	3	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.22	9.67	0.3	A	90	135
C-AB	0.20	7.49	0.2	A	97	145
C-A					51	76
A-B					79	118
A-C					46	69

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	74	18	494	0.149	73	0.0	0.2	8.539	A
C-AB	79	20	602	0.131	78	0.0	0.2	6.868	A
C-A	42	11			42				
A-B	65	16			65				
A-C	38	9			38				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	88	22	488	0.180	88	0.2	0.2	8.989	A
C-AB	95	24	600	0.158	95	0.2	0.2	7.123	A
C-A	50	12			50				
A-B	77	19			77				
A-C	45	11			45				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	108	27	480	0.225	108	0.2	0.3	9.654	A
C-AB	117	29	598	0.196	117	0.2	0.2	7.483	A
C-A	60	15			60				
A-B	95	24			95				
A-C	55	14			55				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	108	27	480	0.225	108	0.3	0.3	9.668	A
C-AB	117	29	598	0.196	117	0.2	0.2	7.492	A
C-A	60	15			60				
A-B	95	24			95				
A-C	55	14			55				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	88	22	488	0.180	88	0.3	0.2	9.009	A
C-AB	95	24	600	0.158	95	0.2	0.2	7.133	A
C-A	50	12			50				
A-B	77	19			77				
A-C	45	11			45				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	74	18	494	0.149	74	0.2	0.2	8.575	A
C-AB	79	20	602	0.131	79	0.2	0.2	6.886	A
C-A	42	11			42				
A-B	65	16			65				
A-C	38	9			38				

# Base, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	6.14	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base	PM	J9 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	75	100.000
B		ONE HOUR	✓	145	100.000
C		ONE HOUR	✓	117	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	29	46
	B	91	0	54
	C	56	61	0

## Vehicle Mix

### Heavy Vehicle Percentages

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

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.34	11.59	0.5	B	133	200
C-AB	0.11	6.45	0.1	A	56	85
C-A					51	76
A-B					27	40
A-C					42	63

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	109	27	482	0.227	108	0.0	0.3	9.602	A
C-AB	46	12	629	0.073	46	0.0	0.1	6.175	A
C-A	42	10			42				
A-B	22	5			22				
A-C	35	9			35				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	130	33	477	0.273	130	0.3	0.4	10.369	B
C-AB	55	14	627	0.088	55	0.1	0.1	6.292	A
C-A	50	12			50				
A-B	26	7			26				
A-C	41	10			41				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	160	40	470	0.339	159	0.4	0.5	11.548	B
C-AB	68	17	626	0.108	68	0.1	0.1	6.452	A
C-A	61	15			61				
A-B	32	8			32				
A-C	51	13			51				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	160	40	470	0.340	160	0.5	0.5	11.588	B
C-AB	68	17	626	0.108	68	0.1	0.1	6.454	A
C-A	61	15			61				
A-B	32	8			32				
A-C	51	13			51				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	130	33	477	0.273	131	0.5	0.4	10.419	B
C-AB	55	14	627	0.088	55	0.1	0.1	6.294	A
C-A	50	12			50				
A-B	26	7			26				
A-C	41	10			41				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	109	27	482	0.227	110	0.4	0.3	9.681	A
C-AB	46	12	629	0.073	46	0.1	0.1	6.183	A
C-A	42	10			42				
A-B	22	5			22				
A-C	35	9			35				



# DM 2037, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	5.27	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	DM 2037	AM	J9 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	173	100.000
B		ONE HOUR	✓	133	100.000
C		ONE HOUR	✓	165	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	112	61
	B	73	0	60
	C	52	113	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	2
	B	4	0	2
	C	4	1	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.33	12.05	0.5	B	122	183
C-AB	0.21	7.64	0.3	A	105	158
C-A					46	69
A-B					103	154
A-C					56	84

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	100	25	464	0.216	99	0.0	0.3	9.842	A
C-AB	86	21	606	0.142	85	0.0	0.2	6.899	A
C-A	38	10			38				
A-B	84	21			84				
A-C	46	11			46				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	120	30	456	0.262	119	0.3	0.4	10.683	B
C-AB	103	26	603	0.171	103	0.2	0.2	7.201	A
C-A	45	11			45				
A-B	101	25			101				
A-C	55	14			55				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	146	37	445	0.329	146	0.3	0.5	12.011	B
C-AB	127	32	598	0.212	127	0.2	0.3	7.635	A
C-A	55	14			55				
A-B	123	31			123				
A-C	67	17			67				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	146	37	445	0.329	146	0.5	0.5	12.053	B
C-AB	127	32	598	0.212	127	0.3	0.3	7.644	A
C-A	55	14			55				
A-B	123	31			123				
A-C	67	17			67				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	120	30	456	0.262	120	0.5	0.4	10.739	B
C-AB	103	26	603	0.171	103	0.3	0.2	7.212	A
C-A	45	11			45				
A-B	101	25			101				
A-C	55	14			55				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	100	25	464	0.216	100	0.4	0.3	9.920	A
C-AB	86	21	606	0.142	86	0.2	0.2	6.920	A
C-A	38	10			38				
A-B	84	21			84				
A-C	46	11			46				

# DM 2037, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	5.92	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	DM 2037	PM	J9 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	123	100.000
B		ONE HOUR	✓	174	100.000
C		ONE HOUR	✓	111	100.000

## Origin-Destination Data

### Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	70	53
	B	60	0	114
	C	46	65	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	3	0
	B	2	0	0
	C	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.38	11.40	0.6	B	160	239
C-AB	0.12	6.67	0.1	A	60	90
C-A					42	63
A-B					64	96
A-C					49	73

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	131	33	518	0.253	130	0.0	0.3	9.232	A
C-AB	49	12	619	0.079	49	0.0	0.1	6.309	A
C-A	34	9			34				
A-B	53	13			53				
A-C	40	10			40				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	156	39	514	0.305	156	0.3	0.4	10.054	B
C-AB	59	15	616	0.096	59	0.1	0.1	6.463	A
C-A	41	10			41				
A-B	63	16			63				
A-C	48	12			48				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	192	48	507	0.378	191	0.4	0.6	11.355	B
C-AB	72	18	612	0.118	72	0.1	0.1	6.672	A
C-A	50	12			50				
A-B	77	19			77				
A-C	58	15			58				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	192	48	507	0.378	192	0.6	0.6	11.401	B
C-AB	72	18	612	0.118	72	0.1	0.1	6.675	A
C-A	50	12			50				
A-B	77	19			77				
A-C	58	15			58				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	156	39	514	0.305	157	0.6	0.4	10.114	B
C-AB	59	15	616	0.096	59	0.1	0.1	6.468	A
C-A	41	10			41				
A-B	63	16			63				
A-C	48	12			48				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	131	33	518	0.253	131	0.4	0.3	9.317	A
C-AB	49	12	619	0.079	49	0.1	0.1	6.318	A
C-A	34	9			34				
A-B	53	13			53				
A-C	40	10			40				

# DM 2044, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	5.04	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	DM 2044	AM	J9 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	177	100.000
B		ONE HOUR	✓	128	100.000
C		ONE HOUR	✓	164	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	118	59
	B	71	0	57
	C	54	110	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	2
	B	4	0	2
	C	4	1	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.32	11.86	0.5	B	117	176
C-AB	0.21	7.61	0.3	A	103	154
C-A					48	72
A-B					108	162
A-C					54	81

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	96	24	463	0.208	95	0.0	0.3	9.761	A
C-AB	84	21	605	0.138	83	0.0	0.2	6.881	A
C-A	40	10			40				
A-B	89	22			89				
A-C	44	11			44				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	115	29	455	0.253	115	0.3	0.3	10.563	B
C-AB	100	25	602	0.167	100	0.2	0.2	7.178	A
C-A	47	12			47				
A-B	106	27			106				
A-C	53	13			53				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	141	35	444	0.317	140	0.3	0.5	11.823	B
C-AB	124	31	597	0.207	123	0.2	0.3	7.601	A
C-A	57	14			57				
A-B	130	32			130				
A-C	65	16			65				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	141	35	444	0.317	141	0.5	0.5	11.860	B
C-AB	124	31	597	0.207	124	0.3	0.3	7.610	A
C-A	57	14			57				
A-B	130	32			130				
A-C	65	16			65				



08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	115	29	455	0.253	116	0.5	0.3	10.616	B
C-AB	100	25	602	0.167	101	0.3	0.2	7.188	A
C-A	47	12			47				
A-B	106	27			106				
A-C	53	13			53				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	96	24	463	0.208	97	0.3	0.3	9.838	A
C-AB	84	21	606	0.138	84	0.2	0.2	6.904	A
C-A	40	10			40				
A-B	89	22			89				
A-C	44	11			44				

# DM 2044, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	5.67	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	DM 2044	PM	J9 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	122	100.000
B		ONE HOUR	✓	172	100.000
C		ONE HOUR	✓	82	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	56	66
	B	59	0	113
	C	49	33	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	2
	B	2	0	0
	C	0	3	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.37	11.21	0.6	B	158	237
C-AB	0.06	6.49	0.1	A	30	46
C-A					45	67
A-B					51	77
A-C					61	91

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	129	32	521	0.249	128	0.0	0.3	9.147	A
C-AB	25	6	600	0.042	25	0.0	0.0	6.257	A
C-A	37	9			37				
A-B	42	11			42				
A-C	50	12			50				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	155	39	516	0.299	154	0.3	0.4	9.932	A
C-AB	30	7	596	0.050	30	0.0	0.1	6.354	A
C-A	44	11			44				
A-B	50	13			50				
A-C	59	15			59				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	189	47	510	0.371	189	0.4	0.6	11.167	B
C-AB	37	9	591	0.062	37	0.1	0.1	6.487	A
C-A	54	13			54				
A-B	62	15			62				
A-C	73	18			73				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	189	47	510	0.371	189	0.6	0.6	11.209	B
C-AB	37	9	591	0.062	37	0.1	0.1	6.487	A
C-A	54	13			54				
A-B	62	15			62				
A-C	73	18			73				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	155	39	516	0.300	155	0.6	0.4	9.987	A
C-AB	30	7	596	0.050	30	0.1	0.1	6.355	A
C-A	44	11			44				
A-B	50	13			50				
A-C	59	15			59				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	129	32	520	0.249	130	0.4	0.3	9.226	A
C-AB	25	6	600	0.042	25	0.1	0.0	6.261	A
C-A	37	9			37				
A-B	42	11			42				
A-C	50	12			50				

# DM 2046, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	5.02	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	DM 2046	AM	J9 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	177	100.000
B		ONE HOUR	✓	129	100.000
C		ONE HOUR	✓	160	100.000

## Origin-Destination Data

### Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	118	59
	B	72	0	57
	C	54	106	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	3	2
	B	4	0	2
	C	4	1	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.32	11.89	0.5	B	118	178
C-AB	0.20	7.54	0.3	A	99	148
C-A					48	72
A-B					108	162
A-C					54	81

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	97	24	463	0.210	96	0.0	0.3	9.778	A
C-AB	81	20	605	0.133	80	0.0	0.2	6.846	A
C-A	40	10			40				
A-B	89	22			89				
A-C	44	11			44				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	116	29	456	0.255	116	0.3	0.3	10.583	B
C-AB	97	24	601	0.161	96	0.2	0.2	7.129	A
C-A	47	12			47				
A-B	106	27			106				
A-C	53	13			53				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	142	36	445	0.319	142	0.3	0.5	11.847	B
C-AB	119	30	596	0.200	119	0.2	0.3	7.535	A
C-A	57	14			57				
A-B	130	32			130				
A-C	65	16			65				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	142	36	445	0.319	142	0.5	0.5	11.887	B
C-AB	119	30	596	0.200	119	0.3	0.3	7.544	A
C-A	57	14			57				
A-B	130	32			130				
A-C	65	16			65				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	116	29	455	0.255	116	0.5	0.3	10.636	B
C-AB	97	24	601	0.161	97	0.3	0.2	7.139	A
C-A	47	12			47				
A-B	106	27			106				
A-C	53	13			53				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	97	24	463	0.210	97	0.3	0.3	9.853	A
C-AB	81	20	605	0.133	81	0.2	0.2	6.863	A
C-A	40	10			40				
A-B	89	22			89				
A-C	44	11			44				

# DM 2046, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	5.59	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	DM 2046	PM	J9 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	123	100.000
B		ONE HOUR	✓	170	100.000
C		ONE HOUR	✓	83	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	57	66
	B	59	0	111
	C	50	33	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	2
	B	2	0	0
	C	0	3	0



## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.37	11.16	0.6	B	156	234
C-AB	0.06	6.49	0.1	A	30	46
C-A					46	69
A-B					52	78
A-C					61	91

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	128	32	520	0.246	127	0.0	0.3	9.130	A
C-AB	25	6	600	0.042	25	0.0	0.0	6.259	A
C-A	38	9			38				
A-B	43	11			43				
A-C	50	12			50				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	153	38	515	0.296	152	0.3	0.4	9.906	A
C-AB	30	7	596	0.050	30	0.0	0.1	6.356	A
C-A	45	11			45				
A-B	51	13			51				
A-C	59	15			59				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	187	47	510	0.367	187	0.4	0.6	11.120	B
C-AB	37	9	591	0.062	37	0.1	0.1	6.490	A
C-A	55	14			55				
A-B	63	16			63				
A-C	73	18			73				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	187	47	510	0.367	187	0.6	0.6	11.162	B
C-AB	37	9	591	0.062	37	0.1	0.1	6.490	A
C-A	55	14			55				
A-B	63	16			63				
A-C	73	18			73				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	153	38	515	0.296	153	0.6	0.4	9.959	A
C-AB	30	7	596	0.050	30	0.1	0.1	6.360	A
C-A	45	11			45				
A-B	51	13			51				
A-C	59	15			59				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	128	32	520	0.246	128	0.4	0.3	9.208	A
C-AB	25	6	600	0.042	25	0.1	0.0	6.265	A
C-A	38	9			38				
A-B	43	11			43				
A-C	50	12			50				

# DS 2037, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	9.87	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	DS 2037	AM	J9 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	176	100.000
B		ONE HOUR	✓	248	100.000
C		ONE HOUR	✓	276	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	111	65
	B	75	0	173
	C	53	223	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	3	0	1
	C	4	4	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.58	17.98	1.3	C	228	341
C-AB	0.43	10.67	0.8	B	212	317
C-A					42	63
A-B					102	153
A-C					60	89

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	187	47	497	0.376	184	0.0	0.6	11.443	B
C-AB	171	43	595	0.288	170	0.0	0.4	8.436	A
C-A	36	9			36				
A-B	84	21			84				
A-C	49	12			49				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	223	56	487	0.458	222	0.6	0.8	13.543	B
C-AB	206	52	594	0.348	206	0.4	0.5	9.268	A
C-A	42	10			42				
A-B	100	25			100				
A-C	58	15			58				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	273	68	473	0.577	271	0.8	1.3	17.652	C
C-AB	257	64	594	0.432	256	0.5	0.8	10.616	B
C-A	47	12			47				
A-B	122	31			122				
A-C	72	18			72				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	273	68	473	0.577	273	1.3	1.3	17.979	C
C-AB	257	64	594	0.432	257	0.8	0.8	10.675	B
C-A	47	12			47				
A-B	122	31			122				
A-C	72	18			72				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	223	56	487	0.458	225	1.3	0.9	13.849	B
C-AB	206	52	594	0.348	207	0.8	0.6	9.339	A
C-A	42	10			42				
A-B	100	25			100				
A-C	58	15			58				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	187	47	496	0.376	188	0.9	0.6	11.703	B
C-AB	171	43	595	0.288	172	0.6	0.4	8.523	A
C-A	36	9			36				
A-B	84	21			84				
A-C	49	12			49				

# DS 2037, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	12.18	B

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	DS 2037	PM	J9 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	125	100.000
B		ONE HOUR	✓	323	100.000
C		ONE HOUR	✓	195	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	55	70
	B	57	0	266
	C	52	143	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	2	6	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.67	20.63	2.0	C	296	445
C-AB	0.28	8.46	0.4	A	134	201
C-A					45	67
A-B					50	76
A-C					64	96

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	243	61	543	0.448	240	0.0	0.8	11.770	B
C-AB	109	27	589	0.185	108	0.0	0.2	7.474	A
C-A	38	9			38				
A-B	41	10			41				
A-C	53	13			53				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	290	73	537	0.541	289	0.8	1.1	14.420	B
C-AB	131	33	588	0.223	131	0.2	0.3	7.870	A
C-A	44	11			44				
A-B	49	12			49				
A-C	63	16			63				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	356	89	529	0.672	352	1.1	1.9	19.994	C
C-AB	162	41	588	0.276	162	0.3	0.4	8.445	A
C-A	53	13			53				
A-B	61	15			61				
A-C	77	19			77				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	356	89	529	0.672	355	1.9	2.0	20.635	C
C-AB	162	41	588	0.276	162	0.4	0.4	8.459	A
C-A	53	13			53				
A-B	61	15			61				
A-C	77	19			77				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	290	73	537	0.541	293	2.0	1.2	14.956	B
C-AB	131	33	588	0.223	131	0.4	0.3	7.891	A
C-A	44	11			44				
A-B	49	12			49				
A-C	63	16			63				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	243	61	543	0.448	245	1.2	0.8	12.142	B
C-AB	109	27	589	0.185	109	0.3	0.2	7.512	A
C-A	38	9			38				
A-B	41	10			41				
A-C	53	13			53				



# DS 2044, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	10.25	B

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D23	DS 2044	AM	J9 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	184	100.000
B		ONE HOUR	✓	258	100.000
C		ONE HOUR	✓	292	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	113	71
	B	73	0	185
	C	55	237	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	3	0	1
	C	5	2	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.60	18.88	1.5	C	237	355
C-AB	0.45	10.86	0.9	B	225	338
C-A					43	64
A-B					104	156
A-C					65	98

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	194	49	499	0.390	192	0.0	0.6	11.637	B
C-AB	182	46	606	0.301	181	0.0	0.4	8.434	A
C-A	38	9			38				
A-B	85	21			85				
A-C	53	13			53				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	232	58	489	0.475	231	0.6	0.9	13.914	B
C-AB	220	55	605	0.363	219	0.4	0.6	9.325	A
C-A	43	11			43				
A-B	102	25			102				
A-C	64	16			64				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	284	71	474	0.599	282	0.9	1.4	18.483	C
C-AB	274	68	605	0.452	272	0.6	0.8	10.797	B
C-A	48	12			48				
A-B	124	31			124				
A-C	78	20			78				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	284	71	474	0.599	284	1.4	1.5	18.880	C
C-AB	274	68	605	0.452	273	0.8	0.9	10.864	B
C-A	48	12			48				
A-B	124	31			124				
A-C	78	20			78				

**08:45 - 09:00**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	232	58	488	0.475	234	1.5	0.9	14.274	B
C-AB	220	55	605	0.363	221	0.9	0.6	9.404	A
C-A	43	11			43				
A-B	102	25			102				
A-C	64	16			64				

**09:00 - 09:15**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	194	49	498	0.390	195	0.9	0.7	11.927	B
C-AB	182	46	606	0.301	183	0.6	0.4	8.527	A
C-A	38	9			38				
A-B	85	21			85				
A-C	53	13			53				

# DS 2044, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	10.45	B

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D24	DS 2044	PM	J9 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	126	100.000
B		ONE HOUR	✓	246	100.000
C		ONE HOUR	✓	312	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	57	69
	B	57	0	189
	C	57	255	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	1
	B	0	0	1
	C	2	7	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.55	16.07	1.2	C	226	339
C-AB	0.50	11.97	1.0	B	244	366
C-A					42	63
A-B					52	78
A-C					63	95

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	185	46	517	0.358	183	0.0	0.5	10.718	B
C-AB	197	49	591	0.334	195	0.0	0.5	9.052	A
C-A	38	9			38				
A-B	43	11			43				
A-C	52	13			52				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	221	55	508	0.436	220	0.5	0.8	12.491	B
C-AB	238	60	593	0.401	237	0.5	0.7	10.104	B
C-A	42	11			42				
A-B	51	13			51				
A-C	62	16			62				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	271	68	495	0.547	269	0.8	1.2	15.842	C
C-AB	297	74	598	0.497	296	0.7	1.0	11.872	B
C-A	47	12			47				
A-B	63	16			63				
A-C	76	19			76				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	271	68	495	0.548	271	1.2	1.2	16.072	C
C-AB	297	74	598	0.497	297	1.0	1.0	11.972	B
C-A	47	12			47				
A-B	63	16			63				
A-C	76	19			76				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	221	55	507	0.436	223	1.2	0.8	12.721	B
C-AB	238	60	593	0.402	239	1.0	0.7	10.220	B
C-A	42	11			42				
A-B	51	13			51				
A-C	62	16			62				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	185	46	516	0.359	186	0.8	0.6	10.928	B
C-AB	197	49	591	0.334	198	0.7	0.5	9.180	A
C-A	38	9			38				
A-B	43	11			43				
A-C	52	13			52				

# DS 2046, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	14.06	B

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D25	DS 2046	AM	J9 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	185	100.000
B		ONE HOUR	✓	326	100.000
C		ONE HOUR	✓	293	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	115	70
	B	76	0	250
	C	55	238	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	1	0	1
	C	5	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.73	26.81	2.6	D	299	449
C-AB	0.45	10.55	0.8	B	226	339
C-A					43	65
A-B					106	158
A-C					64	96

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	245	61	514	0.478	242	0.0	0.9	13.079	B
C-AB	183	46	617	0.296	181	0.0	0.4	8.231	A
C-A	38	9			38				
A-B	87	22			87				
A-C	53	13			53				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	293	73	505	0.581	291	0.9	1.3	16.728	C
C-AB	220	55	615	0.358	220	0.4	0.6	9.083	A
C-A	43	11			43				
A-B	103	26			103				
A-C	63	16			63				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	359	90	492	0.730	354	1.3	2.5	25.370	D
C-AB	274	69	615	0.445	273	0.6	0.8	10.486	B
C-A	49	12			49				
A-B	127	32			127				
A-C	77	19			77				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	359	90	492	0.730	358	2.5	2.6	26.811	D
C-AB	274	69	616	0.445	274	0.8	0.8	10.546	B
C-A	49	12			49				
A-B	127	32			127				
A-C	77	19			77				



08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	293	73	504	0.581	298	2.6	1.4	17.760	C
C-AB	220	55	616	0.358	221	0.8	0.6	9.155	A
C-A	43	11			43				
A-B	103	26			103				
A-C	63	16			63				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	245	61	513	0.478	247	1.4	0.9	13.632	B
C-AB	183	46	617	0.296	183	0.6	0.4	8.317	A
C-A	38	9			38				
A-B	87	22			87				
A-C	53	13			53				

# DS 2046, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	17.44	C

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D26	DS 2046	PM	J9 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	127	100.000
B		ONE HOUR	✓	286	100.000
C		ONE HOUR	✓	430	100.000

## Origin-Destination Data

### Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	58	69
	B	61	0	225
	C	54	376	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	3
	B	0	0	0
	C	2	6	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.65	21.56	1.8	C	262	394
C-AB	0.73	21.37	2.7	C	365	547
C-A					30	45
A-B					53	80
A-C					63	95

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	215	54	513	0.420	212	0.0	0.7	11.891	B
C-AB	293	73	601	0.487	289	0.0	1.0	11.414	B
C-A	31	8			31				
A-B	44	11			44				
A-C	52	13			52				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	257	64	500	0.514	256	0.7	1.0	14.664	B
C-AB	355	89	606	0.586	353	1.0	1.4	14.184	B
C-A	31	8			31				
A-B	52	13			52				
A-C	62	16			62				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	315	79	482	0.654	312	1.0	1.8	20.815	C
C-AB	446	111	614	0.726	441	1.4	2.6	20.380	C
C-A	28	7			28				
A-B	64	16			64				
A-C	76	19			76				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	315	79	481	0.655	315	1.8	1.8	21.562	C
C-AB	446	111	614	0.726	445	2.6	2.7	21.372	C
C-A	28	7			28				
A-B	64	16			64				
A-C	76	19			76				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	257	64	499	0.515	260	1.8	1.1	15.251	C
C-AB	355	89	605	0.587	360	2.7	1.5	14.958	B
C-A	31	8			31				
A-B	52	13			52				
A-C	62	16			62				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	215	54	512	0.421	217	1.1	0.7	12.264	B
C-AB	293	73	601	0.488	295	1.5	1.0	11.856	B
C-A	31	8			31				
A-B	44	11			44				
A-C	52	13			52				

**P.13 J10\_Aldington Rd Stone St**

<h1>Junctions 9</h1>
<h2>PICADY 9 - Priority Intersection Module</h2>
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**Filename:** J10\_Aldington Rd Stone St.j9

**Path:** \\hc-ukr-ln-fs-10\LN\_Proj\UA008926 Otterpool\D-Calcs\Modelling\DM\_it5\Appendix\Picady Junction Analysis\J10 Aldington Rd - Stone St

**Report generation date:** 19/11/2018 10:29:45

- 
- »Base, AM
  - »Base, PM
  - »DM 2037, AM
  - »DM 2037, PM
  - »DM 2044, AM
  - »DM 2044, PM
  - »DM 2046, AM
  - »DM 2046, PM
  - »DS 2037, AM
  - »DS 2037, PM
  - »DS 2044, AM
  - »DS 2044, PM
  - »DS 2046, AM
  - »DS 2046, PM

## Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
<b>Base</b>								
Stream B -AC	0.6	12.73	0.38	B	1.4	19.01	0.60	C
Stream C -AB	0.0	6.56	0.01	A	0.0	6.09	0.02	A
<b>DM 2037</b>								
Stream B -AC	0.6	11.62	0.37	B	0.7	11.94	0.43	B
Stream C -AB	0.5	7.94	0.31	A	0.1	6.38	0.06	A
<b>DM 2044</b>								
Stream B -AC	0.6	11.82	0.38	B	0.8	12.11	0.43	B
Stream C -AB	0.5	8.12	0.33	A	0.1	6.75	0.11	A
<b>DM 2046</b>								
Stream B -AC	0.6	12.00	0.39	B	0.8	12.28	0.44	B
Stream C -AB	0.6	8.25	0.34	A	0.1	6.76	0.11	A
<b>DS 2037</b>								
Stream B -AC	4.6	52.55	0.84	F	1.8	21.91	0.65	C
Stream C -AB	1.0	10.15	0.47	B	0.3	8.01	0.24	A
<b>DS 2044</b>								
Stream B -AC	3.2	39.78	0.78	E	4.8	46.48	0.85	E
Stream C -AB	2.1	13.20	0.62	B	0.3	7.23	0.21	A
<b>DS 2046</b>								
Stream B -AC	2.3	31.47	0.71	D	22.9	178.17	1.06	F
Stream C -AB	2.2	13.42	0.63	B	0.3	7.11	0.19	A

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

## File summary

### File Description

Title	J10 Otterpool Park_Base Model
Location	Aldington Rd - Stone St
Site number	
Date	09/08/2017
Version	
Status	Base
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	

## Units

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

## Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queuing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

### Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	J10 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D2	Base	PM	J10 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D15	DM 2037	AM	J10 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D16	DM 2037	PM	J10 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D17	DM 2044	AM	J10 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D18	DM 2044	PM	J10 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D19	DM 2046	AM	J10 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D20	DM 2046	PM	J10 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D21	DS 2037	AM	J10 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D22	DS 2037	PM	J10 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D23	DS 2044	AM	J10 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D24	DS 2044	PM	J10 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D25	DS 2046	AM	J10 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D26	DS 2046	PM	J10 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

### Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	9	100.000	100.000



# Base, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	3.73	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm type
A	Aldington Road Eastbound		Major
B	Stone Street		Minor
C	Aldington Road Westbound		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			113.0	9	1.00

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

### Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.75	15	43

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	491	0.089	0.226	0.142	0.323
1	B-C	635	0.097	0.246	-	-
1	C-B	639	0.248	0.248	-	-

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

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

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	J10 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	310	100.000
B		ONE HOUR	9	157	100.000
C		ONE HOUR	9	80	100.000

## Origin -Destination Data

### Demand (Veh/hr)

From	To			
	\$	%	&	
\$	0	169	141	
%	115	0	42	
&	74	6	0	

## Vehicle Mix

### Heavy Vehicle Percentages

From	To			
	\$	%	&	
\$	0	0	1	
%	0	0	2	
&	0	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.38	12.73	0.6	B	144	216
C-AB	0.01	6.56	0.0	A	6	8
C-A					68	102
A-B					155	233
A-C					129	194

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	118	30	476	0.248	117	0.0	0.3	9.987	A
C-AB	5	1	582	0.008	4	0.0	0.0	6.235	A
C-A	56	14			56				
A-B	127	32			127				
A-C	106	27			106				

## 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	141	35	467	0.302	141	0.3	0.4	11.005	B
C-AB	5	1	571	0.009	5	0.0	0.0	6.367	A
C-A	67	17			67				
A-B	152	38			152				
A-C	127	32			127				

## 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	173	43	456	0.379	172	0.4	0.6	12.671	B
C-AB	7	2	555	0.012	7	0.0	0.0	6.558	A
C-A	81	20			81				
A-B	186	47			186				
A-C	155	39			155				

## 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	173	43	456	0.379	173	0.6	0.6	12.731	B
C-AB	7	2	555	0.012	7	0.0	0.0	6.558	A
C-A	81	20			81				
A-B	186	47			186				
A-C	155	39			155				

## 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	141	35	467	0.302	142	0.6	0.4	11.076	B
C-AB	5	1	571	0.009	5	0.0	0.0	6.368	A
C-A	67	17			67				
A-B	152	38			152				
A-C	127	32			127				

## 09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	118	30	476	0.248	119	0.4	0.3	10.082	B
C-AB	5	1	582	0.008	5	0.0	0.0	6.236	A
C-A	56	14			56				
A-B	127	32			127				
A-C	106	27			106				

# Base, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	9.26	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base	PM	J10 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	137	100.000
B		ONE HOUR	9	254	100.000
C		ONE HOUR	9	140	100.000

## Origin -Destination Data

### Demand (Veh/hr)

	To			
		\$	%	&
From	\$	0	83	54
	%	204	0	50
	&	127	13	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
		\$	%	&
From	\$	0	0	0
	%	0	0	2
	&	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.60	19.01	1.4	C	233	350
C-AB	0.02	6.09	0.0	A	12	18
C-A					116	175
A-B					76	114
A-C					50	74

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	191	48	482	0.396	189	0.0	0.6	12.154	B
C-AB	10	2	615	0.016	10	0.0	0.0	5.944	A
C-A	96	24			96				
A-B	62	16			62				
A-C	41	10			41				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	228	57	477	0.479	227	0.6	0.9	14.381	B
C-AB	12	3	611	0.019	12	0.0	0.0	6.005	A
C-A	114	29			114				
A-B	75	19			75				
A-C	49	12			49				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	280	70	469	0.597	278	0.9	1.4	18.639	C
C-AB	14	4	605	0.024	14	0.0	0.0	6.091	A
C-A	140	35			140				
A-B	91	23			91				
A-C	59	15			59				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	280	70	469	0.597	280	1.4	1.4	19.010	C
C-AB	14	4	605	0.024	14	0.0	0.0	6.091	A
C-A	140	35			140				
A-B	91	23			91				
A-C	59	15			59				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	228	57	477	0.479	230	1.4	0.9	14.735	B
C-AB	12	3	611	0.019	12	0.0	0.0	6.006	A
C-A	114	29			114				
A-B	75	19			75				
A-C	49	12			49				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	191	48	482	0.396	192	0.9	0.7	12.457	B
C-AB	10	2	615	0.016	10	0.0	0.0	5.944	A
C-A	96	24			96				
A-B	62	16			62				
A-C	41	10			41				

# DM 2037, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	5.45	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	DM 2037	AM	J10 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	119	100.000
B		ONE HOUR	9	168	100.000
C		ONE HOUR	9	339	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	16	103	
	%	51	0	117	
	&	169	170	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	6	1	
	%	6	0	1	
	&	1	1	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.37	11.62	0.6	B	154	231
C-AB	0.31	7.94	0.5	A	167	251
C-A					144	216
A-B					15	22
A-C					95	142

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	126	32	519	0.244	125	0.0	0.3	9.109	A
C-AB	134	33	638	0.210	133	0.0	0.3	7.111	A
C-A	122	30			122				
A-B	12	3			12				
A-C	78	19			78				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	151	38	509	0.297	151	0.3	0.4	10.032	B
C-AB	163	41	645	0.252	162	0.3	0.4	7.452	A
C-A	142	36			142				
A-B	14	4			14				
A-C	93	23			93				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	185	46	495	0.374	184	0.4	0.6	11.567	B
C-AB	205	51	659	0.312	205	0.4	0.5	7.923	A
C-A	168	42			168				
A-B	18	4			18				
A-C	113	28			113				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	185	46	495	0.374	185	0.6	0.6	11.618	B
C-AB	205	51	659	0.312	205	0.5	0.5	7.942	A
C-A	168	42			168				
A-B	18	4			18				
A-C	113	28			113				



08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	151	38	509	0.297	152	0.6	0.4	10.097	B
C-AB	163	41	645	0.252	163	0.5	0.4	7.480	A
C-A	142	36			142				
A-B	14	4			14				
A-C	93	23			93				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	126	32	519	0.244	127	0.4	0.3	9.193	A
C-AB	134	33	638	0.210	134	0.4	0.3	7.150	A
C-A	122	30			122				
A-B	12	3			12				
A-C	78	19			78				

# DM 2037, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	5.70	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	DM 2037	PM	J10 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	159	100.000
B		ONE HOUR	9	207	100.000
C		ONE HOUR	9	110	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
From		\$	%	&	
		\$ 0	33	126	
		% 54	0	153	
		& 77	33	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
From		\$	%	&	
		\$ 0	0	0	0
		% 6	0	1	
		& 0	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.43	11.94	0.7	B	190	285
C-AB	0.06	6.38	0.1	A	30	46
C-A					70	106
A-B					30	45
A-C					116	173

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	156	39	544	0.287	154	0.0	0.4	9.207	A
C-AB	25	6	612	0.041	25	0.0	0.0	6.128	A
C-A	58	14			58				
A-B	25	6			25				
A-C	95	24			95				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	186	47	538	0.346	186	0.4	0.5	10.211	B
C-AB	30	7	607	0.049	30	0.0	0.1	6.232	A
C-A	69	17			69				
A-B	30	7			30				
A-C	113	28			113				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	228	57	529	0.431	227	0.5	0.7	11.879	B
C-AB	37	9	601	0.061	37	0.1	0.1	6.375	A
C-A	84	21			84				
A-B	36	9			36				
A-C	139	35			139				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	228	57	529	0.431	228	0.7	0.7	11.944	B
C-AB	37	9	601	0.061	37	0.1	0.1	6.375	A
C-A	84	21			84				
A-B	36	9			36				
A-C	139	35			139				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	186	47	538	0.346	187	0.7	0.5	10.289	B
C-AB	30	7	607	0.049	30	0.1	0.1	6.236	A
C-A	69	17			69				
A-B	30	7			30				
A-C	113	28			113				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	156	39	544	0.287	156	0.5	0.4	9.307	A
C-AB	25	6	612	0.041	25	0.1	0.0	6.133	A
C-A	58	14			58				
A-B	25	6			25				
A-C	95	24			95				

# DM 2044, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	5.70	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	DM 2044	AM	J10 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	114	100.000
B		ONE HOUR	9	169	100.000
C		ONE HOUR	9	348	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	16	98	
	%	51	0	118	
	&	167	181	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	6	1	
	%	8	0	1	
	&	1	1	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.38	11.82	0.6	B	155	233
C-AB	0.33	8.12	0.5	A	179	268
C-A					141	211
A-B					15	22
A-C					90	135

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	127	32	515	0.247	126	0.0	0.3	9.215	A
C-AB	143	36	640	0.223	141	0.0	0.3	7.204	A
C-A	119	30			119				
A-B	12	3			12				
A-C	74	18			74				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	152	38	505	0.301	152	0.3	0.4	10.173	B
C-AB	174	43	648	0.268	173	0.3	0.4	7.578	A
C-A	139	35			139				
A-B	14	4			14				
A-C	88	22			88				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	186	47	491	0.379	185	0.4	0.6	11.753	B
C-AB	220	55	663	0.331	219	0.4	0.5	8.099	A
C-A	163	41			163				
A-B	18	4			18				
A-C	108	27			108				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	186	47	491	0.379	186	0.6	0.6	11.818	B
C-AB	220	55	663	0.331	220	0.5	0.5	8.121	A
C-A	163	41			163				
A-B	18	4			18				
A-C	108	27			108				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	152	38	505	0.301	153	0.6	0.4	10.238	B
C-AB	174	43	648	0.268	174	0.5	0.4	7.608	A
C-A	139	35			139				
A-B	14	4			14				
A-C	88	22			88				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	127	32	515	0.247	128	0.4	0.3	9.301	A
C-AB	143	36	640	0.223	143	0.4	0.3	7.247	A
C-A	119	30			119				
A-B	12	3			12				
A-C	74	18			74				

# DM 2044, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	6.02	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	DM 2044	PM	J10 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	171	100.000
B		ONE HOUR	9	207	100.000
C		ONE HOUR	9	109	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	41	130	
	%	51	0	156	
	&	50	59	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	2	0	
	%	8	0	1	
	&	2	0	0	



## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.43	12.11	0.8	B	190	285
C-AB	0.11	6.75	0.1	A	55	82
C-A					45	68
A-B					38	56
A-C					119	179

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	156	39	541	0.288	154	0.0	0.4	9.276	A
C-AB	45	11	610	0.073	44	0.0	0.1	6.360	A
C-A	37	9			37				
A-B	31	8			31				
A-C	98	24			98				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	186	47	534	0.348	186	0.4	0.5	10.311	B
C-AB	53	13	605	0.088	53	0.1	0.1	6.524	A
C-A	45	11			45				
A-B	37	9			37				
A-C	117	29			117				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	228	57	525	0.434	227	0.5	0.8	12.043	B
C-AB	66	16	599	0.110	66	0.1	0.1	6.751	A
C-A	54	14			54				
A-B	45	11			45				
A-C	143	36			143				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	228	57	525	0.434	228	0.8	0.8	12.112	B
C-AB	66	16	599	0.110	66	0.1	0.1	6.754	A
C-A	54	14			54				
A-B	45	11			45				
A-C	143	36			143				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	186	47	534	0.348	187	0.8	0.5	10.396	B
C-AB	53	13	605	0.088	53	0.1	0.1	6.529	A
C-A	45	11			45				
A-B	37	9			37				
A-C	117	29			117				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	156	39	541	0.288	156	0.5	0.4	9.378	A
C-AB	45	11	610	0.073	45	0.1	0.1	6.369	A
C-A	37	9			37				
A-B	31	8			31				
A-C	98	24			98				

# DM 2046, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	5.88	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	DM 2046	AM	J10 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	115	100.000
B		ONE HOUR	9	172	100.000
C		ONE HOUR	9	350	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	16	99	
	%	52	0	120	
	&	163	187	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	6	1	
	%	8	0	1	
	&	1	1	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.39	12.00	0.6	B	158	237
C-AB	0.34	8.25	0.6	A	185	277
C-A					136	205
A-B					15	22
A-C					91	136

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	129	32	514	0.252	128	0.0	0.3	9.288	A
C-AB	147	37	640	0.230	146	0.0	0.3	7.270	A
C-A	116	29			116				
A-B	12	3			12				
A-C	75	19			75				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	155	39	504	0.307	154	0.3	0.4	10.277	B
C-AB	179	45	648	0.277	179	0.3	0.4	7.667	A
C-A	135	34			135				
A-B	14	4			14				
A-C	89	22			89				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	189	47	489	0.387	189	0.4	0.6	11.940	B
C-AB	227	57	664	0.342	226	0.4	0.6	8.232	A
C-A	158	40			158				
A-B	18	4			18				
A-C	109	27			109				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	189	47	489	0.387	189	0.6	0.6	12.000	B
C-AB	227	57	664	0.342	227	0.6	0.6	8.254	A
C-A	158	40			158				
A-B	18	4			18				
A-C	109	27			109				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	155	39	504	0.307	155	0.6	0.4	10.350	B
C-AB	179	45	648	0.277	180	0.6	0.4	7.702	A
C-A	135	34			135				
A-B	14	4			14				
A-C	89	22			89				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	129	32	514	0.252	130	0.4	0.3	9.378	A
C-AB	147	37	640	0.230	148	0.4	0.3	7.321	A
C-A	116	29			116				
A-B	12	3			12				
A-C	75	19			75				

# DM 2046, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	6.16	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	DM 2046	PM	J10 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	169	100.000
B		ONE HOUR	9	211	100.000
C		ONE HOUR	9	111	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
From		\$	%	&	
		0	41	128	
		52	0	159	
		51	60	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
From		\$	%	&	
		0	2	0	
		8	0	1	
		2	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.44	12.28	0.8	B	194	290
C-AB	0.11	6.76	0.1	A	55	83
C-A					46	70
A-B					38	56
A-C					117	176

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	159	40	541	0.294	157	0.0	0.4	9.342	A
C-AB	45	11	611	0.074	45	0.0	0.1	6.363	A
C-A	38	10			38				
A-B	31	8			31				
A-C	96	24			96				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	190	47	534	0.355	189	0.4	0.5	10.409	B
C-AB	54	14	606	0.090	54	0.1	0.1	6.528	A
C-A	45	11			45				
A-B	37	9			37				
A-C	115	29			115				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	232	58	525	0.442	231	0.5	0.8	12.207	B
C-AB	67	17	599	0.111	67	0.1	0.1	6.756	A
C-A	55	14			55				
A-B	45	11			45				
A-C	141	35			141				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	232	58	525	0.442	232	0.8	0.8	12.282	B
C-AB	67	17	599	0.111	67	0.1	0.1	6.758	A
C-A	55	14			55				
A-B	45	11			45				
A-C	141	35			141				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	190	47	534	0.355	191	0.8	0.6	10.500	B
C-AB	54	14	606	0.090	54	0.1	0.1	6.533	A
C-A	45	11			45				
A-B	37	9			37				
A-C	115	29			115				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	159	40	541	0.294	159	0.6	0.4	9.449	A
C-AB	45	11	611	0.074	45	0.1	0.1	6.372	A
C-A	38	10			38				
A-B	31	8			31				
A-C	96	24			96				



# DS 2037, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	19.57	C

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	DS 2037	AM	J10 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	237	100.000
B		ONE HOUR	9	307	100.000
C		ONE HOUR	9	433	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	24	213	
	%	139	0	168	
	&	192	241	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	17	0	
	%	8	0	0	
	&	1	1	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.84	52.55	4.6	F	282	423
C-AB	0.47	10.15	1.0	B	249	374
C-A					148	222
A-B					22	33
A-C					195	293

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	231	58	448	0.516	227	0.0	1.0	16.038	C
C-AB	195	49	634	0.308	193	0.0	0.5	8.149	A
C-A	131	33			131				
A-B	18	5			18				
A-C	160	40			160				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	276	69	428	0.644	273	1.0	1.7	22.817	C
C-AB	241	60	645	0.374	240	0.5	0.6	8.888	A
C-A	148	37			148				
A-B	22	5			22				
A-C	191	48			191				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	338	85	401	0.843	328	1.7	4.1	44.436	E
C-AB	312	78	667	0.467	310	0.6	1.0	10.074	B
C-A	165	41			165				
A-B	26	7			26				
A-C	235	59			235				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	338	85	401	0.844	336	4.1	4.6	52.545	F
C-AB	312	78	667	0.467	312	1.0	1.0	10.148	B
C-A	165	41			165				
A-B	26	7			26				
A-C	235	59			235				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	276	69	428	0.645	287	4.6	1.9	27.097	D
C-AB	241	60	645	0.374	242	1.0	0.7	8.983	A
C-A	148	37			148				
A-B	22	5			22				
A-C	191	48			191				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	231	58	447	0.517	234	1.9	1.1	17.187	C
C-AB	195	49	634	0.308	196	0.7	0.5	8.247	A
C-A	131	33			131				
A-B	18	5			18				
A-C	160	40			160				

# DS 2037, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	8.16	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	DS 2037	PM	J10 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	329	100.000
B		ONE HOUR	9	274	100.000
C		ONE HOUR	9	271	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	75	254	
	%	61	0	213	
	&	153	118	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	3	0	
	%	20	0	0	
	&	1	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.65	21.91	1.8	C	251	377
C-AB	0.24	8.01	0.3	A	114	171
C-A					135	202
A-B					69	103
A-C					233	350

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	206	52	498	0.414	204	0.0	0.7	12.116	B
C-AB	92	23	595	0.154	91	0.0	0.2	7.125	A
C-A	112	28			112				
A-B	56	14			56				
A-C	191	48			191				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	246	62	484	0.509	245	0.7	1.0	14.964	B
C-AB	111	28	591	0.188	111	0.2	0.2	7.488	A
C-A	133	33			133				
A-B	67	17			67				
A-C	228	57			228				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	302	75	465	0.648	299	1.0	1.7	21.238	C
C-AB	139	35	589	0.237	139	0.2	0.3	7.998	A
C-A	159	40			159				
A-B	83	21			83				
A-C	280	70			280				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	302	75	465	0.648	301	1.7	1.8	21.911	C
C-AB	139	35	589	0.237	139	0.3	0.3	8.011	A
C-A	159	40			159				
A-B	83	21			83				
A-C	280	70			280				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	246	62	484	0.509	249	1.8	1.1	15.496	C
C-AB	111	28	592	0.188	111	0.3	0.2	7.503	A
C-A	133	33			133				
A-B	67	17			67				
A-C	228	57			228				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	206	52	498	0.414	208	1.1	0.7	12.466	B
C-AB	92	23	595	0.154	92	0.2	0.2	7.152	A
C-A	112	28			112				
A-B	56	14			56				
A-C	191	48			191				

# DS 2044, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	14.86	B

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D23	DS 2044	AM	J10 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	255	100.000
B		ONE HOUR	9	276	100.000
C		ONE HOUR	9	563	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	31	224	
	%	103	0	173	
	&	244	319	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	10	0	
	%	8	0	0	
	&	0	1	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.78	39.78	3.2	E	253	380
C-AB	0.62	13.20	2.1	B	356	534
C-A					160	240
A-B					28	43
A-C					206	308

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	208	52	449	0.462	204	0.0	0.8	14.513	B
C-AB	271	68	661	0.410	268	0.0	0.8	9.103	A
C-A	153	38			153				
A-B	23	6			23				
A-C	169	42			169				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	248	62	426	0.583	246	0.8	1.3	19.797	C
C-AB	341	85	686	0.498	340	0.8	1.1	10.395	B
C-A	165	41			165				
A-B	28	7			28				
A-C	201	50			201				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	304	76	392	0.775	297	1.3	2.9	35.729	E
C-AB	456	114	732	0.623	453	1.1	2.0	12.891	B
C-A	164	41			164				
A-B	34	9			34				
A-C	247	62			247				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	304	76	391	0.776	303	2.9	3.2	39.777	E
C-AB	456	114	732	0.623	456	2.0	2.1	13.205	B
C-A	164	41			164				
A-B	34	9			34				
A-C	247	62			247				



08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	248	62	425	0.584	255	3.2	1.5	21.942	C
C-AB	341	85	686	0.498	345	2.1	1.2	10.709	B
C-A	165	41			165				
A-B	28	7			28				
A-C	201	50			201				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	208	52	448	0.463	210	1.5	0.9	15.260	C
C-AB	271	68	661	0.410	273	1.2	0.8	9.326	A
C-A	153	38			153				
A-B	23	6			23				
A-C	169	42			169				

# DS 2044, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	18.67	C

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D24	DS 2044	PM	J10 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	252	100.000
B		ONE HOUR	9	361	100.000
C		ONE HOUR	9	363	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	68	184	
	%	79	0	282	
	&	255	108	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	1	0	
	%	28	0	0	
	&	0	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.85	46.48	4.8	E	331	497
C-AB	0.21	7.23	0.3	A	106	160
C-A					227	340
A-B					62	94
A-C					169	253

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	272	68	498	0.546	267	0.0	1.2	15.328	C
C-AB	85	21	619	0.137	84	0.0	0.2	6.732	A
C-A	188	47			188				
A-B	51	13			51				
A-C	139	35			139				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	325	81	486	0.668	322	1.2	1.9	21.517	C
C-AB	103	26	621	0.167	103	0.2	0.2	6.948	A
C-A	223	56			223				
A-B	61	15			61				
A-C	165	41			165				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	397	99	469	0.847	388	1.9	4.3	39.880	E
C-AB	131	33	629	0.208	131	0.2	0.3	7.223	A
C-A	269	67			269				
A-B	75	19			75				
A-C	203	51			203				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	397	99	469	0.847	396	4.3	4.8	46.483	E
C-AB	131	33	629	0.208	131	0.3	0.3	7.232	A
C-A	269	67			269				
A-B	75	19			75				
A-C	203	51			203				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	325	81	486	0.668	335	4.8	2.2	25.310	D
C-AB	103	26	621	0.167	104	0.3	0.2	6.960	A
C-A	223	56			223				
A-B	61	15			61				
A-C	165	41			165				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	272	68	498	0.546	275	2.2	1.2	16.456	C
C-AB	85	21	619	0.137	85	0.2	0.2	6.752	A
C-A	188	47			188				
A-B	51	13			51				
A-C	139	35			139				

# DS 2046, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	11.43	B

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D25	DS 2046	AM	J10 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	319	100.000
B		ONE HOUR	9	247	100.000
C		ONE HOUR	9	574	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	31	288	
	%	85	0	162	
	&	263	311	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	13	0	
	%	7	0	0	
	&	0	1	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.71	31.47	2.3	D	227	340
C-AB	0.63	13.42	2.2	B	354	531
C-A					172	259
A-B					28	43
A-C					264	396

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	186	46	448	0.415	183	0.0	0.7	13.460	B
C-AB	267	67	655	0.408	264	0.0	0.8	9.163	A
C-A	165	41			165				
A-B	23	6			23				
A-C	217	54			217				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	222	56	423	0.525	221	0.7	1.1	17.683	C
C-AB	339	85	680	0.498	337	0.8	1.2	10.481	B
C-A	177	44			177				
A-B	28	7			28				
A-C	259	65			259				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	272	68	386	0.705	268	1.1	2.2	29.434	D
C-AB	457	114	729	0.627	453	1.2	2.1	13.075	B
C-A	175	44			175				
A-B	34	9			34				
A-C	317	79			317				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	272	68	385	0.707	272	2.2	2.3	31.473	D
C-AB	457	114	728	0.627	457	2.1	2.2	13.423	B
C-A	175	44			175				
A-B	34	9			34				
A-C	317	79			317				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	222	56	421	0.527	227	2.3	1.2	18.861	C
C-AB	339	85	680	0.498	342	2.2	1.2	10.820	B
C-A	177	44			177				
A-B	28	7			28				
A-C	259	65			259				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	186	46	447	0.416	188	1.2	0.7	13.968	B
C-AB	267	67	655	0.408	269	1.2	0.8	9.392	A
C-A	165	41			165				
A-B	23	6			23				
A-C	217	54			217				

# DS 2046, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	69.52	F

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D26	DS 2046	PM	J10 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	288	100.000
B		ONE HOUR	9	414	100.000
C		ONE HOUR	9	409	100.000

## Origin -Destination Data

### Demand (Veh/hr)

	To			
		\$	%	&
From	\$	0	79	209
	%	140	0	274
	&	312	97	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
		\$	%	&
From	\$	0	3	0
	%	19	0	0
	&	0	0	0



## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.06	178.17	22.9	F	380	570
C-AB	0.19	7.11	0.3	A	97	145
C-A					279	418
A-B					72	109
A-C					192	288

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	312	78	466	0.669	304	0.0	1.9	21.371	C
C-AB	77	19	615	0.125	76	0.0	0.1	6.679	A
C-A	231	58			231				
A-B	59	15			59				
A-C	157	39			157				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	372	93	451	0.824	364	1.9	3.8	38.118	E
C-AB	94	23	617	0.152	93	0.1	0.2	6.871	A
C-A	274	69			274				
A-B	71	18			71				
A-C	188	47			188				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	456	114	431	1.058	412	3.8	14.8	103.011	F
C-AB	119	30	626	0.191	119	0.2	0.3	7.105	A
C-A	331	83			331				
A-B	87	22			87				
A-C	230	58			230				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	456	114	431	1.058	423	14.8	22.9	178.169	F
C-AB	119	30	626	0.191	119	0.3	0.3	7.110	A
C-A	331	83			331				
A-B	87	22			87				
A-C	230	58			230				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	372	93	451	0.825	434	22.9	7.5	137.898	F
C-AB	94	23	617	0.152	94	0.3	0.2	6.885	A
C-A	274	69			274				
A-B	71	18			71				
A-C	188	47			188				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	312	78	466	0.669	333	7.5	2.2	30.518	D
C-AB	77	19	615	0.125	77	0.2	0.2	6.699	A
C-A	231	58			231				
A-B	59	15			59				
A-C	157	39			157				

**P.14 J11\_A20 Stone Street**

<h1>Junctions 9</h1>
<h2>PICADY 9 - Priority Intersection Module</h2>
Version: 9.0.2.5947 © Copyright TRL Limited, 2017
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**Filename:** J11\_A20 Stone Street.j9

**Path:** \\hc-ukr-ln-fs-10\LN\_Proj\UA008926 Otterpool\D-Calcs\Modelling\DM\_it5\Appendix\Picady Junction Analysis\J11 A20 Ashford Rd-A261 Hyther Rd

**Report generation date:** 19/11/2018 10:34:25

- 
- »DM 2037, AM
  - »DM 2037, PM
  - »DM 2044, AM
  - »DM 2044, PM
  - »DM 2046, AM
  - »DM 2046, PM
  - »DS 2037, AM
  - »DS 2037, PM
  - »DS 2044, AM
  - »DS 2044, PM
  - »DS 2046, AM
  - »DS 2046, PM

### Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
<b>DM 2037</b>								
Stream B -C	0.5	116.54	0.38	F	0.0	7.54	0.00	A
Stream B -A	7.3	81.88	0.92	F	0.3	12.92	0.23	B
Stream C -AB	0.0	7.20	0.01	A	0.0	7.12	0.03	A
<b>DM 2044</b>								
Stream B -C	2.0	405.10	1.00	F	0.0	7.94	0.03	A
Stream B -A	11.9	123.10	0.98	F	0.4	14.69	0.31	B
Stream C -AB	0.0	7.31	0.01	A	0.0	7.26	0.03	A
<b>DM 2046</b>								
Stream B -C	1.6	354.23	0.88	F	2.0	417.88	1.02	F
Stream B -A	9.9	114.48	0.96	F	14.1	140.25	1.01	F
Stream C -AB	0.0	7.94	0.00	A	0.0	7.25	0.01	A
<b>DS 2037</b>								
Stream B -C	3.3	233.13	0.89	F	0.1	8.15	0.08	A
Stream B -A	11.2	106.61	0.97	F	0.8	15.02	0.43	C
Stream C -AB	0.1	7.18	0.08	A	0.1	7.24	0.10	A
<b>DS 2044</b>								
Stream B -C	5.7	529.23	1.21	F	0.1	8.61	0.10	A
Stream B -A	48.5	370.13	1.19	F	0.6	14.53	0.39	B
Stream C -AB	0.1	6.99	0.07	A	0.1	7.84	0.07	A
<b>DS 2046</b>								
Stream B -C	5.5	707.91	1.20	F	0.1	8.89	0.08	A
Stream B -A	62.6	522.34	1.27	F	0.8	16.54	0.44	C
Stream C -AB	0.0	6.86	0.04	A	0.1	7.97	0.05	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	J11 Otterpool Park A20-Stone St - Base model
Location	A20 Ashford Rd/ A261 Hythe Rd/Stone St
Site number	
Date	06/07/2017
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	bpa76880 [HCL70028]
Description	

### Units

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

### Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

### Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	DM 2037	AM	AM 2017 reviewed	ONE HOUR	08:00	09:30	15	9
D2	DM 2037	PM	PM 2017 reviewed	ONE HOUR	17:00	18:30	15	9
D3	DM 2044	AM	AM 2017 reviewed	ONE HOUR	08:00	09:30	15	9
D4	DM 2044	PM	PM 2017 reviewed	ONE HOUR	17:00	18:30	15	9
D5	DM 2046	AM	AM 2017 reviewed	ONE HOUR	08:00	09:30	15	9
D6	DM 2046	PM	PM 2017 reviewed	ONE HOUR	17:00	18:30	15	9
D7	DS 2037	AM	AM 2017 reviewed	ONE HOUR	08:00	09:30	15	9
D8	DS 2037	PM	PM 2017 reviewed	ONE HOUR	17:00	18:30	15	9
D9	DS 2044	AM	AM 2017 reviewed	ONE HOUR	08:00	09:30	15	9
D10	DS 2044	PM	PM 2017 reviewed	ONE HOUR	17:00	18:30	15	9
D11	DS 2046	AM	AM 2017 reviewed	ONE HOUR	08:00	09:30	15	9
D12	DS 2046	PM	PM 2017 reviewed	ONE HOUR	17:00	18:30	15	9

### Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	9	100.000	100.000

# DM 2037, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	21.33	C

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm type
A	A20 Westbound		Major
B	Stone Street		Minor
C	A20 Eastbound		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	9.50		9	2.40	125.0	9	3.00

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

### Minor Arm Geometry

Arm	Minor arm type	Width at give - way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	7.49	5.00	3.75	3.07		2.00	32	33

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	571	0.088	0.223	0.140	0.318
1	B-C	617	0.080	0.203	-	-
1	C-B	660	0.217	0.217	-	-

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

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

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	DM 2037	AM	AM 2017 reviewed	ONE HOUR	08:00	09:30	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	591	100.000
B		ONE HOUR	9	329	100.000
C		ONE HOUR	9	303	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
From		\$	%	&		
		\$	0	117	474	
		%	313	0	16	
		&	297	6	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
From		\$	%	&		
		\$	10	9	9	
		%	1	10	0	
		&	8	0	10	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.38	116.54	0.5	F	15	22
B-A	0.92	81.88	7.3	F	287	431
C-AB	0.01	7.20	0.0	A	6	8
C-A					273	409
A-B					107	161
A-C					435	652



### Main Results for each time segment

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	12	3	422	0.029	12	0.0	0.0	8.782	A
B-A	236	59	436	0.541	231	0.0	1.1	17.231	C
C-AB	5	1	555	0.008	4	0.0	0.0	6.536	A
C-A	224	56			224				
A-B	88	22			88				
A-C	357	89			357				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	14	4	330	0.044	14	0.0	0.0	11.405	B
B-A	281	70	411	0.685	278	1.1	2.0	26.373	D
C-AB	5	1	535	0.010	5	0.0	0.0	6.799	A
C-A	267	67			267				
A-B	105	26			105				
A-C	426	107			426				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	18	4	100	0.176	17	0.0	0.2	42.920	E
B-A	345	86	376	0.916	329	2.0	6.0	61.256	F
C-AB	7	2	507	0.013	7	0.0	0.0	7.199	A
C-A	327	82			327				
A-B	129	32			129				
A-C	522	130			522				

#### 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	18	4	46	0.382	16	0.2	0.5	116.537	F
B-A	345	86	376	0.916	340	6.0	7.3	81.877	F
C-AB	7	2	507	0.013	7	0.0	0.0	7.199	A
C-A	327	82			327				
A-B	129	32			129				
A-C	522	130			522				

#### 09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	14	4	288	0.050	16	0.5	0.1	13.331	B
B-A	281	70	411	0.685	301	7.3	2.4	37.082	E
C-AB	5	1	535	0.010	5	0.0	0.0	6.799	A
C-A	267	67			267				
A-B	105	26			105				
A-C	426	107			426				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	12	3	413	0.029	12	0.1	0.0	8.992	A
B-A	236	59	436	0.541	240	2.4	1.2	18.807	C
C-AB	5	1	555	0.008	5	0.0	0.0	6.539	A
C-A	224	56			224				
A-B	88	22			88				
A-C	357	89			357				

# DM 2037, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.95	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	DM 2037	PM	PM 2017 reviewed	ONE HOUR	17:00	18:30	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	557	100.000
B		ONE HOUR	9	76	100.000
C		ONE HOUR	9	498	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
From		\$	%	&	
		\$ 0	184	373	
		% 75	0	1	
		& 484	14	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
From		\$	%	&	
		\$ 10	2	6	
		% 4	10	0	
		& 2	0	10	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	7.54	0.0	A	0.92	1
B-A	0.23	12.92	0.3	B	69	103
C-AB	0.03	7.12	0.0	A	13	19
C-A					444	666
A-B					169	253
A-C					342	513

### Main Results for each time segment

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0.75	0.19	524	0.001	0.75	0.0	0.0	6.879	A
B-A	56	14	421	0.134	56	0.0	0.2	9.844	A
C-AB	11	3	565	0.019	10	0.0	0.0	6.489	A
C-A	364	91			364				
A-B	139	35			139				
A-C	281	70			281				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0.90	0.22	505	0.002	0.90	0.0	0.0	7.135	A
B-A	67	17	396	0.170	67	0.2	0.2	10.948	B
C-AB	13	3	547	0.023	13	0.0	0.0	6.738	A
C-A	435	109			435				
A-B	165	41			165				
A-C	335	84			335				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	1	0.28	479	0.002	1	0.0	0.0	7.538	A
B-A	83	21	361	0.229	82	0.2	0.3	12.891	B
C-AB	15	4	521	0.030	15	0.0	0.0	7.117	A
C-A	533	133			533				
A-B	203	51			203				
A-C	411	103			411				

#### 17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	1	0.28	478	0.002	1	0.0	0.0	7.540	A
B-A	83	21	361	0.229	83	0.3	0.3	12.924	B
C-AB	15	4	521	0.030	15	0.0	0.0	7.117	A
C-A	533	133			533				
A-B	203	51			203				
A-C	411	103			411				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0.90	0.22	505	0.002	0.90	0.0	0.0	7.138	A
B-A	67	17	396	0.170	68	0.3	0.2	10.984	B
C-AB	13	3	547	0.023	13	0.0	0.0	6.742	A
C-A	435	109			435				
A-B	165	41			165				
A-C	335	84			335				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0.75	0.19	524	0.001	0.75	0.0	0.0	6.886	A
B-A	56	14	421	0.134	57	0.2	0.2	9.889	A
C-AB	11	3	565	0.019	11	0.0	0.0	6.492	A
C-A	364	91			364				
A-B	139	35			139				
A-C	281	70			281				

# DM 2044, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	34.94	D

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	DM 2044	AM	AM 2017 reviewed	ONE HOUR	08:00	09:30	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	620	100.000
B		ONE HOUR	✓	345	100.000
C		ONE HOUR	✓	307	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	120	500
	B	329	0	16
	C	301	6	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	9	9
	B	1	0	0
	C	9	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.00	405.10	2.0	F	15	22
B-A	0.98	123.10	11.9	F	302	453
C-AB	0.01	7.31	0.0	A	6	8
C-A					276	414
A-B					110	165
A-C					459	688

### Main Results for each time segment

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	12	3	403	0.030	12	0.0	0.0	9.193	A
B-A	248	62	431	0.575	243	0.0	1.3	18.677	C
C-AB	5	1	550	0.008	4	0.0	0.0	6.598	A
C-A	227	57			227				
A-B	90	23			90				
A-C	376	94			376				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	14	4	293	0.049	14	0.0	0.1	12.917	B
B-A	296	74	404	0.731	291	1.3	2.4	30.561	D
C-AB	5	1	529	0.010	5	0.0	0.0	6.879	A
C-A	271	68			271				
A-B	108	27			108				
A-C	449	112			449				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	18	4	18	0.999	11	0.1	1.7	405.101	F
B-A	362	91	368	0.984	337	2.4	8.7	80.751	F
C-AB	7	2	499	0.013	7	0.0	0.0	7.310	A
C-A	331	83			331				
A-B	132	33			132				
A-C	551	138			551				

#### 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	18	4	22	0.783	16	1.7	2.0	367.464	F
B-A	362	91	368	0.985	349	8.7	11.9	123.102	F
C-AB	7	2	499	0.013	7	0.0	0.0	7.310	A
C-A	331	83			331				
A-B	132	33			132				
A-C	551	138			551				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	14	4	205	0.070	22	2.0	0.1	20.434	C
B-A	296	74	404	0.732	331	11.9	3.2	60.773	F
C-AB	5	1	529	0.010	5	0.0	0.0	6.879	A
C-A	271	68			271				
A-B	108	27			108				
A-C	449	112			449				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	12	3	390	0.031	12	0.1	0.0	9.546	A
B-A	248	62	431	0.575	255	3.2	1.4	21.190	C
C-AB	5	1	550	0.008	5	0.0	0.0	6.598	A
C-A	227	57			227				
A-B	90	23			90				
A-C	376	94			376				



# DM 2044, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.34	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	DM 2044	PM	PM 2017 reviewed	ONE HOUR	17:00	18:30	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	594	100.000
B		ONE HOUR	✓	111	100.000
C		ONE HOUR	✓	510	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	197	397
	B	98	0	13
	C	496	14	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	6
	B	3	0	0
	C	2	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.03	7.94	0.0	A	12	18
B-A	0.31	14.69	0.4	B	90	135
C-AB	0.03	7.26	0.0	A	13	19
C-A					455	683
A-B					181	271
A-C					364	546

### Main Results for each time segment

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	10	2	522	0.019	10	0.0	0.0	7.020	A
B-A	74	18	416	0.177	73	0.0	0.2	10.474	B
C-AB	11	3	558	0.019	10	0.0	0.0	6.571	A
C-A	373	93			373				
A-B	148	37			148				
A-C	299	75			299				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	12	3	501	0.023	12	0.0	0.0	7.362	A
B-A	88	22	389	0.226	88	0.2	0.3	11.924	B
C-AB	13	3	539	0.023	13	0.0	0.0	6.842	A
C-A	446	111			446				
A-B	177	44			177				
A-C	357	89			357				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	14	4	468	0.031	14	0.0	0.0	7.934	A
B-A	108	27	353	0.306	107	0.3	0.4	14.629	B
C-AB	15	4	511	0.030	15	0.0	0.0	7.257	A
C-A	546	137			546				
A-B	217	54			217				
A-C	437	109			437				

#### 17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	14	4	468	0.031	14	0.0	0.0	7.939	A
B-A	108	27	353	0.306	108	0.4	0.4	14.695	B
C-AB	15	4	511	0.030	15	0.0	0.0	7.257	A
C-A	546	137			546				
A-B	217	54			217				
A-C	437	109			437				

**18:00 - 18:15**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	12	3	500	0.023	12	0.0	0.0	7.369	A
B-A	88	22	389	0.226	89	0.4	0.3	11.991	B
C-AB	13	3	539	0.023	13	0.0	0.0	6.843	A
C-A	446	111			446				
A-B	177	44			177				
A-C	357	89			357				

**18:15 - 18:30**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	10	2	522	0.019	10	0.0	0.0	7.027	A
B-A	74	18	416	0.177	74	0.3	0.2	10.543	B
C-AB	11	3	558	0.019	11	0.0	0.0	6.571	A
C-A	373	93			373				
A-B	148	37			148				
A-C	299	75			299				

# DM 2046, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	32.03	D

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	DM 2046	AM	AM 2017 reviewed	ONE HOUR	08:00	09:30	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	612	100.000
B		ONE HOUR	✓	312	100.000
C		ONE HOUR	✓	300	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	119	493
	B	297	0	15
	C	299	0.91	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.88	354.23	1.6	F	13	20
B-A	0.96	114.48	9.9	F	273	409
C-AB	0.00	7.94	0.0	A	0.83	1
C-A					274	412
A-B					109	164
A-C					452	678

### Main Results for each time segment

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	11	3	367	0.030	11	0.0	0.0	10.103	B
B-A	224	56	397	0.564	219	0.0	1.2	19.767	C
C-AB	0.68	0.17	500	0.001	0.68	0.0	0.0	7.202	A
C-A	225	56			225				
A-B	90	22			90				
A-C	371	93			371				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	13	3	270	0.048	13	0.0	0.1	14.012	B
B-A	267	67	373	0.717	263	1.2	2.3	31.617	D
C-AB	0.82	0.20	481	0.002	0.82	0.0	0.0	7.495	A
C-A	269	67			269				
A-B	107	27			107				
A-C	443	111			443				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	16	4	29	0.559	13	0.1	0.8	206.688	F
B-A	327	82	340	0.963	306	2.3	7.5	78.598	F
C-AB	1	0.25	454	0.002	1	0.0	0.0	7.942	A
C-A	329	82			329				
A-B	131	33			131				
A-C	543	136			543				

#### 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	16	4	18	0.875	13	0.8	1.6	354.229	F
B-A	327	82	340	0.963	318	7.5	9.9	114.479	F
C-AB	1	0.25	454	0.002	1	0.0	0.0	7.942	A
C-A	329	82			329				
A-B	131	33			131				
A-C	543	136			543				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	13	3	204	0.064	19	1.6	0.1	20.146	C
B-A	267	67	372	0.718	295	9.9	2.9	55.926	F
C-AB	0.82	0.20	481	0.002	0.82	0.0	0.0	7.495	A
C-A	269	67			269				
A-B	107	27			107				
A-C	443	111			443				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	11	3	354	0.031	11	0.1	0.0	10.488	B
B-A	224	56	397	0.564	230	2.9	1.4	22.336	C
C-AB	0.68	0.17	500	0.001	0.69	0.0	0.0	7.202	A
C-A	225	56			225				
A-B	90	22			90				
A-C	371	93			371				

# DM 2046, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	41.26	E

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	DM 2046	PM	PM 2017 reviewed	ONE HOUR	17:00	18:30	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	626	100.000
B		ONE HOUR	✓	351	100.000
C		ONE HOUR	✓	310	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	122	504
	B	335	0	16
	C	304	6	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	6
	B	3	0	0
	C	2	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.02	417.88	2.0	F	15	22
B-A	1.01	140.25	14.1	F	307	461
C-AB	0.01	7.25	0.0	A	6	8
C-A					279	418
A-B					112	168
A-C					462	694

### Main Results for each time segment

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	12	3	397	0.030	12	0.0	0.0	9.344	A
B-A	252	63	426	0.592	247	0.0	1.4	19.533	C
C-AB	5	1	553	0.008	4	0.0	0.0	6.564	A
C-A	229	57			229				
A-B	92	23			92				
A-C	379	95			379				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	14	4	278	0.052	14	0.0	0.1	13.626	B
B-A	301	75	401	0.751	296	1.4	2.7	32.697	D
C-AB	5	1	532	0.010	5	0.0	0.0	6.835	A
C-A	273	68			273				
A-B	110	27			110				
A-C	453	113			453				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	18	4	17	1.022	11	0.1	1.7	417.884	F
B-A	369	92	367	1.006	340	2.7	9.9	88.442	F
C-AB	7	2	503	0.013	7	0.0	0.0	7.249	A
C-A	335	84			335				
A-B	134	34			134				
A-C	555	139			555				

#### 17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	18	4	22	0.803	16	1.7	2.0	382.617	F
B-A	369	92	366	1.007	352	9.9	14.1	140.246	F
C-AB	7	2	503	0.013	7	0.0	0.0	7.249	A
C-A	335	84			335				
A-B	134	34			134				
A-C	555	139			555				



**18:00 - 18:15**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	14	4	162	0.089	22	2.0	0.1	27.119	D
B-A	301	75	401	0.752	343	14.1	3.6	76.484	F
C-AB	5	1	532	0.010	5	0.0	0.0	6.836	A
C-A	273	68			273				
A-B	110	27			110				
A-C	453	113			453				

**18:15 - 18:30**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	12	3	380	0.032	12	0.1	0.0	9.802	A
B-A	252	63	426	0.592	261	3.6	1.5	22.737	C
C-AB	5	1	553	0.008	5	0.0	0.0	6.564	A
C-A	229	57			229				
A-B	92	23			92				
A-C	379	95			379				

# DS 2037, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	39.30	E

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	DS 2037	AM	AM 2017 reviewed	ONE HOUR	08:00	09:30	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	448	100.000
B		ONE HOUR	✓	406	100.000
C		ONE HOUR	✓	371	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	222	226
	B	359	0	47
	C	333	38	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	8	12
	B	2	0	2
	C	2	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.89	233.13	3.3	F	43	65
B-A	0.97	106.61	11.2	F	329	494
C-AB	0.08	7.18	0.1	A	35	52
C-A					306	458
A-B					204	306
A-C					207	311

### Main Results for each time segment

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	35	9	423	0.084	35	0.0	0.1	9.259	A
B-A	270	68	455	0.594	265	0.0	1.4	18.399	C
C-AB	29	7	580	0.049	28	0.0	0.1	6.526	A
C-A	251	63			251				
A-B	167	42			167				
A-C	170	43			170				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	42	11	318	0.133	42	0.1	0.2	13.020	B
B-A	323	81	436	0.741	318	1.4	2.6	29.447	D
C-AB	34	9	564	0.061	34	0.1	0.1	6.788	A
C-A	299	75			299				
A-B	200	50			200				
A-C	203	51			203				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	52	13	61	0.848	43	0.2	2.3	162.519	F
B-A	395	99	408	0.969	372	2.6	8.4	72.285	F
C-AB	42	10	543	0.077	42	0.1	0.1	7.184	A
C-A	367	92			367				
A-B	244	61			244				
A-C	249	62			249				

#### 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	52	13	58	0.893	48	2.3	3.3	233.133	F
B-A	395	99	407	0.970	384	8.4	11.2	106.612	F
C-AB	42	10	543	0.077	42	0.1	0.1	7.184	A
C-A	367	92			367				
A-B	244	61			244				
A-C	249	62			249				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	42	11	244	0.173	55	3.3	0.2	20.231	C
B-A	323	81	434	0.743	354	11.2	3.3	53.993	F
C-AB	34	9	564	0.061	34	0.1	0.1	6.790	A
C-A	299	75			299				
A-B	200	50			200				
A-C	203	51			203				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	35	9	409	0.087	36	0.2	0.1	9.672	A
B-A	270	68	455	0.594	277	3.3	1.5	20.961	C
C-AB	29	7	580	0.049	29	0.1	0.1	6.532	A
C-A	251	63			251				
A-B	167	42			167				
A-C	170	43			170				

# DS 2037, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	3.27	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	DS 2037	PM	PM 2017 reviewed	ONE HOUR	17:00	18:30	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	437	100.000
B		ONE HOUR	✓	202	100.000
C		ONE HOUR	✓	303	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	227	210
	B	166	0	36
	C	255	48	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	5	7
	B	2	0	0
	C	1	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.08	8.15	0.1	A	33	50
B-A	0.43	15.02	0.8	C	152	228
C-AB	0.10	7.24	0.1	A	44	66
C-A					234	351
A-B					208	312
A-C					193	289

### Main Results for each time segment

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	27	7	540	0.050	27	0.0	0.1	7.015	A
B-A	125	31	464	0.269	124	0.0	0.4	10.537	B
C-AB	36	9	585	0.062	36	0.0	0.1	6.554	A
C-A	192	48			192				
A-B	171	43			171				
A-C	158	40			158				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	32	8	518	0.063	32	0.1	0.1	7.416	A
B-A	149	37	446	0.334	149	0.4	0.5	12.072	B
C-AB	43	11	570	0.076	43	0.1	0.1	6.829	A
C-A	229	57			229				
A-B	204	51			204				
A-C	189	47			189				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	40	10	482	0.082	40	0.1	0.1	8.134	A
B-A	183	46	422	0.433	182	0.5	0.7	14.899	B
C-AB	53	13	550	0.096	53	0.1	0.1	7.236	A
C-A	281	70			281				
A-B	250	62			250				
A-C	231	58			231				

#### 17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	40	10	481	0.082	40	0.1	0.1	8.150	A
B-A	183	46	422	0.433	183	0.7	0.8	15.018	C
C-AB	53	13	550	0.096	53	0.1	0.1	7.239	A
C-A	281	70			281				
A-B	250	62			250				
A-C	231	58			231				

**18:00 - 18:15**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	32	8	517	0.063	32	0.1	0.1	7.434	A
B-A	149	37	446	0.334	150	0.8	0.5	12.196	B
C-AB	43	11	570	0.076	43	0.1	0.1	6.831	A
C-A	229	57			229				
A-B	204	51			204				
A-C	189	47			189				

**18:15 - 18:30**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	27	7	539	0.050	27	0.1	0.1	7.037	A
B-A	125	31	464	0.270	126	0.5	0.4	10.663	B
C-AB	36	9	585	0.062	36	0.1	0.1	6.564	A
C-A	192	48			192				
A-B	171	43			171				
A-C	158	40			158				

# DS 2044, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	143.02	F

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	DS 2044	AM	AM 2017 reviewed	ONE HOUR	08:00	09:30	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	404	100.000
B		ONE HOUR	✓	494	100.000
C		ONE HOUR	✓	383	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	193	211
	B	453	0	41
	C	348	35	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	8	14
	B	1	10	0
	C	2	0	10



## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.21	529.23	5.7	F	38	56
B-A	1.19	370.13	48.5	F	416	624
C-AB	0.07	6.99	0.1	A	32	48
C-A					319	479
A-B					177	266
A-C					194	290

### Main Results for each time segment

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	31	8	343	0.090	30	0.0	0.1	11.507	B
B-A	341	85	464	0.734	331	0.0	2.5	25.414	D
C-AB	26	7	587	0.045	26	0.0	0.0	6.416	A
C-A	262	65			262				
A-B	145	36			145				
A-C	159	40			159				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	37	9	129	0.286	36	0.1	0.4	38.243	E
B-A	407	102	445	0.915	392	2.5	6.3	55.463	F
C-AB	31	8	573	0.055	31	0.0	0.1	6.647	A
C-A	313	78			313				
A-B	174	43			174				
A-C	190	47			190				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	45	11	37	1.211	31	0.4	4.0	341.831	F
B-A	499	125	419	1.191	412	6.3	28.0	171.776	F
C-AB	39	10	553	0.070	38	0.1	0.1	6.992	A
C-A	383	96			383				
A-B	212	53			212				
A-C	232	58			232				

#### 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	45	11	42	1.079	38	4.0	5.7	529.235	F
B-A	499	125	418	1.193	417	28.0	48.5	342.429	F
C-AB	39	10	553	0.070	39	0.1	0.1	6.992	A
C-A	383	96			383				
A-B	212	53			212				
A-C	232	58			232				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	37	9	44	0.837	37	5.7	5.7	525.971	F
B-A	407	102	445	0.916	436	48.5	41.4	370.133	F
C-AB	31	8	573	0.055	32	0.1	0.1	6.652	A
C-A	313	78			313				
A-B	174	43			174				
A-C	190	47			190				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	31	8	49	0.631	42	5.7	2.9	405.517	F
B-A	341	85	463	0.736	452	41.4	13.6	226.248	F
C-AB	26	7	587	0.045	26	0.1	0.0	6.422	A
C-A	262	65			262				
A-B	145	36			145				
A-C	159	40			159				

# DS 2044, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.57	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	DS 2044	PM	PM 2017 reviewed	ONE HOUR	17:00	18:30	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	654	100.000
B		ONE HOUR	✓	185	100.000
C		ONE HOUR	✓	182	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	329	325
	B	141	0	44
	C	149	33	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	6	5
	B	2	10	0
	C	2	0	10

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.10	8.61	0.1	A	40	61
B-A	0.39	14.53	0.6	B	129	194
C-AB	0.07	7.84	0.1	A	30	45
C-A					137	205
A-B					302	453
A-C					298	447

### Main Results for each time segment

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	33	8	527	0.063	33	0.0	0.1	7.276	A
B-A	106	27	450	0.236	105	0.0	0.3	10.408	B
C-AB	25	6	548	0.045	25	0.0	0.0	6.881	A
C-A	112	28			112				
A-B	248	62			248				
A-C	245	61			245				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	40	10	503	0.079	39	0.1	0.1	7.759	A
B-A	127	32	430	0.295	126	0.3	0.4	11.836	B
C-AB	30	7	526	0.056	30	0.0	0.1	7.253	A
C-A	134	33			134				
A-B	296	74			296				
A-C	292	73			292				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	48	12	467	0.104	48	0.1	0.1	8.595	A
B-A	155	39	403	0.385	154	0.4	0.6	14.437	B
C-AB	36	9	496	0.073	36	0.1	0.1	7.835	A
C-A	164	41			164				
A-B	362	91			362				
A-C	358	89			358				

#### 17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	48	12	467	0.104	48	0.1	0.1	8.608	A
B-A	155	39	403	0.385	155	0.6	0.6	14.525	B
C-AB	36	9	496	0.073	36	0.1	0.1	7.836	A
C-A	164	41			164				
A-B	362	91			362				
A-C	358	89			358				

**18:00 - 18:15**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	40	10	503	0.079	40	0.1	0.1	7.775	A
B-A	127	32	430	0.295	128	0.6	0.4	11.930	B
C-AB	30	7	526	0.056	30	0.1	0.1	7.258	A
C-A	134	33			134				
A-B	296	74			296				
A-C	292	73			292				

**18:15 - 18:30**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	33	8	527	0.063	33	0.1	0.1	7.294	A
B-A	106	27	450	0.236	107	0.4	0.3	10.511	B
C-AB	25	6	548	0.045	25	0.1	0.0	6.887	A
C-A	112	28			112				
A-B	248	62			248				
A-C	245	61			245				

# DS 2046, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	182.05	F

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	DS 2046	AM	AM 2017 reviewed	ONE HOUR	08:00	09:30	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	445	100.000
B		ONE HOUR	✓	487	100.000
C		ONE HOUR	✓	465	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	182	263
	B	455	0	32
	C	447	18	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	7	11
	B	2	10	0
	C	2	0	10

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.20	707.91	5.5	F	29	44
B-A	1.27	522.34	62.6	F	418	626
C-AB	0.04	6.86	0.0	A	17	25
C-A					410	615
A-B					167	251
A-C					241	362

### Main Results for each time segment

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	24	6	308	0.078	24	0.0	0.1	12.639	B
B-A	343	86	447	0.767	331	0.0	2.9	28.850	D
C-AB	14	3	581	0.023	13	0.0	0.0	6.344	A
C-A	337	84			337				
A-B	137	34			137				
A-C	198	50			198				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	29	7	45	0.637	24	0.1	1.2	154.692	F
B-A	409	102	425	0.963	387	2.9	8.3	70.223	F
C-AB	16	4	566	0.029	16	0.0	0.0	6.552	A
C-A	402	100			402				
A-B	164	41			164				
A-C	236	59			236				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	35	9	29	1.197	25	1.2	3.7	463.525	F
B-A	501	125	395	1.269	391	8.3	35.8	224.495	F
C-AB	20	5	544	0.036	20	0.0	0.0	6.864	A
C-A	492	123			492				
A-B	200	50			200				
A-C	290	72			290				

#### 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	35	9	31	1.148	28	3.7	5.5	680.427	F
B-A	501	125	395	1.270	394	35.8	62.6	455.252	F
C-AB	20	5	544	0.036	20	0.0	0.0	6.864	A
C-A	492	123			492				
A-B	200	50			200				
A-C	290	72			290				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	29	7	33	0.883	28	5.5	5.5	707.909	F
B-A	409	102	425	0.963	418	62.6	60.3	522.343	F
C-AB	16	4	566	0.029	16	0.0	0.0	6.555	A
C-A	402	100			402				
A-B	164	41			164				
A-C	236	59			236				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	24	6	35	0.683	31	5.5	3.8	599.273	F
B-A	343	86	446	0.768	439	60.3	36.3	399.552	F
C-AB	14	3	581	0.023	14	0.0	0.0	6.347	A
C-A	337	84			337				
A-B	137	34			137				
A-C	198	50			198				



# DS 2046, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.58	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	DS 2046	PM	PM 2017 reviewed	ONE HOUR	17:00	18:30	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	736	100.000
B		ONE HOUR	✓	185	100.000
C		ONE HOUR	✓	222	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	394	342
	B	155	0	30
	C	201	21	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	7	4
	B	3	10	0
	C	1	0	10

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.08	8.89	0.1	A	28	41
B-A	0.44	16.54	0.8	C	142	213
C-AB	0.05	7.97	0.1	A	19	29
C-A					184	277
A-B					362	542
A-C					314	471

### Main Results for each time segment

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	23	6	509	0.044	22	0.0	0.0	7.391	A
B-A	117	29	439	0.266	115	0.0	0.4	11.074	B
C-AB	16	4	533	0.030	16	0.0	0.0	6.950	A
C-A	151	38			151				
A-B	297	74			297				
A-C	257	64			257				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	27	7	482	0.056	27	0.0	0.1	7.910	A
B-A	139	35	418	0.334	139	0.4	0.5	12.884	B
C-AB	19	5	509	0.037	19	0.0	0.0	7.346	A
C-A	181	45			181				
A-B	354	89			354				
A-C	307	77			307				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	33	8	439	0.075	33	0.1	0.1	8.873	A
B-A	171	43	388	0.440	170	0.5	0.8	16.385	C
C-AB	23	6	475	0.049	23	0.0	0.1	7.968	A
C-A	221	55			221				
A-B	434	108			434				
A-C	377	94			377				

#### 17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	33	8	438	0.075	33	0.1	0.1	8.894	A
B-A	171	43	388	0.440	171	0.8	0.8	16.537	C
C-AB	23	6	475	0.049	23	0.1	0.1	7.969	A
C-A	221	55			221				
A-B	434	108			434				
A-C	377	94			377				

**18:00 - 18:15**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	27	7	481	0.056	27	0.1	0.1	7.931	A
B-A	139	35	418	0.334	140	0.8	0.5	13.034	B
C-AB	19	5	509	0.037	19	0.1	0.0	7.350	A
C-A	181	45			181				
A-B	354	89			354				
A-C	307	77			307				

**18:15 - 18:30**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	23	6	508	0.044	23	0.1	0.0	7.412	A
B-A	117	29	439	0.266	117	0.5	0.4	11.211	B
C-AB	16	4	533	0.030	16	0.0	0.0	6.956	A
C-A	151	38			151				
A-B	297	74			297				
A-C	257	64			257				

**P.15 J11\_A20 Hythe Road**

<h1>Junctions 9</h1>
<h2>PICADY 9 - Priority Intersection Module</h2>
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**Filename:** J11\_A20 Hythe Road.j9

**Path:** \\hc-ukr-ln-fs-10\LN\_Proj\UA008926 Otterpool\D-Calcs\Modelling\DM\_it5\Appendix\Picady Junction Analysis\J11 A20 Ashford Rd-A261 Hyther Rd

**Report generation date:** 19/11/2018 10:35:35

- 
- »DM 2037, AM
  - »DM 2037, PM
  - »DM 2044, AM
  - »DM 2044, PM
  - »DM 2046, AM
  - »DM 2046, PM
  - »DS 2037, AM
  - »DS 2037, PM
  - »DS 2044, AM
  - »DS 2044, PM
  - »DS 2046, AM
  - »DS 2046, PM

## Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
<b>DM 2037</b>								
Stream B -C	5.4	164.01	0.95	F	4.5	224.25	0.99	F
Stream B -A	9.2	122.80	0.96	F	10.9	130.86	0.98	F
Stream C -AB	0.2	7.55	0.15	A	0.2	8.12	0.15	A
<b>DM 2044</b>								
Stream B -C	9.6	265.97	1.09	F	5.0	244.12	1.02	F
Stream B -A	18.9	215.28	1.08	F	13.0	157.66	1.02	F
Stream C -AB	0.2	7.54	0.14	A	0.2	8.62	0.17	A
<b>DM 2046</b>								
Stream B -C	10.1	280.60	1.10	F	5.3	273.93	1.05	F
Stream B -A	20.0	228.58	1.09	F	15.7	183.62	1.05	F
Stream C -AB	0.2	7.63	0.15	A	0.2	8.81	0.19	A
<b>DS 2037</b>								
Stream B -C	6.2	951.07	1.26	F	1.0	90.39	0.55	F
Stream B -A	74.4	717.78	1.41	F	6.9	81.66	0.91	F
Stream C -AB	0.3	7.92	0.20	A	0.2	8.04	0.17	A
<b>DS 2044</b>								
Stream B -C	11.9	1535.01	1.60	F	6.2	222.25	1.02	F
Stream B -A	149.6	1374.53	1.70	F	13.7	155.23	1.02	F
Stream C -AB	0.3	8.22	0.25	A	0.3	9.74	0.23	A
<b>DS 2046</b>								
Stream B -C	10.0	387.03	1.18	F	23.3	489.10	1.29	F
Stream B -A	29.9	307.86	1.17	F	44.5	468.03	1.28	F
Stream C -AB	0.3	10.40	0.24	B	0.3	10.42	0.26	B

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

## File summary

### File Description

Title	J11 Otterpool Park_Base Model
Location	A20 Ashford Rd/ A261 Hythe Rd/Stone St
Site number	
Date	07/07/2017
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	bpa76880 [HCL70028]
Description	

## Units

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

## Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

### Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	DM 2037	AM	AM PEAK 2017 reviewed	ONE HOUR	08:00	09:30	15	9
D6	DM 2037	PM	PM PEAK 2017 reviewed	ONE HOUR	17:00	18:30	15	9
D11	DM 2044	AM	AM PEAK 2017 reviewed	ONE HOUR	08:00	09:30	15	9
D12	DM 2044	PM	PM PEAK 2017 reviewed	ONE HOUR	17:00	18:30	15	9
D13	DM 2046	AM	AM PEAK 2017 reviewed	ONE HOUR	08:00	09:30	15	9
D14	DM 2046	PM	PM PEAK 2017 reviewed	ONE HOUR	17:00	18:30	15	9
D15	DS 2037	AM	AM PEAK 2017 reviewed	ONE HOUR	08:00	09:30	15	9
D16	DS 2037	PM	PM PEAK 2017 reviewed	ONE HOUR	17:00	18:30	15	9
D17	DS 2044	AM	AM PEAK 2017 reviewed	ONE HOUR	08:00	09:30	15	9
D18	DS 2044	PM	PM PEAK 2017 reviewed	ONE HOUR	17:00	18:30	15	9
D19	DS 2046	AM	AM PEAK 2017 reviewed	ONE HOUR	08:00	09:30	15	9
D20	DS 2046	PM	PM PEAK 2017 reviewed	ONE HOUR	17:00	18:30	15	9

### Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	9	100.000	100.000

# DM 2037, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	28.27	D

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm type
A	A20 Westbound		Major
B	Hythe Road		Minor
C	A20 Eastbound		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	10.62		9	4.30	112.0	9	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	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	6.31	6.00	6.00	6.00	5.50	9	3.00	40	48

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	577	0.084	0.212	0.134	0.303
1	B-C	572	0.070	0.177	-	-
1	C-B	785	0.243	0.243	-	-

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

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

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



## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	DM 2037	AM	AM PEAK 2017 reviewed	ONE HOUR	08:00	09:30	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	752	100.000
B		ONE HOUR	9	369	100.000
C		ONE HOUR	9	610	100.000

## Origin -Destination Data

### Demand (Veh/hr)

From	To			
	\$	%	&	
	0	271	481	
	259	0	110	
	536	74	0	

## Vehicle Mix

### Heavy Vehicle Percentages

From	To			
	\$	%	&	
	0	9	11	
	5	0	2	
	5	1	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.95	164.01	5.4	F	101	151
B-A	0.96	122.80	9.2	F	238	356
C-AB	0.15	7.55	0.2	A	68	102
C-A					492	738
A-B					249	373
A-C					441	662

### Main Results for each time segment

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	83	21	404	0.205	82	0.0	0.3	11.145	B
B-A	195	49	379	0.514	191	0.0	1.0	18.779	C
C-AB	56	14	628	0.089	55	0.0	0.1	6.283	A
C-A	404	101			404				
A-B	204	51			204				
A-C	362	91			362				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	99	25	341	0.290	98	0.3	0.4	14.778	B
B-A	233	58	346	0.673	229	1.0	1.9	29.993	D
C-AB	67	17	599	0.111	66	0.1	0.1	6.761	A
C-A	482	120			482				
A-B	244	61			244				
A-C	432	108			432				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	121	30	139	0.869	109	0.4	3.4	97.037	F
B-A	285	71	297	0.959	265	1.9	6.9	82.367	F
C-AB	81	20	558	0.146	81	0.1	0.2	7.549	A
C-A	590	148			590				
A-B	298	75			298				
A-C	530	132			530				

#### 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	121	30	127	0.950	113	3.4	5.4	164.011	F
B-A	285	71	296	0.964	276	6.9	9.2	122.796	F
C-AB	81	20	558	0.146	81	0.2	0.2	7.551	A
C-A	590	148			590				
A-B	298	75			298				
A-C	530	132			530				

#### 09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	99	25	299	0.331	119	5.4	0.5	22.014	C
B-A	233	58	342	0.680	260	9.2	2.4	53.019	F
C-AB	67	17	599	0.111	67	0.2	0.1	6.768	A
C-A	482	120			482				
A-B	244	61			244				
A-C	432	108			432				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	83	21	397	0.209	84	0.5	0.3	11.523	B
B-A	195	49	380	0.513	200	2.4	1.1	20.544	C
C-AB	56	14	628	0.089	56	0.1	0.1	6.292	A
C-A	404	101			404				
A-B	204	51			204				
A-C	362	91			362				

# DM 2037, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	28.19	D

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	DM 2037	PM	PM PEAK 2017 reviewed	ONE HOUR	17:00	18:30	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	953	100.000
B		ONE HOUR	9	349	100.000
C		ONE HOUR	9	559	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
From		\$	%	&	
		0	462	491	
		283	0	66	
		487	72	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
From		\$	%	&	
		0	1	5	
		4	0	0	
		3	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.99	224.25	4.5	F	61	91
B-A	0.98	130.86	10.9	F	260	390
C-AB	0.15	8.12	0.2	A	66	99
C-A					447	670
A-B					424	636
A-C					451	676

### Main Results for each time segment

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	50	12	374	0.133	49	0.0	0.2	11.075	B
B-A	213	53	403	0.529	209	0.0	1.1	18.151	C
C-AB	54	14	605	0.090	54	0.0	0.1	6.524	A
C-A	367	92			367				
A-B	348	87			348				
A-C	370	92			370				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	59	15	306	0.194	59	0.2	0.2	14.559	B
B-A	254	64	368	0.691	251	1.1	2.0	29.698	D
C-AB	65	16	570	0.113	65	0.1	0.1	7.114	A
C-A	438	109			438				
A-B	415	104			415				
A-C	441	110			441				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	73	18	73	0.990	59	0.2	3.7	177.110	F
B-A	312	78	319	0.977	288	2.0	7.8	84.393	F
C-AB	79	20	522	0.152	79	0.1	0.2	8.119	A
C-A	536	134			536				
A-B	509	127			509				
A-C	541	135			541				

#### 17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	73	18	81	0.899	70	3.7	4.5	224.248	F
B-A	312	78	316	0.985	299	7.8	10.9	130.861	F
C-AB	79	20	522	0.152	79	0.2	0.2	8.125	A
C-A	536	134			536				
A-B	509	127			509				
A-C	541	135			541				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	59	15	252	0.236	76	4.5	0.3	22.321	C
B-A	254	64	365	0.697	288	10.9	2.6	57.915	F
C-AB	65	16	570	0.113	65	0.2	0.1	7.125	A
C-A	438	109			438				
A-B	415	104			415				
A-C	441	110			441				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	50	12	367	0.135	50	0.3	0.2	11.396	B
B-A	213	53	404	0.528	219	2.6	1.2	20.054	C
C-AB	54	14	605	0.090	54	0.1	0.1	6.537	A
C-A	367	92			367				
A-B	348	87			348				
A-C	370	92			370				

# DM 2044, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	51.14	F

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	DM 2044	AM	AM PEAK 2017 reviewed	ONE HOUR	08:00	09:30	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	756	100.000
B		ONE HOUR	9	406	100.000
C		ONE HOUR	9	630	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
From		\$	%	&	
		0	260	496	
		282	0	124	
		558	72	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
From		\$	%	&	
		0	10	11	
		5	0	2	
		5	1	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.09	265.97	9.6	F	114	171
B-A	1.08	215.28	18.9	F	259	388
C-AB	0.14	7.54	0.2	A	66	99
C-A					512	768
A-B					239	358
A-C					455	683

### Main Results for each time segment

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	93	23	392	0.238	92	0.0	0.3	11.951	B
B-A	212	53	374	0.568	207	0.0	1.2	21.050	C
C-AB	54	14	627	0.086	54	0.0	0.1	6.277	A
C-A	420	105			420				
A-B	196	49			196				
A-C	373	93			373				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	111	28	309	0.360	111	0.3	0.5	18.006	C
B-A	254	63	340	0.747	248	1.2	2.6	37.382	E
C-AB	65	16	597	0.108	65	0.1	0.1	6.754	A
C-A	502	125			502				
A-B	234	58			234				
A-C	446	111			446				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	137	34	126	1.086	111	0.5	6.9	161.194	F
B-A	310	78	291	1.068	274	2.6	11.7	120.942	F
C-AB	79	20	557	0.142	79	0.1	0.2	7.536	A
C-A	614	154			614				
A-B	286	72			286				
A-C	546	137			546				

#### 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	137	34	132	1.033	125	6.9	9.6	265.975	F
B-A	310	78	288	1.078	282	11.7	18.9	215.281	F
C-AB	79	20	557	0.142	79	0.2	0.2	7.539	A
C-A	614	154			614				
A-B	286	72			286				
A-C	546	137			546				



09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	111	28	159	0.702	137	9.6	3.2	168.175	F
B-A	254	63	332	0.764	310	18.9	4.6	143.057	F
C-AB	65	16	597	0.108	65	0.2	0.1	6.763	A
C-A	502	125			502				
A-B	234	58			234				
A-C	446	111			446				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	93	23	380	0.246	105	3.2	0.3	13.603	B
B-A	212	53	371	0.572	225	4.6	1.4	26.462	D
C-AB	54	14	627	0.086	54	0.1	0.1	6.287	A
C-A	420	105			420				
A-B	196	49			196				
A-C	373	93			373				

# DM 2044, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	31.02	D

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	DM 2044	PM	PM PEAK 2017 reviewed	ONE HOUR	17:00	18:30	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	1016	100.000
B		ONE HOUR	9	342	100.000
C		ONE HOUR	9	594	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	490	526	
	%	274	0	68	
	&	515	79	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	1	5	
	%	4	0	0	
	&	3	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.02	244.12	5.0	F	62	94
B-A	1.02	157.66	13.0	F	251	377
C-AB	0.17	8.62	0.2	A	72	109
C-A					473	709
A-B					450	674
A-C					483	724

### Main Results for each time segment

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	51	13	370	0.138	51	0.0	0.2	11.252	B
B-A	206	52	389	0.530	202	0.0	1.1	18.829	C
C-AB	59	15	593	0.100	59	0.0	0.1	6.733	A
C-A	388	97			388				
A-B	369	92			369				
A-C	396	99			396				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	61	15	299	0.205	61	0.2	0.3	15.117	C
B-A	246	62	352	0.700	242	1.1	2.1	31.708	D
C-AB	71	18	556	0.128	71	0.1	0.1	7.418	A
C-A	463	116			463				
A-B	440	110			440				
A-C	473	118			473				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	75	19	73	1.022	60	0.3	4.1	186.193	F
B-A	302	75	299	1.007	275	2.1	8.9	96.705	F
C-AB	87	22	505	0.172	87	0.1	0.2	8.607	A
C-A	567	142			567				
A-B	539	135			539				
A-C	579	145			579				

#### 17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	75	19	80	0.931	71	4.1	5.0	244.120	F
B-A	302	75	297	1.015	285	8.9	13.0	157.657	F
C-AB	87	22	505	0.172	87	0.2	0.2	8.618	A
C-A	567	142			567				
A-B	539	135			539				
A-C	579	145			579				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	61	15	224	0.273	80	5.0	0.4	28.079	D
B-A	246	62	349	0.706	287	13.0	2.8	74.591	F
C-AB	71	18	556	0.128	71	0.2	0.1	7.428	A
C-A	463	116			463				
A-B	440	110			440				
A-C	473	118			473				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	51	13	363	0.141	52	0.4	0.2	11.627	B
B-A	206	52	390	0.530	213	2.8	1.2	21.051	C
C-AB	59	15	593	0.100	60	0.1	0.1	6.747	A
C-A	388	97			388				
A-B	369	92			369				
A-C	396	99			396				

# DM 2046, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	53.26	F

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	DM 2046	AM	AM PEAK 2017 reviewed	ONE HOUR	08:00	09:30	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	768	100.000
B		ONE HOUR	9	405	100.000
C		ONE HOUR	9	639	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
From		\$	%	&	
		0	266	502	
		281	0	124	
		566	73	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
From		\$	%	&	
		0	10	12	
		5	0	2	
		5	1	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.10	280.60	10.1	F	114	171
B-A	1.09	228.58	20.0	F	258	387
C-AB	0.15	7.63	0.2	A	67	100
C-A					519	779
A-B					244	366
A-C					461	691

### Main Results for each time segment

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	93	23	390	0.239	92	0.0	0.3	12.029	B
B-A	212	53	371	0.571	207	0.0	1.3	21.327	C
C-AB	55	14	624	0.088	55	0.0	0.1	6.322	A
C-A	426	107			426				
A-B	200	50			200				
A-C	378	94			378				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	111	28	305	0.365	110	0.3	0.6	18.387	C
B-A	253	63	336	0.752	247	1.3	2.6	38.372	E
C-AB	66	16	594	0.111	66	0.1	0.1	6.815	A
C-A	509	127			509				
A-B	239	60			239				
A-C	451	113			451				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	137	34	124	1.099	110	0.6	7.1	166.420	F
B-A	309	77	286	1.081	271	2.6	12.3	126.626	F
C-AB	80	20	552	0.146	80	0.1	0.2	7.626	A
C-A	623	156			623				
A-B	293	73			293				
A-C	553	138			553				

#### 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	137	34	130	1.047	124	7.1	10.1	280.602	F
B-A	309	77	284	1.091	278	12.3	20.0	228.581	F
C-AB	80	20	552	0.146	80	0.2	0.2	7.633	A
C-A	623	156			623				
A-B	293	73			293				
A-C	553	138			553				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	111	28	150	0.744	135	10.1	4.3	198.548	F
B-A	253	63	328	0.770	312	20.0	5.2	158.232	F
C-AB	66	16	594	0.111	66	0.2	0.1	6.823	A
C-A	509	127			509				
A-B	239	60			239				
A-C	451	113			451				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	93	23	377	0.248	109	4.3	0.3	14.200	B
B-A	212	53	367	0.576	227	5.2	1.4	27.978	D
C-AB	55	14	624	0.088	55	0.1	0.1	6.332	A
C-A	426	107			426				
A-B	200	50			200				
A-C	378	94			378				

# DM 2046, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	35.38	E

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	DM 2046	PM	PM PEAK 2017 reviewed	ONE HOUR	17:00	18:30	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	1021	100.000
B		ONE HOUR	9	343	100.000
C		ONE HOUR	9	605	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
From		\$	%	&	
		0	483	538	
		279	0	64	
		519	86	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
From		\$	%	&	
		0	1	5	
		4	0	0	
		3	0	0	



## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.05	273.93	5.3	F	59	88
B-A	1.05	183.62	15.7	F	256	384
C-AB	0.19	8.81	0.2	A	79	118
C-A					476	714
A-B					443	665
A-C					494	741

### Main Results for each time segment

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	48	12	364	0.132	48	0.0	0.2	11.359	B
B-A	210	53	388	0.542	206	0.0	1.1	19.335	C
C-AB	65	16	592	0.109	64	0.0	0.1	6.811	A
C-A	391	98			391				
A-B	364	91			364				
A-C	405	101			405				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	58	14	287	0.201	57	0.2	0.2	15.666	C
B-A	251	63	349	0.718	246	1.1	2.3	33.516	D
C-AB	77	19	555	0.139	77	0.1	0.2	7.531	A
C-A	467	117			467				
A-B	434	109			434				
A-C	484	121			484				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	70	18	67	1.054	55	0.2	4.2	204.736	F
B-A	307	77	296	1.038	275	2.3	10.2	107.657	F
C-AB	95	24	503	0.188	94	0.2	0.2	8.796	A
C-A	571	143			571				
A-B	532	133			532				
A-C	592	148			592				

#### 17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	70	18	74	0.957	66	4.2	5.3	273.935	F
B-A	307	77	294	1.045	285	10.2	15.7	183.623	F
C-AB	95	24	503	0.188	95	0.2	0.2	8.806	A
C-A	571	143			571				
A-B	532	133			532				
A-C	592	148			592				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	58	14	180	0.320	77	5.3	0.5	41.021	E
B-A	251	63	346	0.724	301	15.7	3.2	97.549	F
C-AB	77	19	555	0.139	78	0.2	0.2	7.542	A
C-A	467	117			467				
A-B	434	109			434				
A-C	484	121			484				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	48	12	355	0.136	50	0.5	0.2	11.825	B
B-A	210	53	388	0.542	218	3.2	1.2	22.075	C
C-AB	65	16	592	0.109	65	0.2	0.1	6.828	A
C-A	391	98			391				
A-B	364	91			364				
A-C	405	101			405				

# DS 2037, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	170.28	F

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	DS 2037	AM	AM PEAK 2017 reviewed	ONE HOUR	08:00	09:30	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	735	100.000
B		ONE HOUR	9	432	100.000
C		ONE HOUR	9	692	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	315	420	
	%	404	0	28	
	&	588	104	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	8	11	
	%	6	0	0	
	&	2	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.26	951.07	6.2	F	26	39
B-A	1.41	717.78	74.4	F	371	556
C-AB	0.20	7.92	0.3	A	95	143
C-A					540	809
A-B					289	434
A-C					385	578

### Main Results for each time segment

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	21	5	278	0.076	21	0.0	0.1	13.966	B
B-A	304	76	401	0.759	293	0.0	2.7	31.025	D
C-AB	78	20	637	0.123	78	0.0	0.1	6.426	A
C-A	443	111			443				
A-B	237	59			237				
A-C	316	79			316				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	25	6	25	1.012	17	0.1	2.1	345.922	F
B-A	363	91	365	0.995	337	2.7	9.3	86.864	F
C-AB	93	23	609	0.154	93	0.1	0.2	6.983	A
C-A	529	132			529				
A-B	283	71			283				
A-C	378	94			378				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	31	8	26	1.197	23	2.1	4.1	635.627	F
B-A	445	111	316	1.406	314	9.3	41.9	316.393	F
C-AB	115	29	569	0.201	114	0.2	0.2	7.909	A
C-A	647	162			647				
A-B	347	87			347				
A-C	462	116			462				

#### 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	31	8	24	1.262	23	4.1	6.1	891.834	F
B-A	445	111	316	1.407	316	41.9	74.1	640.022	F
C-AB	115	29	569	0.201	115	0.2	0.3	7.918	A
C-A	647	162			647				
A-B	347	87			347				
A-C	462	116			462				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	25	6	27	0.918	25	6.1	6.2	951.073	F
B-A	363	91	365	0.995	362	74.1	74.4	717.779	F
C-AB	93	23	609	0.154	94	0.3	0.2	6.996	A
C-A	529	132			529				
A-B	283	71			283				
A-C	378	94			378				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	21	5	31	0.690	26	6.2	4.9	778.660	F
B-A	304	76	400	0.760	395	74.4	51.7	577.244	F
C-AB	78	20	637	0.123	78	0.2	0.1	6.445	A
C-A	443	111			443				
A-B	237	59			237				
A-C	316	79			316				

# DS 2037, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	17.44	C

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	DS 2037	PM	PM PEAK 2017 reviewed	ONE HOUR	17:00	18:30	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	890	100.000
B		ONE HOUR	9	338	100.000
C		ONE HOUR	9	421	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	492	398	
	%	299	0	39	
	&	339	82	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	1	7	
	%	4	0	0	
	&	2	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.55	90.39	1.0	F	36	54
B-A	0.91	81.66	6.9	F	274	412
C-AB	0.17	8.04	0.2	A	75	113
C-A					311	467
A-B					451	677
A-C					365	548

### Main Results for each time segment

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	29	7	376	0.078	29	0.0	0.1	10.362	B
B-A	225	56	434	0.518	221	0.0	1.0	16.580	C
C-AB	62	15	616	0.100	61	0.0	0.1	6.478	A
C-A	255	64			255				
A-B	370	93			370				
A-C	300	75			300				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	35	9	315	0.111	35	0.1	0.1	12.827	B
B-A	269	67	404	0.666	266	1.0	1.8	25.447	D
C-AB	74	18	583	0.126	74	0.1	0.1	7.058	A
C-A	305	76			305				
A-B	442	111			442				
A-C	358	89			358				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	43	11	128	0.337	42	0.1	0.5	41.206	E
B-A	329	82	362	0.910	314	1.8	5.7	61.201	F
C-AB	90	23	538	0.168	90	0.1	0.2	8.028	A
C-A	373	93			373				
A-B	542	135			542				
A-C	438	110			438				

#### 17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	43	11	79	0.545	41	0.5	1.0	90.386	F
B-A	329	82	362	0.911	324	5.7	6.9	81.660	F
C-AB	90	23	538	0.168	90	0.2	0.2	8.036	A
C-A	373	93			373				
A-B	542	135			542				
A-C	438	110			438				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	35	9	288	0.122	38	1.0	0.1	14.594	B
B-A	269	67	404	0.666	288	6.9	2.2	35.013	E
C-AB	74	18	583	0.126	74	0.2	0.1	7.067	A
C-A	305	76			305				
A-B	442	111			442				
A-C	358	89			358				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	29	7	371	0.079	30	0.1	0.1	10.544	B
B-A	225	56	434	0.519	229	2.2	1.1	17.916	C
C-AB	62	15	616	0.100	62	0.1	0.1	6.498	A
C-A	255	64			255				
A-B	370	93			370				
A-C	300	75			300				



# DS 2044, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	353.86	F

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	DS 2044	AM	AM PEAK 2017 reviewed	ONE HOUR	08:00	09:30	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	687	100.000
B		ONE HOUR	9	513	100.000
C		ONE HOUR	9	801	100.000

## Origin -Destination Data

### Demand (Veh/hr)

	To			
		\$	%	&
From	\$	0	319	368
	%	477	0	36
	&	670	131	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
		\$	%	&
From	\$	0	8	12
	%	5	0	0
	&	2	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.60	1535.01	11.9	F	33	50
B-A	1.70	1374.53	149.6	F	438	657
C-AB	0.25	8.22	0.3	A	120	180
C-A					615	922
A-B					293	439
A-C					338	507

### Main Results for each time segment

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	27	7	157	0.172	26	0.0	0.2	27.307	D
B-A	359	90	397	0.904	337	0.0	5.6	49.038	E
C-AB	99	25	646	0.153	98	0.0	0.2	6.561	A
C-A	504	126			504				
A-B	240	60			240				
A-C	277	69			277				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	32	8	26	1.222	21	0.2	3.2	413.936	F
B-A	429	107	360	1.190	353	5.6	24.4	182.004	F
C-AB	118	29	619	0.190	118	0.2	0.2	7.173	A
C-A	602	151			602				
A-B	287	72			287				
A-C	331	83			331				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	40	10	26	1.527	25	3.2	6.9	899.235	F
B-A	525	131	309	1.697	309	24.4	78.4	617.969	F
C-AB	144	36	582	0.248	144	0.2	0.3	8.208	A
C-A	738	184			738				
A-B	351	88			351				
A-C	405	101			405				

#### 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	40	10	25	1.597	24	6.9	10.8	1462.137	F
B-A	525	131	309	1.698	309	78.4	132.4	1242.867	F
C-AB	144	36	582	0.248	144	0.3	0.3	8.221	A
C-A	738	184			738				
A-B	351	88			351				
A-C	405	101			405				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	32	8	28	1.143	28	10.8	11.9	1535.011	F
B-A	429	107	360	1.191	360	132.4	149.6	1374.528	F
C-AB	118	29	619	0.190	118	0.3	0.2	7.192	A
C-A	602	151			602				
A-B	287	72			287				
A-C	331	83			331				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	27	7	31	0.873	30	11.9	11.3	1479.685	F
B-A	359	90	397	0.905	394	149.6	140.8	1326.376	F
C-AB	99	25	646	0.153	99	0.2	0.2	6.582	A
C-A	504	126			504				
A-B	240	60			240				
A-C	277	69			277				

# DS 2044, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	37.51	E

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	DS 2044	PM	PM PEAK 2017 reviewed	ONE HOUR	17:00	18:30	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	1110	100.000
B		ONE HOUR	9	386	100.000
C		ONE HOUR	9	290	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	549	561	
	%	293	0	93	
	&	191	99	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	1	6	
	%	4	0	0	
	&	3	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.02	222.25	6.2	F	85	128
B-A	1.02	155.23	13.7	F	269	403
C-AB	0.23	9.74	0.3	A	91	136
C-A					175	263
A-B					504	756
A-C					515	772

### Main Results for each time segment

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	70	18	370	0.189	69	0.0	0.2	11.917	B
B-A	221	55	401	0.550	216	0.0	1.2	18.985	C
C-AB	75	19	575	0.130	74	0.0	0.1	7.173	A
C-A	144	36			144				
A-B	413	103			413				
A-C	422	106			422				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	84	21	298	0.281	83	0.2	0.4	16.712	C
B-A	263	66	368	0.716	259	1.2	2.3	31.845	D
C-AB	89	22	535	0.166	89	0.1	0.2	8.069	A
C-A	172	43			172				
A-B	494	123			494				
A-C	504	126			504				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	102	26	100	1.022	84	0.4	4.9	158.858	F
B-A	323	81	320	1.009	295	2.3	9.2	94.343	F
C-AB	109	27	479	0.228	109	0.2	0.3	9.721	A
C-A	210	53			210				
A-B	604	151			604				
A-C	618	154			618				

#### 17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	102	26	107	0.953	97	4.9	6.2	222.250	F
B-A	323	81	317	1.019	305	9.2	13.7	155.233	F
C-AB	109	27	479	0.228	109	0.3	0.3	9.740	A
C-A	210	53			210				
A-B	604	151			604				
A-C	618	154			618				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	84	21	222	0.376	106	6.2	0.6	36.274	E
B-A	263	66	363	0.725	306	13.7	3.1	78.856	F
C-AB	89	22	535	0.166	89	0.3	0.2	8.089	A
C-A	172	43			172				
A-B	494	123			494				
A-C	504	126			504				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	70	18	362	0.193	72	0.6	0.2	12.462	B
B-A	221	55	402	0.549	228	3.1	1.3	21.519	C
C-AB	75	19	575	0.130	75	0.2	0.2	7.195	A
C-A	144	36			144				
A-B	413	103			413				
A-C	422	106			422				

# DS 2046, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	66.62	F

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	DS 2046	AM	AM PEAK 2017 reviewed	ONE HOUR	08:00	09:30	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	1196	100.000
B		ONE HOUR	9	397	100.000
C		ONE HOUR	9	356	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	550	646	
	%	307	0	90	
	&	259	97	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	1	6	
	%	4	0	0	
	&	3	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.18	387.03	10.0	F	83	124
B-A	1.17	307.86	29.9	F	282	423
C-AB	0.24	10.40	0.3	B	89	134
C-A					238	356
A-B					505	757
A-C					593	889

### Main Results for each time segment

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	68	17	343	0.197	67	0.0	0.2	12.972	B
B-A	231	58	383	0.604	225	0.0	1.4	22.158	C
C-AB	73	18	558	0.131	72	0.0	0.1	7.405	A
C-A	195	49			195				
A-B	414	104			414				
A-C	486	122			486				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	81	20	240	0.337	80	0.2	0.5	22.318	C
B-A	276	69	345	0.801	269	1.4	3.3	43.567	E
C-AB	87	22	514	0.170	87	0.1	0.2	8.427	A
C-A	233	58			233				
A-B	494	124			494				
A-C	581	145			581				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	99	25	84	1.178	74	0.5	6.7	225.598	F
B-A	338	85	292	1.157	282	3.3	17.2	158.460	F
C-AB	107	27	453	0.236	106	0.2	0.3	10.371	B
C-A	285	71			285				
A-B	606	151			606				
A-C	711	178			711				

#### 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	99	25	90	1.106	86	6.7	10.0	387.031	F
B-A	338	85	290	1.166	287	17.2	29.9	307.859	F
C-AB	107	27	453	0.236	107	0.3	0.3	10.396	B
C-A	285	71			285				
A-B	606	151			606				
A-C	711	178			711				



09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	81	20	104	0.777	97	10.0	6.0	300.275	F
B-A	276	69	341	0.810	330	29.9	16.5	256.920	F
C-AB	87	22	514	0.170	88	0.3	0.2	8.451	A
C-A	233	58			233				
A-B	494	124			494				
A-C	581	145			581				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	68	17	278	0.244	91	6.0	0.3	21.516	C
B-A	231	58	380	0.608	290	16.5	1.7	60.208	F
C-AB	73	18	558	0.131	73	0.2	0.2	7.429	A
C-A	195	49			195				
A-B	414	104			414				
A-C	486	122			486				

# DS 2046, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	118.66	F

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	DS 2046	PM	PM PEAK 2017 reviewed	ONE HOUR	17:00	18:30	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	1158	100.000
B		ONE HOUR	9	487	100.000
C		ONE HOUR	9	313	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
From		\$	%	&	
		\$ 0	530	628	
		% 322	0	165	
		& 205	108	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
From		\$	%	&	
		\$ 0	1	6	
		% 4	0	1	
		& 3	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.29	489.10	23.3	F	151	227
B-A	1.28	468.03	44.5	F	296	444
C-AB	0.26	10.42	0.3	B	99	149
C-A					188	282
A-B					486	729
A-C					576	864

### Main Results for each time segment

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	124	31	357	0.347	122	0.0	0.5	15.203	C
B-A	243	61	366	0.663	235	0.0	1.8	26.324	D
C-AB	81	20	566	0.144	81	0.0	0.2	7.414	A
C-A	154	39			154				
A-B	399	100			399				
A-C	473	118			473				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	148	37	225	0.657	143	0.5	1.7	41.827	E
B-A	290	72	327	0.886	277	1.8	4.9	60.842	F
C-AB	97	24	523	0.186	97	0.2	0.2	8.441	A
C-A	184	46			184				
A-B	476	119			476				
A-C	564	141			564				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	181	45	140	1.292	134	1.7	13.6	245.664	F
B-A	355	89	279	1.270	274	4.9	25.0	223.875	F
C-AB	119	30	464	0.256	118	0.2	0.3	10.395	B
C-A	226	56			226				
A-B	583	146			583				
A-C	691	173			691				

#### 17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	181	45	144	1.261	142	13.6	23.3	482.331	F
B-A	355	89	278	1.278	277	25.0	44.5	453.504	F
C-AB	119	30	464	0.256	119	0.3	0.3	10.421	B
C-A	226	56			226				
A-B	583	146			583				
A-C	691	173			691				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	148	37	165	0.895	159	23.3	20.7	489.101	F
B-A	290	72	321	0.903	314	44.5	38.5	468.033	F
C-AB	97	24	523	0.186	98	0.3	0.2	8.469	A
C-A	184	46			184				
A-B	476	119			476				
A-C	564	141			564				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	124	31	183	0.679	174	20.7	8.1	311.157	F
B-A	243	61	351	0.692	342	38.5	13.8	283.601	F
C-AB	81	20	566	0.144	82	0.2	0.2	7.442	A
C-A	154	39			154				
A-B	399	100			399				
A-C	473	118			473				

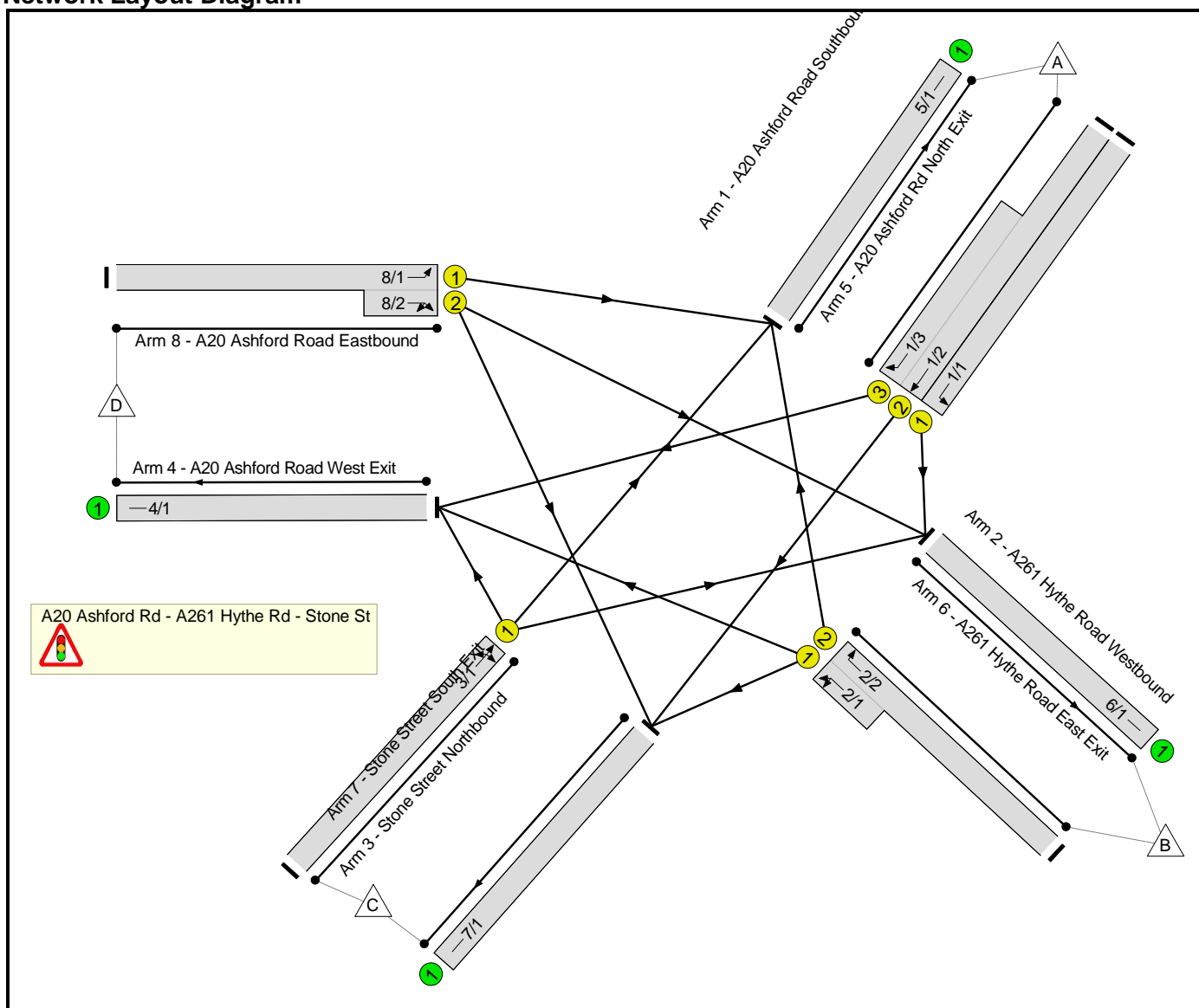
**P.16 J11\_A20 Ashford Rd A261 Hythe Rd\_Mit**

Full Input Data And Results  
**Full Input Data And Results**

**User and Project Details**

<b>Project:</b>	<b>Otterpool Park</b>
<b>Title:</b>	<b>Ashford Rd Hythe Rd</b>
<b>Location:</b>	A20 Ashford Rd - A261 Hythe Rd - Stone St
<b>Additional detail:</b>	
<b>File name:</b>	Junction 11 A20_Ashford Rd-A261_Hythe Rd_it4_DM_it5_minimal_intervention.lsg3x
<b>Author:</b>	Jonathan Gunasekera
<b>Company:</b>	ARCADIS UK
<b>Address:</b>	

**Network Layout Diagram**



## Full Input Data And Results

### Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Filter	A	-9999	4
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Traffic		-9999	7
F	Filter	E	-9999	4

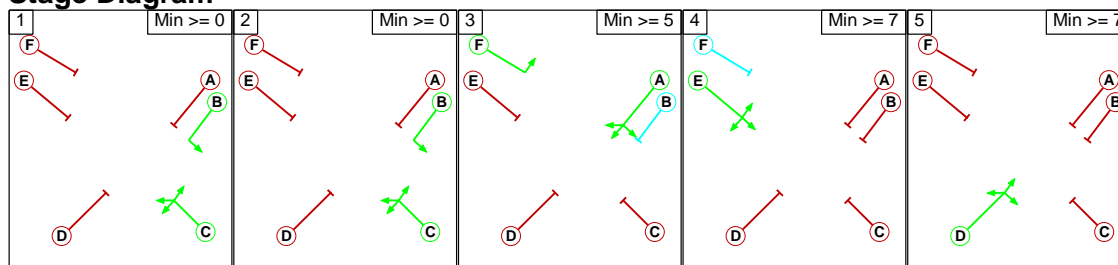
### Phase Intergreens Matrix

		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A	-	-	6	7	5	-
	B	-	-	-	8	8	-
	C	5	-	-	7	5	7
	D	5	7	5	-	6	7
	E	6	8	6	6	-	-
	F	-	-	5	5	-	-

### Phases in Stage

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

### Stage Diagram



### Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
4	5	E	Losing	2	2

Full Input Data And Results

**Traffic Flows, Desired**

**Scenario 1: 'DS 2037 AM'** (FG23: 'DS AM 2037\_it6', Plan 1: 'Network PLAN')

**Desired Flow :**

		Destination				
		A	B	C	D	Tot.
Origin	A	0	341	239	225	805
	B	427	0	0	28	455
	C	365	0	0	48	413
	D	237	104	38	0	379
	Tot.	1029	445	277	301	2052

**Scenario 2: 'DS 2037 PM'** (FG24: 'DS PM 2037\_it6', Plan 1: 'Network PLAN')

**Desired Flow :**

		Destination				
		A	B	C	D	Tot.
Origin	A	0	496	239	185	920
	B	309	0	0	39	348
	C	170	0	0	36	206
	D	176	82	48	0	306
	Tot.	655	578	287	260	1780

**Scenario 3: 'DS 2044 AM'** (FG25: 'DS AM 2044\_it6', Plan 1: 'Network PLAN')

**Desired Flow :**

		Destination				
		A	B	C	D	Tot.
Origin	A	0	346	208	204	758
	B	501	0	0	36	537
	C	459	0	0	41	500
	D	225	131	34	0	390
	Tot.	1185	477	242	281	2185

**Scenario 4: 'DS 2044 PM'** (FG26: 'DS PM 2044\_it6', Plan 1: 'Network PLAN')

**Desired Flow :**

		Destination				
		A	B	C	D	Tot.
Origin	A	0	553	349	248	1150
	B	305	0	0	93	398
	C	144	0	0	44	188
	D	53	99	33	0	185
	Tot.	502	652	382	385	1921



Full Input Data And Results

**Scenario 5: 'DS 2046 AM'** (FG27: 'DS AM 2046\_it6', Plan 1: 'Network PLAN')

**Desired Flow :**

		Destination				
		A	B	C	D	Tot.
Origin	A	0	348	193	257	798
	B	490	0	0	35	525
	C	462	0	0	32	494
	D	323	132	18	0	473
	Tot.	1275	480	211	324	2290

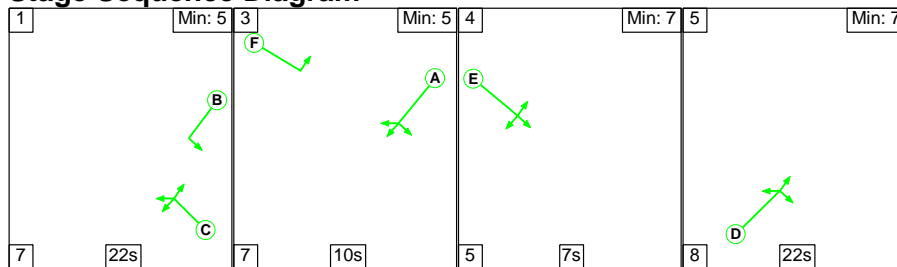
**Scenario 6: 'DS 2046 PM'** (FG28: 'DS PM 2046\_it6', Plan 1: 'Network PLAN')

**Desired Flow :**

		Destination				
		A	B	C	D	Tot.
Origin	A	0	554	420	267	1241
	B	319	0	0	90	409
	C	161	0	0	30	191
	D	107	97	21	0	225
	Tot.	587	651	441	387	2066

**Scenario 1: 'DS 2037 AM'** (FG23: 'DS AM 2037\_it6', Plan 1: 'Network PLAN')

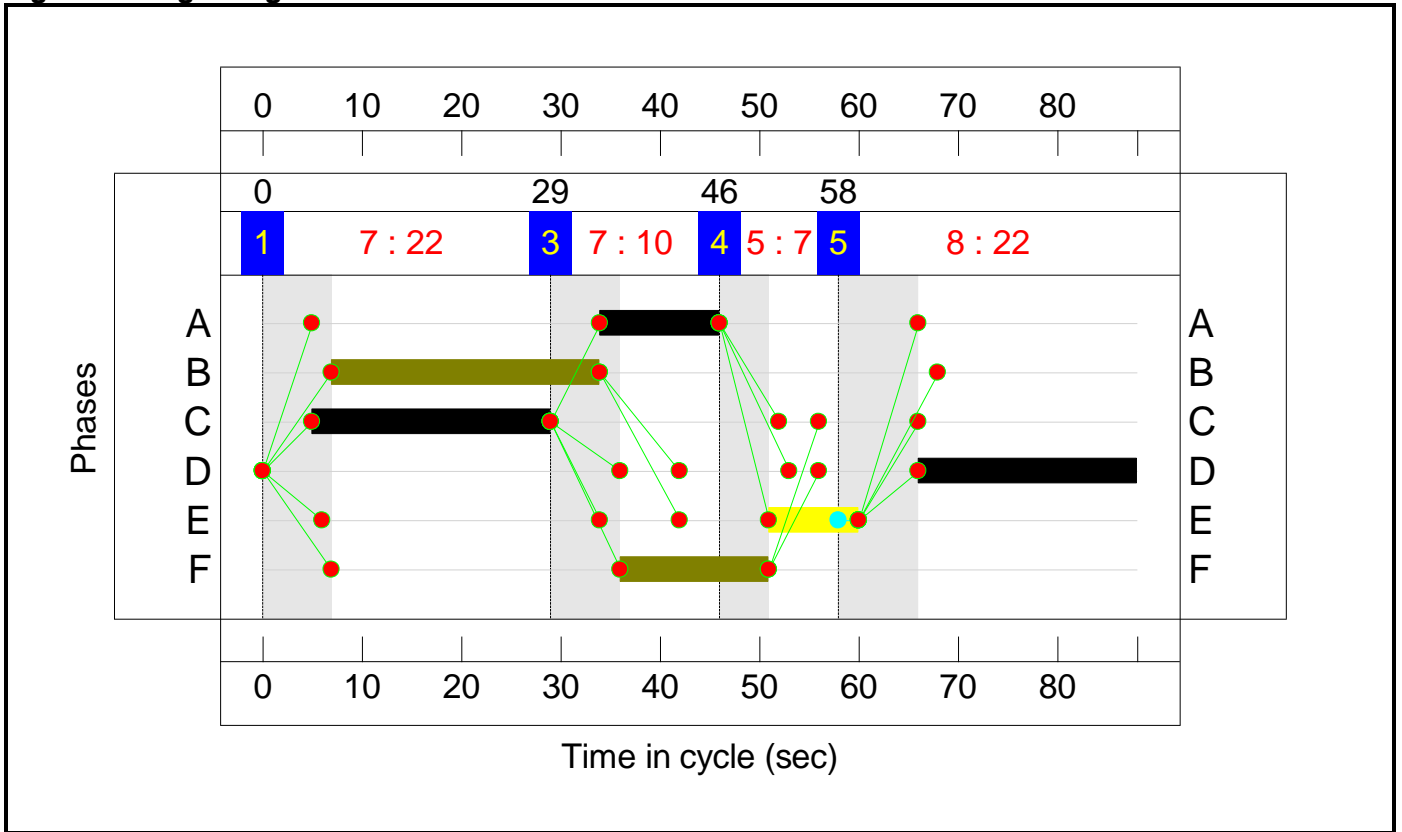
**Stage Sequence Diagram**



**Stage Timings**

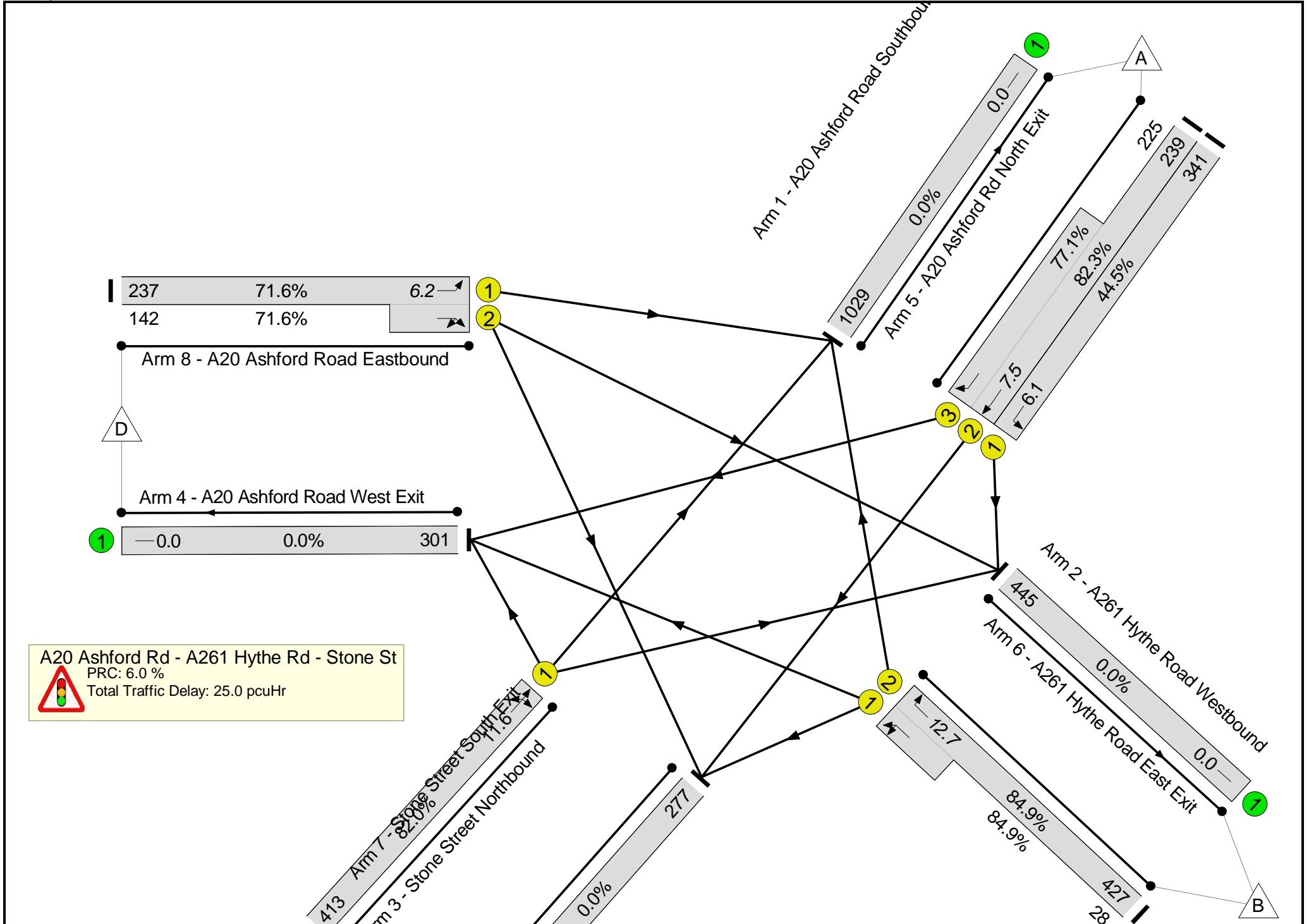
Stage	1	3	4	5
Duration	22	10	7	22
Change Point	0	29	46	58

**Signal Timings Diagram**



Full Input Data And Results  
**Network Layout Diagram**

Full Input Data And Results



Full Input Data And Results

**Network Results**

Scenario 1: 'DS 2037 AM' (FG23: 'DS AM 2037\_it6', Plan 1: 'Network PLAN')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Ashford Rd Hythe Rd	-	-	-	-	-	-	-	84.9%	-
A20 Ashford Rd - A261 Hythe Rd - Stone St	-	-	-	-	-	-	-	84.9%	-
1/1	A20 Ashford Road Southbound Left	U	39	27	341	1684	765	44.5%	341
1/2+1/3	A20 Ashford Road Southbound Right Ahead	U	12	-	464	1965:1976	290+292	82.3 : 77.1%	464
2/2+2/1	A261 Hythe Road Westbound Ahead Right Left	U	24	-	455	1828:1965	503+33	84.9 : 84.9%	455
3/1	Stone Street Northbound Left Ahead Right	U	22	-	413	1928	504	82.0%	413
4/1	A20 Ashford Road West Exit	U	-	-	301	Inf	Inf	0.0%	301
5/1	A20 Ashford Rd North Exit	U	-	-	1029	Inf	Inf	0.0%	1029
6/1	A261 Hythe Road East Exit	U	-	-	445	Inf	Inf	0.0%	445
7/1	Stone Street South Exit	U	-	-	277	Inf	Inf	0.0%	277
8/1+8/2	A20 Ashford Road Eastbound Left Ahead Right	U	24:9	15	379	1786:1922	331+198	71.6 : 71.6%	379

Full Input Data And Results

Item	Leaving (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)														
<b>Network: Ashford Rd Hythe Rd</b>	-	0	16.6	8.3	25.0	-	-	-	-														
<b>A20 Ashford Rd - A261 Hythe Rd - Stone St</b>	-	0	16.6	8.3	25.0	-	-	-	-														
1/1	341	-	1.6	0.4	2.0	20.7	5.7	0.4	6.1														
1/2+1/3	464	-	4.7	1.9	6.6	51.0	5.6	1.9	7.5														
2/2+2/1	455	-	3.7	2.6	6.4	50.2	10.1	2.6	12.7														
3/1	413	-	3.5	2.2	5.7	49.5	9.4	2.2	11.6														
4/1	301	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0														
5/1	1029	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0														
6/1	445	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0														
7/1	277	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0														
8/1+8/2	379	-	3.2	1.2	4.4	42.0	5.0	1.2	6.2														
<table style="width:100%; border:none;"> <tr> <td style="width:15%;">C1</td> <td style="width:15%;">PRC for Signalled Lanes (%):</td> <td style="width:10%;">6.0</td> <td style="width:15%;">Total Delay for Signalled Lanes (pcuHr):</td> <td style="width:10%;">24.98</td> <td style="width:15%;">Cycle Time (s):</td> <td style="width:10%;">88</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%):</td> <td>6.0</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>24.98</td> <td></td> <td></td> </tr> </table>										C1	PRC for Signalled Lanes (%):	6.0	Total Delay for Signalled Lanes (pcuHr):	24.98	Cycle Time (s):	88		PRC Over All Lanes (%):	6.0	Total Delay Over All Lanes(pcuHr):	24.98		
C1	PRC for Signalled Lanes (%):	6.0	Total Delay for Signalled Lanes (pcuHr):	24.98	Cycle Time (s):	88																	
	PRC Over All Lanes (%):	6.0	Total Delay Over All Lanes(pcuHr):	24.98																			

Full Input Data And Results

Scenario 2: 'DS 2037 PM' (FG24: 'DS PM 2037\_it6', Plan 1: 'Network PLAN')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: Ashford Rd Hythe Rd</b>	-	-	-	-	-	-	-	<b>63.0%</b>	-
<b>A20 Ashford Rd - A261 Hythe Rd - Stone St</b>	-	-	-	-	-	-	-	<b>63.0%</b>	-
1/1	A20 Ashford Road Southbound Left	U	44	28	496	1684	861	57.6%	496
1/2+1/3	A20 Ashford Road Southbound Right Ahead	U	16	-	424	1965:1976	380+294	63.0 : 63.0%	424
2/2+2/1	A261 Hythe Road Westbound Ahead Right Left	U	25	-	348	1828:1965	505+64	61.1 : 61.1%	348
3/1	Stone Street Northbound Left Ahead Right	U	15	-	206	1909	347	59.4%	206
4/1	A20 Ashford Road West Exit	U	-	-	260	Inf	Inf	0.0%	260
5/1	A20 Ashford Rd North Exit	U	-	-	655	Inf	Inf	0.0%	655
6/1	A261 Hythe Road East Exit	U	-	-	578	Inf	Inf	0.0%	578
7/1	Stone Street South Exit	U	-	-	287	Inf	Inf	0.0%	287
8/1+8/2	A20 Ashford Road Eastbound Left Ahead Right	U	30:11	19	306	1786:1906	284+210	61.9 : 61.9%	306

Full Input Data And Results

Item	Leaving (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)														
Network: Ashford Rd Hythe Rd	-	0	12.5	3.8	16.4	-	-	-	-														
A20 Ashford Rd - A261 Hythe Rd - Stone St	-	0	12.5	3.8	16.4	-	-	-	-														
1/1	496	-	2.1	0.7	2.7	19.8	8.3	0.7	8.9														
1/2+1/3	424	-	3.8	0.8	4.6	39.3	5.3	0.8	6.2														
2/2+2/1	348	-	2.5	0.8	3.3	34.1	6.6	0.8	7.4														
3/1	206	-	1.9	0.7	2.6	45.7	4.6	0.7	5.3														
4/1	260	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0														
5/1	655	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0														
6/1	578	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0														
7/1	287	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0														
8/1+8/2	306	-	2.3	0.8	3.1	36.2	3.1	0.8	3.9														
<table style="width:100%; border:none;"> <tr> <td style="width:15%;">C1</td> <td style="width:15%;">PRC for Signalled Lanes (%):</td> <td style="width:15%;">42.9</td> <td style="width:15%;">Total Delay for Signalled Lanes (pcuHr):</td> <td style="width:15%;">16.35</td> <td style="width:15%;">Cycle Time (s):</td> <td style="width:15%;">88</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%):</td> <td>42.9</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>16.35</td> <td></td> <td></td> </tr> </table>										C1	PRC for Signalled Lanes (%):	42.9	Total Delay for Signalled Lanes (pcuHr):	16.35	Cycle Time (s):	88		PRC Over All Lanes (%):	42.9	Total Delay Over All Lanes(pcuHr):	16.35		
C1	PRC for Signalled Lanes (%):	42.9	Total Delay for Signalled Lanes (pcuHr):	16.35	Cycle Time (s):	88																	
	PRC Over All Lanes (%):	42.9	Total Delay Over All Lanes(pcuHr):	16.35																			



Full Input Data And Results

Scenario 3: 'DS 2044 AM' (FG25: 'DS AM 2044\_it6', Plan 1: 'Network PLAN')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Ashford Rd Hythe Rd	-	-	-	-	-	-	-	90.1%	-
A20 Ashford Rd - A261 Hythe Rd - Stone St	-	-	-	-	-	-	-	90.1%	-
1/1	A20 Ashford Road Southbound Left	U	53	40	346	1684	771	44.9%	346
1/2+1/3	A20 Ashford Road Southbound Right Ahead	U	13	-	412	1965:1976	233+234	89.2 : 87.0%	412
2/2+2/1	A261 Hythe Road Westbound Ahead Right Left	U	37	-	537	1828:1965	563+40	89.0 : 89.0%	537
3/1	Stone Street Northbound Left Ahead Right	U	33	-	500	1939	559	89.5%	500
4/1	A20 Ashford Road West Exit	U	-	-	281	Inf	Inf	0.0%	281
5/1	A20 Ashford Rd North Exit	U	-	-	1185	Inf	Inf	0.0%	1185
6/1	A261 Hythe Road East Exit	U	-	-	477	Inf	Inf	0.0%	477
7/1	Stone Street South Exit	U	-	-	242	Inf	Inf	0.0%	242
8/1+8/2	A20 Ashford Road Eastbound Left Ahead Right	U	30:14	16	390	1786:1932	250+183	90.1 : 90.1%	390

Full Input Data And Results

Item	Leaving (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)														
<b>Network: Ashford Rd Hythe Rd</b>	-	0	23.8	15.0	38.8	-	-	-	-														
<b>A20 Ashford Rd - A261 Hythe Rd - Stone St</b>	-	0	23.8	15.0	38.8	-	-	-	-														
1/1	346	-	2.1	0.4	2.5	26.1	7.7	0.4	8.1														
1/2+1/3	412	-	5.9	3.3	9.2	80.1	6.7	3.3	10.0														
2/2+2/1	537	-	5.6	3.7	9.3	62.2	16.2	3.7	19.9														
3/1	500	-	5.6	3.8	9.4	67.5	15.7	3.8	19.5														
4/1	281	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0														
5/1	1185	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0														
6/1	477	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0														
7/1	242	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0														
8/1+8/2	390	-	4.6	3.9	8.5	78.5	9.3	3.9	13.2														
<table style="width:100%; border:none;"> <tr> <td style="width:15%;">C1</td> <td style="width:15%;">PRC for Signalled Lanes (%):</td> <td style="width:15%;">-0.1</td> <td style="width:15%;">Total Delay for Signalled Lanes (pcuHr):</td> <td style="width:15%;">38.82</td> <td style="width:15%;">Cycle Time (s):</td> <td style="width:15%;">118</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%):</td> <td>-0.1</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>38.82</td> <td></td> <td></td> </tr> </table>										C1	PRC for Signalled Lanes (%):	-0.1	Total Delay for Signalled Lanes (pcuHr):	38.82	Cycle Time (s):	118		PRC Over All Lanes (%):	-0.1	Total Delay Over All Lanes(pcuHr):	38.82		
C1	PRC for Signalled Lanes (%):	-0.1	Total Delay for Signalled Lanes (pcuHr):	38.82	Cycle Time (s):	118																	
	PRC Over All Lanes (%):	-0.1	Total Delay Over All Lanes(pcuHr):	38.82																			

Full Input Data And Results

Scenario 4: 'DS 2044 PM' (FG26: 'DS PM 2044\_it6', Plan 1: 'Network PLAN')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: Ashford Rd Hythe Rd</b>	-	-	-	-	-	-	-	<b>68.4%</b>	-
<b>A20 Ashford Rd - A261 Hythe Rd - Stone St</b>	-	-	-	-	-	-	-	<b>68.4%</b>	-
1/1	A20 Ashford Road Southbound Left	U	49	27	553	1684	957	57.8%	553
1/2+1/3	A20 Ashford Road Southbound Right Ahead	U	22	-	597	1965:1976	511+363	68.4 : 68.4%	597
2/2+2/1	A261 Hythe Road Westbound Ahead Right Left	U	24	-	398	1828:1965	447+136	68.2 : 68.2%	398
3/1	Stone Street Northbound Left Ahead Right	U	12	-	188	1891	279	67.3%	188
4/1	A20 Ashford Road West Exit	U	-	-	385	Inf	Inf	0.0%	385
5/1	A20 Ashford Rd North Exit	U	-	-	502	Inf	Inf	0.0%	502
6/1	A261 Hythe Road East Exit	U	-	-	652	Inf	Inf	0.0%	652
7/1	Stone Street South Exit	U	-	-	382	Inf	Inf	0.0%	382
8/1+8/2	A20 Ashford Road Eastbound Left Ahead Right	U	34:9	25	185	1786:1925	88+218	60.5 : 60.5%	185

Full Input Data And Results

Item	Leaving (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)														
Network: Ashford Rd Hythe Rd	-	0	13.0	4.6	17.6	-	-	-	-														
A20 Ashford Rd - A261 Hythe Rd - Stone St	-	0	13.0	4.6	17.6	-	-	-	-														
1/1	553	-	1.9	0.7	2.6	16.7	8.6	0.7	9.3														
1/2+1/3	597	-	4.7	1.1	5.8	34.9	7.7	1.1	8.7														
2/2+2/1	398	-	3.0	1.1	4.0	36.3	7.1	1.1	8.2														
3/1	188	-	1.9	1.0	2.9	54.8	4.3	1.0	5.3														
4/1	385	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0														
5/1	502	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0														
6/1	652	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0														
7/1	382	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0														
8/1+8/2	185	-	1.6	0.8	2.4	45.9	3.0	0.8	3.8														
<table style="width:100%; border:none;"> <tr> <td style="width:15%;">C1</td> <td style="width:15%;">PRC for Signalled Lanes (%):</td> <td style="width:15%;">31.6</td> <td style="width:15%;">Total Delay for Signalled Lanes (pcuHr):</td> <td style="width:15%;">17.59</td> <td style="width:15%;">Cycle Time (s):</td> <td style="width:15%;">88</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%):</td> <td>31.6</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>17.59</td> <td></td> <td></td> </tr> </table>										C1	PRC for Signalled Lanes (%):	31.6	Total Delay for Signalled Lanes (pcuHr):	17.59	Cycle Time (s):	88		PRC Over All Lanes (%):	31.6	Total Delay Over All Lanes(pcuHr):	17.59		
C1	PRC for Signalled Lanes (%):	31.6	Total Delay for Signalled Lanes (pcuHr):	17.59	Cycle Time (s):	88																	
	PRC Over All Lanes (%):	31.6	Total Delay Over All Lanes(pcuHr):	17.59																			

Full Input Data And Results

Scenario 5: 'DS 2046 AM' (FG27: 'DS AM 2046\_it6', Plan 1: 'Network PLAN')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Ashford Rd Hythe Rd	-	-	-	-	-	-	-	90.9%	-
A20 Ashford Rd - A261 Hythe Rd - Stone St	-	-	-	-	-	-	-	90.9%	-
1/1	A20 Ashford Road Southbound Left	U	55	39	348	1684	799	43.5%	348
1/2+1/3	A20 Ashford Road Southbound Right Ahead	U	16	-	450	1965:1976	214+285	90.3 : 90.3%	450
2/2+2/1	A261 Hythe Road Westbound Ahead Right Left	U	36	-	525	1828:1965	548+39	89.4 : 89.4%	525
3/1	Stone Street Northbound Left Ahead Right	U	32	-	494	1944	544	90.9%	494
4/1	A20 Ashford Road West Exit	U	-	-	324	Inf	Inf	0.0%	324
5/1	A20 Ashford Rd North Exit	U	-	-	1275	Inf	Inf	0.0%	1275
6/1	A261 Hythe Road East Exit	U	-	-	480	Inf	Inf	0.0%	480
7/1	Stone Street South Exit	U	-	-	211	Inf	Inf	0.0%	211
8/1+8/2	A20 Ashford Road Eastbound Left Ahead Right	U	32:13	19	473	1786:1946	356+165	90.8 : 90.8%	473

Full Input Data And Results

Item	Leaving (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)														
Network: Ashford Rd Hythe Rd	-	0	24.8	16.6	41.4	-	-	-	-														
A20 Ashford Rd - A261 Hythe Rd - Stone St	-	0	24.8	16.6	41.4	-	-	-	-														
1/1	348	-	2.0	0.4	2.4	24.5	7.5	0.4	7.9														
1/2+1/3	450	-	6.1	4.0	10.1	80.8	8.3	4.0	12.3														
2/2+2/1	525	-	5.6	3.8	9.3	64.0	16.0	3.8	19.8														
3/1	494	-	5.6	4.2	9.9	72.0	15.5	4.2	19.8														
4/1	324	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0														
5/1	1275	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0														
6/1	480	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0														
7/1	211	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0														
8/1+8/2	473	-	5.5	4.2	9.7	74.2	13.0	4.2	17.2														
<table style="width:100%; border:none;"> <tr> <td style="width:15%;">C1</td> <td style="width:15%;">PRC for Signalled Lanes (%):</td> <td style="width:15%;">-1.0</td> <td style="width:15%;">Total Delay for Signalled Lanes (pcuHr):</td> <td style="width:15%;">41.43</td> <td style="width:15%;">Cycle Time (s):</td> <td style="width:15%;">118</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%):</td> <td>-1.0</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>41.43</td> <td></td> <td></td> </tr> </table>										C1	PRC for Signalled Lanes (%):	-1.0	Total Delay for Signalled Lanes (pcuHr):	41.43	Cycle Time (s):	118		PRC Over All Lanes (%):	-1.0	Total Delay Over All Lanes(pcuHr):	41.43		
C1	PRC for Signalled Lanes (%):	-1.0	Total Delay for Signalled Lanes (pcuHr):	41.43	Cycle Time (s):	118																	
	PRC Over All Lanes (%):	-1.0	Total Delay Over All Lanes(pcuHr):	41.43																			

Full Input Data And Results

Scenario 6: 'DS 2046 PM' (FG28: 'DS PM 2046\_it6', Plan 1: 'Network PLAN')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Ashford Rd Hythe Rd	-	-	-	-	-	-	-	76.2%	-
A20 Ashford Rd - A261 Hythe Rd - Stone St	-	-	-	-	-	-	-	76.2%	-
1/1	A20 Ashford Road Southbound Left	U	50	25	554	1684	976	56.8%	554
1/2+1/3	A20 Ashford Road Southbound Right Ahead	U	25	-	687	1965:1976	552+351	76.1 : 76.1%	687
2/2+2/1	A261 Hythe Road Westbound Ahead Right Left	U	22	-	409	1828:1965	419+118	76.2 : 76.2%	409
3/1	Stone Street Northbound Left Ahead Right	U	11	-	191	1915	261	73.1%	191
4/1	A20 Ashford Road West Exit	U	-	-	387	Inf	Inf	0.0%	387
5/1	A20 Ashford Rd North Exit	U	-	-	587	Inf	Inf	0.0%	587
6/1	A261 Hythe Road East Exit	U	-	-	651	Inf	Inf	0.0%	651
7/1	Stone Street South Exit	U	-	-	441	Inf	Inf	0.0%	441
8/1+8/2	A20 Ashford Road Eastbound Left Ahead Right	U	37:9	28	225	1786:1936	188+207	56.9 : 56.9%	225

Full Input Data And Results

Item	Leaving (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)														
Network: Ashford Rd Hythe Rd	-	0	13.8	5.8	19.5	-	-	-	-														
A20 Ashford Rd - A261 Hythe Rd - Stone St	-	0	13.8	5.8	19.5	-	-	-	-														
1/1	554	-	1.8	0.7	2.4	15.8	8.5	0.7	9.1														
1/2+1/3	687	-	5.1	1.6	6.7	35.0	9.1	1.6	10.7														
2/2+2/1	409	-	3.3	1.6	4.8	42.6	7.9	1.6	9.4														
3/1	191	-	1.9	1.3	3.2	61.2	4.5	1.3	5.8														
4/1	387	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0														
5/1	587	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0														
6/1	651	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0														
7/1	441	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0														
8/1+8/2	225	-	1.7	0.7	2.3	37.0	2.7	0.7	3.4														
<table style="width:100%; border:none;"> <tr> <td style="width:15%;">C1</td> <td style="width:15%;">PRC for Signalled Lanes (%):</td> <td style="width:15%;">18.1</td> <td style="width:15%;">Total Delay for Signalled Lanes (pcuHr):</td> <td style="width:15%;">19.52</td> <td style="width:15%;">Cycle Time (s):</td> <td style="width:15%;">88</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%):</td> <td>18.1</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>19.52</td> <td></td> <td></td> </tr> </table>										C1	PRC for Signalled Lanes (%):	18.1	Total Delay for Signalled Lanes (pcuHr):	19.52	Cycle Time (s):	88		PRC Over All Lanes (%):	18.1	Total Delay Over All Lanes(pcuHr):	19.52		
C1	PRC for Signalled Lanes (%):	18.1	Total Delay for Signalled Lanes (pcuHr):	19.52	Cycle Time (s):	88																	
	PRC Over All Lanes (%):	18.1	Total Delay Over All Lanes(pcuHr):	19.52																			



**P.17 J12\_Aldington Rd Lympne Hill**

<h1>Junctions 9</h1>
<h2>PICADY 9 - Priority Intersection Module</h2>
Version: 9.0.2.5947 © Copyright TRL Limited, 2017
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**Filename:** J12\_Aldington Rd Lypne Hill.j9

**Path:** \\hc-ukr-ln-fs-10\LN\_Proj\UA008926 Otterpool\D-Calcs\Modelling\DM\_it5\Appendix\Picady Junction Analysis\J12 Aldington Rd - Lypne Hill

**Report generation date:** 19/11/2018 10:38:34

- 
- »Base, AM
  - »Base, PM
  - »DM 2037, AM
  - »DM 2037, PM
  - »DM 2044, AM
  - »DM 2044, PM
  - »DM 2046, AM
  - »DM 2046, PM
  - »DS 2037, AM
  - »DS 2037, PM
  - »DS 2044, AM
  - »DS 2044, PM
  - »DS 2046, AM
  - »DS 2046, PM

### Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
<b>Base</b>								
Stream B -AC	0.9	12.08	0.47	B	0.2	7.63	0.17	A
Stream C -AB	0.3	7.12	0.22	A	0.9	10.58	0.47	B
<b>DM 2037</b>								
Stream B -AC	1.1	14.39	0.53	B	0.3	8.87	0.22	A
Stream C -AB	0.4	7.58	0.27	A	0.8	9.87	0.42	A
<b>DM 2044</b>								
Stream B -AC	1.2	14.64	0.54	B	0.3	8.89	0.22	A
Stream C -AB	0.4	7.59	0.27	A	0.8	10.07	0.43	B
<b>DM 2046</b>								
Stream B -AC	1.2	14.83	0.55	B	0.3	8.92	0.22	A
Stream C -AB	0.4	7.62	0.27	A	0.8	10.12	0.43	B
<b>DS 2037</b>								
Stream B -AC	2.3	22.95	0.71	C	0.7	11.78	0.40	B
Stream C -AB	1.2	10.62	0.51	B	2.5	17.72	0.69	C
<b>DS 2044</b>								
Stream B -AC	7.0	56.67	0.90	F	1.0	14.35	0.50	B
Stream C -AB	1.5	12.24	0.56	B	4.0	29.59	0.80	D
<b>DS 2046</b>								
Stream B -AC	8.2	65.36	0.92	F	1.2	16.10	0.55	C
Stream C -AB	1.9	13.96	0.63	B	4.9	34.96	0.84	D

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

### File summary

#### File Description

Title	J12 Otterpool Park_Base Model
Location	Aldington Rd - Lympe Hill
Site number	
Date	09/08/2017
Version	
Status	Base
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	

### Units

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

### Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queuing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

### Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	J12 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D2	Base	PM	J12 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D15	DM 2037	AM	J12 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D16	DM 2037	PM	J12 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D17	DM 2044	AM	J12 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D18	DM 2044	PM	J12 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D19	DM 2046	AM	J12 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D20	DM 2046	PM	J12 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D21	DS 2037	AM	J12 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D22	DS 2037	PM	J12 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D23	DS 2044	AM	J12 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D24	DS 2044	PM	J12 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D25	DS 2046	AM	J12 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D26	DS 2046	PM	J12 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

### Analysis Set Details

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

# Base, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	8.10	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm type
A	Aldington Road Westbound		Major
B	Lympne Hill		Minor
C	Aldington Road Eastbound		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			59.0	✓	0.00

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

### Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.20	34	32

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	464	0.085	0.214	0.134	0.305
1	B-C	592	0.091	0.230	-	-
1	C-B	608	0.236	0.236	-	-

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

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

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	J12 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	46	100.000
B		ONE HOUR	✓	241	100.000
C		ONE HOUR	✓	182	100.000

## Origin-Destination Data

### Demand (Veh/hr)

From	To		
	A	B	C
A	0	4	42
B	11	0	230
C	69	113	0

## Vehicle Mix

### Heavy Vehicle Percentages

From	To		
	A	B	C
A	0	25	2
B	18	0	0
C	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.47	12.08	0.9	B	221	332
C-AB	0.22	7.12	0.3	A	115	173
C-A					52	77
A-B					4	6
A-C					39	58

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	181	45	568	0.319	180	0.0	0.5	9.216	A
C-AB	93	23	634	0.146	92	0.0	0.2	6.630	A
C-A	44	11			44				
A-B	3	0.75			3				
A-C	32	8			32				

**08:00 - 08:15**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	217	54	566	0.383	216	0.5	0.6	10.261	B
C-AB	113	28	639	0.176	112	0.2	0.2	6.829	A
C-A	51	13			51				
A-B	4	1			4				
A-C	38	9			38				

**08:15 - 08:30**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	265	66	563	0.471	264	0.6	0.9	11.995	B
C-AB	141	35	647	0.218	141	0.2	0.3	7.117	A
C-A	59	15			59				
A-B	4	1			4				
A-C	46	12			46				

**08:30 - 08:45**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	265	66	563	0.471	265	0.9	0.9	12.075	B
C-AB	141	35	647	0.218	141	0.3	0.3	7.123	A
C-A	59	15			59				
A-B	4	1			4				
A-C	46	12			46				

**08:45 - 09:00**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	217	54	566	0.383	218	0.9	0.6	10.355	B
C-AB	113	28	640	0.176	113	0.3	0.2	6.841	A
C-A	51	13			51				
A-B	4	1			4				
A-C	38	9			38				

**09:00 - 09:15**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	181	45	568	0.319	182	0.6	0.5	9.332	A
C-AB	93	23	634	0.146	93	0.2	0.2	6.654	A
C-A	44	11			44				
A-B	3	0.75			3				
A-C	32	8			32				

# Base, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	8.11	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base	PM	J12 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	40	100.000
B		ONE HOUR	✓	89	100.000
C		ONE HOUR	✓	309	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	5	35
	B	2	0	87
	C	63	246	0

## Vehicle Mix

### Heavy Vehicle Percentages

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



## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.17	7.63	0.2	A	82	123
C-AB	0.47	10.58	0.9	B	249	374
C-A					34	52
A-B					5	7
A-C					32	48

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	67	17	574	0.117	66	0.0	0.1	7.082	A
C-AB	200	50	633	0.316	198	0.0	0.5	8.256	A
C-A	32	8			32				
A-B	4	0.94			4				
A-C	26	7			26				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	80	20	572	0.140	80	0.1	0.2	7.307	A
C-AB	243	61	638	0.381	242	0.5	0.6	9.098	A
C-A	35	9			35				
A-B	4	1			4				
A-C	31	8			31				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	98	24	570	0.172	98	0.2	0.2	7.627	A
C-AB	304	76	644	0.472	303	0.6	0.9	10.517	B
C-A	36	9			36				
A-B	6	1			6				
A-C	39	10			39				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	98	24	570	0.172	98	0.2	0.2	7.629	A
C-AB	304	76	644	0.472	304	0.9	0.9	10.585	B
C-A	36	9			36				
A-B	6	1			6				
A-C	39	10			39				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	80	20	572	0.140	80	0.2	0.2	7.315	A
C-AB	243	61	638	0.381	244	0.9	0.7	9.181	A
C-A	35	9			35				
A-B	4	1			4				
A-C	31	8			31				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	67	17	574	0.117	67	0.2	0.1	7.100	A
C-AB	200	50	633	0.317	201	0.7	0.5	8.356	A
C-A	32	8			32				
A-B	4	0.94			4				
A-C	26	7			26				

# DM 2037, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	8.82	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	DM 2037	AM	J12 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	74	100.000
B		ONE HOUR	✓	261	100.000
C		ONE HOUR	✓	223	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	7	67
	B	33	0	228
	C	89	134	0

## Vehicle Mix

### Heavy Vehicle Percentages

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

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.53	14.39	1.1	B	239	359
C-AB	0.27	7.58	0.4	A	142	212
C-A					63	95
A-B					6	10
A-C					61	92

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	196	49	547	0.359	194	0.0	0.6	10.135	B
C-AB	113	28	634	0.178	112	0.0	0.2	6.886	A
C-A	55	14			55				
A-B	5	1			5				
A-C	50	13			50				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	235	59	543	0.432	234	0.6	0.7	11.607	B
C-AB	138	34	640	0.215	138	0.2	0.3	7.161	A
C-A	63	16			63				
A-B	6	2			6				
A-C	60	15			60				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	287	72	537	0.535	286	0.7	1.1	14.227	B
C-AB	174	43	649	0.268	174	0.3	0.4	7.572	A
C-A	72	18			72				
A-B	8	2			8				
A-C	74	18			74				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	287	72	537	0.535	287	1.1	1.1	14.386	B
C-AB	174	44	649	0.268	174	0.4	0.4	7.583	A
C-A	71	18			71				
A-B	8	2			8				
A-C	74	18			74				

**08:45 - 09:00**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	235	59	543	0.432	236	1.1	0.8	11.778	B
C-AB	138	34	640	0.215	138	0.4	0.3	7.179	A
C-A	63	16			63				
A-B	6	2			6				
A-C	60	15			60				

**09:00 - 09:15**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	196	49	547	0.359	197	0.8	0.6	10.311	B
C-AB	113	28	634	0.178	113	0.3	0.2	6.918	A
C-A	55	14			55				
A-B	5	1			5				
A-C	50	13			50				

# DM 2037, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	6.98	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	DM 2037	PM	J12 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	89	100.000
B		ONE HOUR	✓	102	100.000
C		ONE HOUR	✓	269	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	62	27
	B	20	0	82
	C	55	214	0

## Vehicle Mix

### Heavy Vehicle Percentages

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

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.22	8.87	0.3	A	94	140
C-AB	0.42	9.87	0.8	A	214	321
C-A					33	49
A-B					57	85
A-C					25	37

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	77	19	532	0.144	76	0.0	0.2	7.889	A
C-AB	173	43	620	0.278	171	0.0	0.4	7.991	A
C-A	30	7			30				
A-B	47	12			47				
A-C	20	5			20				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	92	23	526	0.174	92	0.2	0.2	8.276	A
C-AB	209	52	623	0.336	209	0.4	0.5	8.688	A
C-A	33	8			33				
A-B	56	14			56				
A-C	24	6			24				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	112	28	518	0.217	112	0.2	0.3	8.856	A
C-AB	261	65	626	0.417	260	0.5	0.7	9.825	A
C-A	35	9			35				
A-B	68	17			68				
A-C	30	7			30				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	112	28	518	0.217	112	0.3	0.3	8.869	A
C-AB	261	65	626	0.417	261	0.7	0.8	9.870	A
C-A	35	9			35				
A-B	68	17			68				
A-C	30	7			30				

**17:45 - 18:00**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	92	23	526	0.174	92	0.3	0.2	8.297	A
C-AB	209	52	623	0.336	210	0.8	0.5	8.746	A
C-A	33	8			33				
A-B	56	14			56				
A-C	24	6			24				

**18:00 - 18:15**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	77	19	532	0.144	77	0.2	0.2	7.922	A
C-AB	173	43	620	0.279	173	0.5	0.4	8.068	A
C-A	30	7			30				
A-B	47	12			47				
A-C	20	5			20				



# DM 2044, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	9.00	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	DM 2044	AM	J12 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	76	100.000
B		ONE HOUR	✓	266	100.000
C		ONE HOUR	✓	219	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	7	69
	B	32	0	234
	C	86	133	0

## Vehicle Mix

### Heavy Vehicle Percentages

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

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.54	14.64	1.2	B	244	366
C-AB	0.27	7.59	0.4	A	140	210
C-A					61	92
A-B					6	10
A-C					63	95

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	200	50	548	0.365	198	0.0	0.6	10.210	B
C-AB	112	28	632	0.177	111	0.0	0.2	6.894	A
C-A	53	13			53				
A-B	5	1			5				
A-C	52	13			52				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	239	60	544	0.439	238	0.6	0.8	11.735	B
C-AB	136	34	638	0.213	136	0.2	0.3	7.170	A
C-A	61	15			61				
A-B	6	2			6				
A-C	62	16			62				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	293	73	538	0.544	291	0.8	1.2	14.469	B
C-AB	172	43	646	0.266	171	0.3	0.4	7.580	A
C-A	69	17			69				
A-B	8	2			8				
A-C	76	19			76				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	293	73	538	0.544	293	1.2	1.2	14.638	B
C-AB	172	43	646	0.266	172	0.4	0.4	7.594	A
C-A	69	17			69				
A-B	8	2			8				
A-C	76	19			76				

**08:45 - 09:00**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	239	60	544	0.439	241	1.2	0.8	11.917	B
C-AB	136	34	638	0.214	137	0.4	0.3	7.188	A
C-A	61	15			61				
A-B	6	2			6				
A-C	62	16			62				

**09:00 - 09:15**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	200	50	548	0.365	201	0.8	0.6	10.396	B
C-AB	112	28	632	0.177	112	0.3	0.2	6.928	A
C-A	53	13			53				
A-B	5	1			5				
A-C	52	13			52				

# DM 2044, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	7.13	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	DM 2044	PM	J12 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	88	100.000
B		ONE HOUR	✓	102	100.000
C		ONE HOUR	✓	276	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	61	27
	B	20	0	82
	C	56	220	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	1
	C	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.22	8.89	0.3	A	94	140
C-AB	0.43	10.07	0.8	B	221	331
C-A					33	49
A-B					56	84
A-C					25	37

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	77	19	531	0.145	76	0.0	0.2	7.900	A
C-AB	178	44	621	0.286	176	0.0	0.4	8.074	A
C-A	30	8			30				
A-B	46	11			46				
A-C	20	5			20				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	92	23	525	0.175	92	0.2	0.2	8.291	A
C-AB	215	54	623	0.345	215	0.4	0.6	8.808	A
C-A	33	8			33				
A-B	55	14			55				
A-C	24	6			24				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	112	28	517	0.217	112	0.2	0.3	8.878	A
C-AB	269	67	627	0.429	268	0.6	0.8	10.014	B
C-A	35	9			35				
A-B	67	17			67				
A-C	30	7			30				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	112	28	517	0.217	112	0.3	0.3	8.891	A
C-AB	269	67	627	0.429	269	0.8	0.8	10.066	B
C-A	35	9			35				
A-B	67	17			67				
A-C	30	7			30				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	92	23	525	0.175	92	0.3	0.2	8.314	A
C-AB	215	54	623	0.346	216	0.8	0.6	8.871	A
C-A	33	8			33				
A-B	55	14			55				
A-C	24	6			24				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	77	19	531	0.145	77	0.2	0.2	7.934	A
C-AB	178	44	621	0.287	178	0.6	0.4	8.152	A
C-A	30	7			30				
A-B	46	11			46				
A-C	20	5			20				

# DM 2046, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	9.09	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	DM 2046	AM	J12 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	76	100.000
B		ONE HOUR	✓	268	100.000
C		ONE HOUR	✓	223	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	7	69
	B	33	0	235
	C	88	135	0

## Vehicle Mix

### Heavy Vehicle Percentages

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

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.55	14.83	1.2	B	246	369
C-AB	0.27	7.62	0.4	A	142	214
C-A					62	93
A-B					6	10
A-C					63	95

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	202	50	548	0.368	199	0.0	0.6	10.274	B
C-AB	114	28	633	0.179	113	0.0	0.2	6.907	A
C-A	54	14			54				
A-B	5	1			5				
A-C	52	13			52				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	241	60	543	0.443	240	0.6	0.8	11.833	B
C-AB	139	35	639	0.217	138	0.2	0.3	7.188	A
C-A	62	15			62				
A-B	6	2			6				
A-C	62	16			62				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	295	74	538	0.549	293	0.8	1.2	14.641	B
C-AB	175	44	648	0.270	175	0.3	0.4	7.607	A
C-A	71	18			71				
A-B	8	2			8				
A-C	76	19			76				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	295	74	538	0.549	295	1.2	1.2	14.827	B
C-AB	175	44	648	0.270	175	0.4	0.4	7.619	A
C-A	70	18			70				
A-B	8	2			8				
A-C	76	19			76				



**08:45 - 09:00**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	241	60	543	0.443	242	1.2	0.8	12.023	B
C-AB	139	35	639	0.217	139	0.4	0.3	7.206	A
C-A	62	15			62				
A-B	6	2			6				
A-C	62	16			62				

**09:00 - 09:15**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	202	50	548	0.368	203	0.8	0.6	10.463	B
C-AB	114	28	633	0.180	114	0.3	0.2	6.941	A
C-A	54	14			54				
A-B	5	1			5				
A-C	52	13			52				

# DM 2046, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	7.14	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	DM 2046	PM	J12 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	90	100.000
B		ONE HOUR	✓	103	100.000
C		ONE HOUR	✓	277	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	62	28
	B	20	0	83
	C	56	221	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	1
	C	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.22	8.92	0.3	A	95	142
C-AB	0.43	10.12	0.8	B	222	333
C-A					32	49
A-B					57	85
A-C					26	39

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	78	19	531	0.146	77	0.0	0.2	7.910	A
C-AB	179	45	620	0.288	177	0.0	0.4	8.091	A
C-A	30	8			30				
A-B	47	12			47				
A-C	21	5			21				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	93	23	525	0.176	92	0.2	0.2	8.310	A
C-AB	216	54	623	0.347	216	0.4	0.6	8.838	A
C-A	33	8			33				
A-B	56	14			56				
A-C	25	6			25				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	113	28	517	0.219	113	0.2	0.3	8.903	A
C-AB	270	68	626	0.431	269	0.6	0.8	10.065	B
C-A	35	9			35				
A-B	68	17			68				
A-C	31	8			31				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	113	28	517	0.219	113	0.3	0.3	8.915	A
C-AB	270	68	626	0.431	270	0.8	0.8	10.116	B
C-A	35	9			35				
A-B	68	17			68				
A-C	31	8			31				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	93	23	525	0.176	93	0.3	0.2	8.331	A
C-AB	216	54	623	0.347	217	0.8	0.6	8.901	A
C-A	33	8			33				
A-B	56	14			56				
A-C	25	6			25				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	78	19	531	0.146	78	0.2	0.2	7.945	A
C-AB	179	45	620	0.288	179	0.6	0.4	8.174	A
C-A	30	7			30				
A-B	47	12			47				
A-C	21	5			21				

# DS 2037, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	13.58	B

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	DS 2037	AM	J12 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	89	100.000
B		ONE HOUR	✓	341	100.000
C		ONE HOUR	✓	384	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	8	81
	B	33	0	308
	C	139	245	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	13	1
	B	0	0	1
	C	1	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.71	22.95	2.3	C	313	469
C-AB	0.51	10.62	1.2	B	279	419
C-A					73	109
A-B					7	11
A-C					74	111

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	257	64	545	0.471	253	0.0	0.9	12.189	B
C-AB	219	55	662	0.331	217	0.0	0.6	8.059	A
C-A	70	18			70				
A-B	6	2			6				
A-C	61	15			61				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	307	77	539	0.568	305	0.9	1.3	15.238	C
C-AB	271	68	673	0.403	270	0.6	0.8	8.932	A
C-A	74	19			74				
A-B	7	2			7				
A-C	73	18			73				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	375	94	531	0.707	372	1.3	2.2	22.010	C
C-AB	348	87	688	0.506	346	0.8	1.2	10.519	B
C-A	75	19			75				
A-B	9	2			9				
A-C	89	22			89				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	375	94	531	0.707	375	2.2	2.3	22.952	C
C-AB	348	87	688	0.506	348	1.2	1.2	10.622	B
C-A	75	19			75				
A-B	9	2			9				
A-C	89	22			89				

**08:45 - 09:00**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	307	77	539	0.568	310	2.3	1.4	15.971	C
C-AB	271	68	673	0.403	273	1.2	0.8	9.048	A
C-A	74	18			74				
A-B	7	2			7				
A-C	73	18			73				

**09:00 - 09:15**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	257	64	545	0.471	259	1.4	0.9	12.640	B
C-AB	220	55	662	0.332	220	0.8	0.6	8.177	A
C-A	70	17			70				
A-B	6	2			6				
A-C	61	15			61				

# DS 2037, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	11.44	B

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	DS 2037	PM	J12 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	170	100.000
B		ONE HOUR	✓	183	100.000
C		ONE HOUR	✓	457	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	63	107
	B	20	0	163
	C	132	325	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	1
	B	0	0	1
	C	0	0	0



## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.40	11.78	0.7	B	168	252
C-AB	0.69	17.72	2.5	C	369	554
C-A					50	75
A-B					58	87
A-C					98	147

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	138	34	530	0.260	136	0.0	0.3	9.124	A
C-AB	289	72	645	0.448	286	0.0	0.9	9.943	A
C-A	55	14			55				
A-B	47	12			47				
A-C	81	20			81				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	165	41	520	0.316	164	0.3	0.5	10.089	B
C-AB	358	89	653	0.548	356	0.9	1.3	12.094	B
C-A	53	13			53				
A-B	57	14			57				
A-C	96	24			96				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	201	50	507	0.397	201	0.5	0.6	11.712	B
C-AB	460	115	664	0.692	455	1.3	2.4	17.115	C
C-A	44	11			44				
A-B	69	17			69				
A-C	118	29			118				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	201	50	507	0.398	201	0.6	0.7	11.784	B
C-AB	460	115	665	0.693	460	2.4	2.5	17.722	C
C-A	43	11			43				
A-B	69	17			69				
A-C	118	29			118				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	165	41	520	0.316	165	0.7	0.5	10.170	B
C-AB	359	90	654	0.549	363	2.5	1.4	12.603	B
C-A	52	13			52				
A-B	57	14			57				
A-C	96	24			96				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	138	34	529	0.260	138	0.5	0.4	9.219	A
C-AB	290	73	646	0.449	292	1.4	0.9	10.256	B
C-A	54	13			54				
A-B	47	12			47				
A-C	81	20			81				

# DS 2044, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	29.64	D

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D23	DS 2044	AM	J12 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	131	100.000
B		ONE HOUR	✓	436	100.000
C		ONE HOUR	✓	400	100.000

## Origin-Destination Data

### Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	18	113
	B	32	0	404
	C	132	268	0

## Vehicle Mix

### Heavy Vehicle Percentages

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

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.90	56.67	7.0	F	400	600
C-AB	0.56	12.24	1.5	B	303	455
C-A					64	95
A-B					17	25
A-C					104	156

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	328	82	549	0.597	323	0.0	1.4	15.511	C
C-AB	238	60	651	0.366	236	0.0	0.6	8.620	A
C-A	63	16			63				
A-B	14	3			14				
A-C	85	21			85				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	392	98	543	0.722	388	1.4	2.4	22.683	C
C-AB	294	74	660	0.446	293	0.6	0.9	9.797	A
C-A	65	16			65				
A-B	16	4			16				
A-C	102	25			102				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	480	120	533	0.900	465	2.4	6.1	45.262	E
C-AB	377	94	673	0.561	375	0.9	1.4	12.071	B
C-A	63	16			63				
A-B	20	5			20				
A-C	124	31			124				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	480	120	533	0.901	476	6.1	7.0	56.672	F
C-AB	378	94	673	0.561	378	1.4	1.5	12.240	B
C-A	63	16			63				
A-B	20	5			20				
A-C	124	31			124				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	392	98	543	0.722	409	7.0	2.8	29.512	D
C-AB	295	74	661	0.446	297	1.5	0.9	9.973	A
C-A	65	16			65				
A-B	16	4			16				
A-C	102	25			102				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	328	82	549	0.598	333	2.8	1.5	17.052	C
C-AB	239	60	652	0.366	240	0.9	0.7	8.776	A
C-A	62	16			62				
A-B	14	3			14				
A-C	85	21			85				

# DS 2044, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	17.86	C

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D24	DS 2044	PM	J12 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	214	100.000
B		ONE HOUR	✓	231	100.000
C		ONE HOUR	✓	456	100.000

## Origin-Destination Data

### Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	62	152
	B	20	0	211
	C	72	384	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	2	1
	B	0	0	0
	C	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.50	14.35	1.0	B	212	318
C-AB	0.80	29.59	4.0	D	398	597
C-A					21	31
A-B					57	85
A-C					139	209

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	174	43	532	0.327	172	0.0	0.5	9.960	A
C-AB	317	79	607	0.523	313	0.0	1.1	12.099	B
C-A	26	6			26				
A-B	47	12			47				
A-C	114	29			114				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	208	52	521	0.399	207	0.5	0.6	11.436	B
C-AB	387	97	607	0.637	384	1.1	1.8	16.022	C
C-A	23	6			23				
A-B	56	14			56				
A-C	137	34			137				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	254	64	506	0.503	253	0.6	1.0	14.173	B
C-AB	487	122	607	0.802	479	1.8	3.8	26.848	D
C-A	15	4			15				
A-B	68	17			68				
A-C	167	42			167				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	254	64	505	0.504	254	1.0	1.0	14.348	B
C-AB	488	122	608	0.803	487	3.8	4.0	29.590	D
C-A	14	3			14				
A-B	68	17			68				
A-C	167	42			167				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	208	52	520	0.399	209	1.0	0.7	11.614	B
C-AB	388	97	608	0.638	396	4.0	2.0	17.672	C
C-A	22	5			22				
A-B	56	14			56				
A-C	137	34			137				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	174	43	531	0.327	175	0.7	0.5	10.122	B
C-AB	318	80	607	0.524	321	2.0	1.2	12.738	B
C-A	25	6			25				
A-B	47	12			47				
A-C	114	29			114				



# DS 2046, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	33.01	D

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D25	DS 2046	AM	J12 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	137	100.000
B		ONE HOUR	✓	442	100.000
C		ONE HOUR	✓	452	100.000

## Origin-Destination Data

### Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	17	120
	B	33	0	409
	C	160	292	0

## Vehicle Mix

### Heavy Vehicle Percentages

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

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.92	65.36	8.2	F	406	608
C-AB	0.63	13.96	1.9	B	346	518
C-A					69	104
A-B					16	23
A-C					110	165

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	333	83	546	0.609	327	0.0	1.5	15.991	C
C-AB	269	67	664	0.404	265	0.0	0.8	8.974	A
C-A	72	18			72				
A-B	13	3			13				
A-C	90	23			90				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	397	99	539	0.737	393	1.5	2.6	23.929	C
C-AB	334	84	676	0.494	333	0.8	1.1	10.474	B
C-A	72	18			72				
A-B	15	4			15				
A-C	108	27			108				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	487	122	528	0.921	469	2.6	6.9	50.036	F
C-AB	433	108	692	0.625	430	1.1	1.9	13.640	B
C-A	65	16			65				
A-B	19	5			19				
A-C	132	33			132				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	487	122	528	0.921	481	6.9	8.2	65.362	F
C-AB	433	108	693	0.625	433	1.9	1.9	13.958	B
C-A	64	16			64				
A-B	19	5			19				
A-C	132	33			132				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	397	99	539	0.737	418	8.2	3.1	33.422	D
C-AB	335	84	677	0.495	338	1.9	1.2	10.760	B
C-A	71	18			71				
A-B	15	4			15				
A-C	108	27			108				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	333	83	546	0.609	339	3.1	1.6	17.793	C
C-AB	269	67	665	0.405	271	1.2	0.8	9.187	A
C-A	71	18			71				
A-B	13	3			13				
A-C	90	23			90				

# DS 2046, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	20.40	C

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D26	DS 2046	PM	J12 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	242	100.000
B		ONE HOUR	✓	251	100.000
C		ONE HOUR	✓	473	100.000

## Origin-Destination Data

### Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	63	179
	B	20	0	231
	C	81	392	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	2	1
	B	0	0	0
	C	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.55	16.10	1.2	C	230	345
C-AB	0.84	34.96	4.9	D	413	619
C-A					21	32
A-B					58	87
A-C					164	246

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	189	47	528	0.358	187	0.0	0.5	10.405	B
C-AB	328	82	607	0.541	323	0.0	1.2	12.530	B
C-A	28	7			28				
A-B	47	12			47				
A-C	135	34			135				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	226	56	517	0.436	225	0.5	0.8	12.282	B
C-AB	401	100	607	0.661	398	1.2	2.0	17.055	C
C-A	24	6			24				
A-B	57	14			57				
A-C	161	40			161				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	276	69	500	0.552	275	0.8	1.2	15.824	C
C-AB	507	127	607	0.835	497	2.0	4.5	30.587	D
C-A	14	3			14				
A-B	69	17			69				
A-C	197	49			197				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	276	69	500	0.553	276	1.2	1.2	16.105	C
C-AB	509	127	609	0.836	507	4.5	4.9	34.955	D
C-A	12	3			12				
A-B	69	17			69				
A-C	197	49			197				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	226	56	516	0.437	227	1.2	0.8	12.541	B
C-AB	403	101	609	0.662	414	4.9	2.2	19.491	C
C-A	22	6			22				
A-B	57	14			57				
A-C	161	40			161				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	189	47	528	0.358	190	0.8	0.6	10.677	B
C-AB	329	82	607	0.542	333	2.2	1.3	13.309	B
C-A	27	7			27				
A-B	47	12			47				
A-C	135	34			135				

**P.18 J13\_A261 Hythe Rd Aldington Rd**

<h1>Junctions 9</h1>
<h2>PICADY 9 - Priority Intersection Module</h2>
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**Filename:** J13\_A261 Hythe Rd Aldington Rd.j9

**Path:** \\hc-ukr-ln-fs-10\LN\_Proj\UA008926 Otterpool\D-Calcs\Modelling\DM\_it5\Appendix\Picady Junction Analysis\J13 A261 Hythe Rd - Aldington Rd

**Report generation date:** 19/11/2018 10:41:15

- 
- »Base, AM
  - »Base, PM
  - »DM 2037, AM
  - »DM 2037, PM
  - »DM 2044, AM
  - »DM 2044, PM
  - »DM 2046, AM
  - »DM 2046, PM
  - »DS 2037, AM
  - »DS 2037, PM
  - »DS 2044, AM
  - »DS 2044, PM
  - »DS 2046, AM
  - »DS 2046, PM



## Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
<b>Base</b>								
Stream B -AC	0.7	17.04	0.42	C	0.5	14.40	0.32	B
Stream C -AB	0.1	5.65	0.04	A	0.2	4.70	0.09	A
<b>DM 2037</b>								
Stream B -AC	0.6	16.74	0.38	C	0.3	14.91	0.25	B
Stream C -AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
<b>DM 2044</b>								
Stream B -AC	0.6	17.08	0.38	C	0.3	14.76	0.26	B
Stream C -AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
<b>DM 2046</b>								
Stream B -AC	0.6	17.22	0.39	C	0.3	14.74	0.26	B
Stream C -AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
<b>DS 2037</b>								
Stream B -AC	1.4	27.35	0.59	D	1.1	23.56	0.52	C
Stream C -AB	0.0	6.75	0.01	A	0.0	5.67	0.01	A
<b>DS 2044</b>								
Stream B -AC	1.6	32.32	0.62	D	0.5	18.64	0.35	C
Stream C -AB	0.1	5.14	0.04	A	0.0	5.31	0.01	A
<b>DS 2046</b>								
Stream B -AC	2.4	43.44	0.72	E	0.6	20.24	0.39	C
Stream C -AB	0.0	5.14	0.04	A	0.0	5.34	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	J13 Otterpool Park_Base Model
Location	A261 Hythe Road / Aldington Road
Site number	
Date	02/11/2017
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	

## Units

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

## Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queuing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

### Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	J13 Otterpool Park_AM PEAK	ONE HOUR	07:45	09:15	15	9
D2	Base	PM	J13 Otterpool Park_PM PEAK	ONE HOUR	16:45	18:15	15	9
D15	DM 2037	AM	J13 Otterpool Park_AM PEAK	ONE HOUR	07:45	09:15	15	9
D16	DM 2037	PM	J13 Otterpool Park_PM PEAK	ONE HOUR	16:45	18:15	15	9
D17	DM 2044	AM	J13 Otterpool Park_AM PEAK	ONE HOUR	07:45	09:15	15	9
D18	DM 2044	PM	J13 Otterpool Park_PM PEAK	ONE HOUR	16:45	18:15	15	9
D19	DM 2046	AM	J13 Otterpool Park_AM PEAK	ONE HOUR	07:45	09:15	15	9
D20	DM 2046	PM	J13 Otterpool Park_PM PEAK	ONE HOUR	16:45	18:15	15	9
D21	DS 2037	AM	J13 Otterpool Park_AM PEAK	ONE HOUR	07:45	09:15	15	9
D22	DS 2037	PM	J13 Otterpool Park_PM PEAK	ONE HOUR	16:45	18:15	15	9
D23	DS 2044	AM	J13 Otterpool Park_AM PEAK	ONE HOUR	07:45	09:15	15	9
D24	DS 2044	PM	J13 Otterpool Park_PM PEAK	ONE HOUR	16:45	18:15	15	9
D25	DS 2046	AM	J13 Otterpool Park_AM PEAK	ONE HOUR	07:45	09:15	15	9
D26	DS 2046	PM	J13 Otterpool Park_PM PEAK	ONE HOUR	16:45	18:15	15	9

### Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	9	100.000	100.000

# Base, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.86	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm type
A	Hythe Road WB		Major
B	Aldington Rd		Minor
C	Hythe Road EB		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.92			100.0	9	0.00

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

### Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.20	86	84

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	504	0.084	0.213	0.134	0.304
1	B-C	623	0.087	0.221	-	-
1	C-B	632	0.224	0.224	-	-

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

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

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	J13 Otterpool Park_AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	425	100.000
B		ONE HOUR	9	138	100.000
C		ONE HOUR	9	287	100.000

## Origin -Destination Data

### Demand (Veh/hr)

From	To			
	\$	%	&	
\$	0	64	361	
%	124	0	14	
&	273	14	0	

## Vehicle Mix

### Heavy Vehicle Percentages

From	To			
	\$	%	&	
\$	0	4	4	
%	1	0	24	
&	9	9	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.42	17.04	0.7	C	127	190
C-AB	0.04	5.65	0.1	A	21	31
C-A					242	364
A-B					59	88
A-C					331	497

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	104	26	406	0.256	103	0.0	0.3	11.800	B
C-AB	15	4	653	0.024	15	0.0	0.0	5.644	A
C-A	201	50			201				
A-B	48	12			48				
A-C	272	68			272				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	124	31	388	0.320	124	0.3	0.5	13.578	B
C-AB	20	5	669	0.030	20	0.0	0.0	5.542	A
C-A	238	60			238				
A-B	58	14			58				
A-C	325	81			325				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	152	38	363	0.419	151	0.5	0.7	16.898	C
C-AB	27	7	693	0.039	27	0.0	0.1	5.408	A
C-A	289	72			289				
A-B	70	18			70				
A-C	397	99			397				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	152	38	363	0.419	152	0.7	0.7	17.043	C
C-AB	27	7	693	0.039	27	0.1	0.1	5.409	A
C-A	289	72			289				
A-B	70	18			70				
A-C	397	99			397				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	124	31	388	0.320	125	0.7	0.5	13.728	B
C-AB	20	5	669	0.030	20	0.1	0.0	5.546	A
C-A	238	60			238				
A-B	58	14			58				
A-C	325	81			325				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	104	26	406	0.256	104	0.5	0.3	11.945	B
C-AB	15	4	653	0.024	15	0.0	0.0	5.645	A
C-A	201	50			201				
A-B	48	12			48				
A-C	272	68			272				

# Base, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.88	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base	PM	J13 Otterpool Park_PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	363	100.000
B		ONE HOUR	9	106	100.000
C		ONE HOUR	9	504	100.000

## Origin -Destination Data

### Demand (Veh/hr)

	To			
		\$	%	&
From	\$	0	91	272
	%	87	0	19
	&	474	30	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
		\$	%	&
From	\$	0	3	3
	%	0	0	14
	&	1	1	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.32	14.40	0.5	B	97	146
C-AB	0.09	4.70	0.2	A	58	87
C-A					404	607
A-B					84	125
A-C					250	374

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	80	20	413	0.193	79	0.0	0.2	10.742	B
C-AB	40	10	807	0.050	40	0.0	0.1	4.693	A
C-A	339	85			339				
A-B	69	17			69				
A-C	205	51			205				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	95	24	394	0.242	95	0.2	0.3	12.039	B
C-AB	55	14	845	0.065	54	0.1	0.1	4.551	A
C-A	399	100			399				
A-B	82	20			82				
A-C	245	61			245				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	117	29	367	0.318	116	0.3	0.5	14.335	B
C-AB	79	20	900	0.088	79	0.1	0.2	4.386	A
C-A	476	119			476				
A-B	100	25			100				
A-C	299	75			299				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	117	29	367	0.318	117	0.5	0.5	14.399	B
C-AB	79	20	900	0.088	79	0.2	0.2	4.388	A
C-A	476	119			476				
A-B	100	25			100				
A-C	299	75			299				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	95	24	394	0.242	96	0.5	0.3	12.112	B
C-AB	55	14	846	0.065	55	0.2	0.1	4.555	A
C-A	398	100			398				
A-B	82	20			82				
A-C	245	61			245				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	80	20	413	0.193	80	0.3	0.2	10.828	B
C-AB	41	10	807	0.050	41	0.1	0.1	4.697	A
C-A	339	85			339				
A-B	69	17			69				
A-C	205	51			205				



# DM 2037, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.17	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	DM 2037	AM	J13 Otterpool Park_AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	443	100.000
B		ONE HOUR	9	122	100.000
C		ONE HOUR	9	345	100.000

## Origin -Destination Data

### Demand (Veh/hr)

	To			
		\$	%	&
From	\$	0	74	369
	%	122	0	0
	&	345	0	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
		\$	%	&
From	\$	0	1	4
	%	1	0	0
	&	7	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.38	16.74	0.6	C	112	168
C-AB	0.00	0.00	0.0	A	0	0
C-A					317	475
A-B					68	102
A-C					339	508

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	92	23	397	0.232	91	0.0	0.3	11.725	B
C-AB	0	0	536	0.000	0	0.0	0.0	0.000	A
C-A	260	65			260				
A-B	56	14			56				
A-C	278	69			278				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	110	27	377	0.291	109	0.3	0.4	13.437	B
C-AB	0	0	521	0.000	0	0.0	0.0	0.000	A
C-A	310	78			310				
A-B	67	17			67				
A-C	332	83			332				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	134	34	349	0.385	134	0.4	0.6	16.618	C
C-AB	0	0	501	0.000	0	0.0	0.0	0.000	A
C-A	380	95			380				
A-B	81	20			81				
A-C	406	102			406				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	134	34	349	0.385	134	0.6	0.6	16.738	C
C-AB	0	0	501	0.000	0	0.0	0.0	0.000	A
C-A	380	95			380				
A-B	81	20			81				
A-C	406	102			406				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	110	27	377	0.291	110	0.6	0.4	13.562	B
C-AB	0	0	521	0.000	0	0.0	0.0	0.000	A
C-A	310	78			310				
A-B	67	17			67				
A-C	332	83			332				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	92	23	397	0.232	92	0.4	0.3	11.850	B
C-AB	0	0	536	0.000	0	0.0	0.0	0.000	A
C-A	260	65			260				
A-B	56	14			56				
A-C	278	69			278				

# DM 2037, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.02	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	DM 2037	PM	J13 Otterpool Park_PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	475	100.000
B		ONE HOUR	9	75	100.000
C		ONE HOUR	9	530	100.000

## Origin -Destination Data

### Demand (Veh/hr)

	To			
		\$	%	&
From	\$	0	90	385
	%	75	0	0
	&	530	0	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
		\$	%	&
From	\$	0	0	3
	%	0	0	0
	&	1	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.25	14.91	0.3	B	69	103
C-AB	0.00	0.00	0.0	A	0	0
C-A					486	730
A-B					83	124
A-C					353	530

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	56	14	381	0.148	56	0.0	0.2	11.053	B
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	399	100			399				
A-B	68	17			68				
A-C	290	72			290				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	67	17	357	0.189	67	0.2	0.2	12.415	B
C-AB	0	0	531	0.000	0	0.0	0.0	0.000	A
C-A	476	119			476				
A-B	81	20			81				
A-C	346	87			346				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	83	21	324	0.255	82	0.2	0.3	14.864	B
C-AB	0	0	509	0.000	0	0.0	0.0	0.000	A
C-A	584	146			584				
A-B	99	25			99				
A-C	424	106			424				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	83	21	324	0.255	83	0.3	0.3	14.914	B
C-AB	0	0	509	0.000	0	0.0	0.0	0.000	A
C-A	584	146			584				
A-B	99	25			99				
A-C	424	106			424				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	67	17	357	0.189	68	0.3	0.2	12.469	B
C-AB	0	0	531	0.000	0	0.0	0.0	0.000	A
C-A	476	119			476				
A-B	81	20			81				
A-C	346	87			346				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	56	14	381	0.148	57	0.2	0.2	11.115	B
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	399	100			399				
A-B	68	17			68				
A-C	290	72			290				

# DM 2044, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.10	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	DM 2044	AM	J13 Otterpool Park_AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	482	100.000
B		ONE HOUR	9	119	100.000
C		ONE HOUR	9	332	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	76	406	
	%	119	0	0	
	&	332	0	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	1	4	
	%	1	0	0	
	&	8	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.38	17.08	0.6	C	109	164
C-AB	0.00	0.00	0.0	A	0	0
C-A					305	457
A-B					70	105
A-C					373	559

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	90	22	391	0.229	88	0.0	0.3	11.838	B
C-AB	0	0	527	0.000	0	0.0	0.0	0.000	A
C-A	250	62			250				
A-B	57	14			57				
A-C	306	76			306				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	107	27	371	0.289	107	0.3	0.4	13.614	B
C-AB	0	0	511	0.000	0	0.0	0.0	0.000	A
C-A	298	75			298				
A-B	68	17			68				
A-C	365	91			365				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	131	33	342	0.383	130	0.4	0.6	16.950	C
C-AB	0	0	489	0.000	0	0.0	0.0	0.000	A
C-A	366	91			366				
A-B	84	21			84				
A-C	447	112			447				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	131	33	342	0.383	131	0.6	0.6	17.076	C
C-AB	0	0	489	0.000	0	0.0	0.0	0.000	A
C-A	366	91			366				
A-B	84	21			84				
A-C	447	112			447				



08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	107	27	371	0.289	108	0.6	0.4	13.742	B
C-AB	0	0	511	0.000	0	0.0	0.0	0.000	A
C-A	298	75			298				
A-B	68	17			68				
A-C	365	91			365				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	90	22	391	0.229	90	0.4	0.3	11.962	B
C-AB	0	0	527	0.000	0	0.0	0.0	0.000	A
C-A	250	62			250				
A-B	57	14			57				
A-C	306	76			306				

# DM 2044, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.02	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	DM 2044	PM	J13 Otterpool Park_PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	431	100.000
B		ONE HOUR	9	76	100.000
C		ONE HOUR	9	570	100.000

## Origin -Destination Data

### Demand (Veh/hr)

	To			
		\$	%	&
From	\$	0	89	342
	%	76	0	0
	&	570	0	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
		\$	%	&
From	\$	0	1	4
	%	0	0	0
	&	1	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.26	14.76	0.3	B	70	105
C-AB	0.00	0.00	0.0	A	0	0
C-A					523	785
A-B					82	123
A-C					314	471

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	57	14	383	0.149	57	0.0	0.2	10.994	B
C-AB	0	0	554	0.000	0	0.0	0.0	0.000	A
C-A	429	107			429				
A-B	67	17			67				
A-C	257	64			257				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	68	17	360	0.190	68	0.2	0.2	12.327	B
C-AB	0	0	539	0.000	0	0.0	0.0	0.000	A
C-A	512	128			512				
A-B	80	20			80				
A-C	307	77			307				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	84	21	328	0.255	83	0.2	0.3	14.709	B
C-AB	0	0	519	0.000	0	0.0	0.0	0.000	A
C-A	628	157			628				
A-B	98	24			98				
A-C	377	94			377				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	84	21	328	0.255	84	0.3	0.3	14.759	B
C-AB	0	0	519	0.000	0	0.0	0.0	0.000	A
C-A	628	157			628				
A-B	98	24			98				
A-C	377	94			377				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	68	17	360	0.190	69	0.3	0.2	12.381	B
C-AB	0	0	539	0.000	0	0.0	0.0	0.000	A
C-A	512	128			512				
A-B	80	20			80				
A-C	307	77			307				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	57	14	383	0.149	57	0.2	0.2	11.058	B
C-AB	0	0	554	0.000	0	0.0	0.0	0.000	A
C-A	429	107			429				
A-B	67	17			67				
A-C	257	64			257				

# DM 2046, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.12	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	DM 2046	AM	J13 Otterpool Park_AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	480	100.000
B		ONE HOUR	9	120	100.000
C		ONE HOUR	9	339	100.000

## Origin -Destination Data

### Demand (Veh/hr)

	To			
		\$	%	&
From	\$	0	76	404
	%	120	0	0
	&	339	0	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
		\$	%	&
From	\$	0	1	4
	%	1	0	0
	&	8	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.39	17.22	0.6	C	110	165
C-AB	0.00	0.00	0.0	A	0	0
C-A					311	467
A-B					70	105
A-C					371	556

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	90	23	391	0.231	89	0.0	0.3	11.882	B
C-AB	0	0	527	0.000	0	0.0	0.0	0.000	A
C-A	255	64			255				
A-B	57	14			57				
A-C	304	76			304				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	108	27	370	0.292	107	0.3	0.4	13.685	B
C-AB	0	0	511	0.000	0	0.0	0.0	0.000	A
C-A	305	76			305				
A-B	68	17			68				
A-C	363	91			363				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	132	33	341	0.387	131	0.4	0.6	17.087	C
C-AB	0	0	490	0.000	0	0.0	0.0	0.000	A
C-A	373	93			373				
A-B	84	21			84				
A-C	445	111			445				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	132	33	341	0.387	132	0.6	0.6	17.216	C
C-AB	0	0	490	0.000	0	0.0	0.0	0.000	A
C-A	373	93			373				
A-B	84	21			84				
A-C	445	111			445				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	108	27	370	0.292	109	0.6	0.4	13.815	B
C-AB	0	0	511	0.000	0	0.0	0.0	0.000	A
C-A	305	76			305				
A-B	68	17			68				
A-C	363	91			363				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	90	23	391	0.231	91	0.4	0.3	12.010	B
C-AB	0	0	527	0.000	0	0.0	0.0	0.000	A
C-A	255	64			255				
A-B	57	14			57				
A-C	304	76			304				

# DM 2046, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.02	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	DM 2046	PM	J13 Otterpool Park_PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	434	100.000
B		ONE HOUR	9	76	100.000
C		ONE HOUR	9	569	100.000

## Origin -Destination Data

### Demand (Veh/hr)

From	To			
		\$	%	&
	\$	0	90	344
	%	76	0	0
&	569	0	0	

## Vehicle Mix

### Heavy Vehicle Percentages

From	To			
		\$	%	&
	\$	0	1	3
	%	0	0	0
&	1	0	0	



## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.26	14.74	0.3	B	70	105
C-AB	0.00	0.00	0.0	A	0	0
C-A					522	783
A-B					83	124
A-C					316	473

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	57	14	384	0.149	57	0.0	0.2	10.986	B
C-AB	0	0	554	0.000	0	0.0	0.0	0.000	A
C-A	428	107			428				
A-B	68	17			68				
A-C	259	65			259				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	68	17	360	0.190	68	0.2	0.2	12.314	B
C-AB	0	0	539	0.000	0	0.0	0.0	0.000	A
C-A	512	128			512				
A-B	81	20			81				
A-C	309	77			309				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	84	21	328	0.255	83	0.2	0.3	14.692	B
C-AB	0	0	519	0.000	0	0.0	0.0	0.000	A
C-A	626	157			626				
A-B	99	25			99				
A-C	379	95			379				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	84	21	328	0.255	84	0.3	0.3	14.737	B
C-AB	0	0	519	0.000	0	0.0	0.0	0.000	A
C-A	626	157			626				
A-B	99	25			99				
A-C	379	95			379				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	68	17	360	0.190	69	0.3	0.2	12.370	B
C-AB	0	0	539	0.000	0	0.0	0.0	0.000	A
C-A	512	128			512				
A-B	81	20			81				
A-C	309	77			309				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	57	14	384	0.149	57	0.2	0.2	11.047	B
C-AB	0	0	554	0.000	0	0.0	0.0	0.000	A
C-A	428	107			428				
A-B	68	17			68				
A-C	259	65			259				

# DS 2037, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	4.12	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	DS 2037	AM	J13 Otterpool Park_AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	520	100.000
B		ONE HOUR	9	172	100.000
C		ONE HOUR	9	419	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	88	432	
	%	172	0	0	
	&	418	1	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	1	5	
	%	1	0	0	
	&	6	100	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.59	27.35	1.4	D	158	237
C-AB	0.01	6.75	0.0	A	3	4
C-A					382	573
A-B					81	121
A-C					396	595

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	129	32	377	0.344	127	0.0	0.5	14.325	B
C-AB	2	0.46	535	0.003	2	0.0	0.0	6.754	A
C-A	314	78			314				
A-B	66	17			66				
A-C	325	81			325				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	155	39	353	0.438	154	0.5	0.8	17.956	C
C-AB	3	0.64	580	0.004	3	0.0	0.0	6.345	A
C-A	374	94			374				
A-B	79	20			79				
A-C	388	97			388				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	189	47	320	0.591	187	0.8	1.4	26.509	D
C-AB	4	1	642	0.006	4	0.0	0.0	5.747	A
C-A	457	114			457				
A-B	97	24			97				
A-C	476	119			476				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	189	47	320	0.591	189	1.4	1.4	27.355	D
C-AB	4	1	642	0.006	4	0.0	0.0	5.640	A
C-A	457	114			457				
A-B	97	24			97				
A-C	476	119			476				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	155	39	353	0.438	157	1.4	0.8	18.569	C
C-AB	3	0.64	580	0.004	3	0.0	0.0	6.063	A
C-A	374	94			374				
A-B	79	20			79				
A-C	388	97			388				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	129	32	377	0.344	131	0.8	0.5	14.683	B
C-AB	2	0.46	536	0.003	2	0.0	0.0	6.593	A
C-A	314	78			314				
A-B	66	17			66				
A-C	325	81			325				

# DS 2037, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.87	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	DS 2037	PM	J13 Otterpool Park_PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	508	100.000
B		ONE HOUR	9	152	100.000
C		ONE HOUR	9	574	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	170	338	
	%	152	0	0	
	&	573	1	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	1	4	
	%	0	0	0	
	&	1	100	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.52	23.56	1.1	C	139	209
C-AB	0.01	5.67	0.0	A	4	6
C-A					523	785
A-B					156	234
A-C					310	465

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	114	29	378	0.303	113	0.0	0.4	13.489	B
C-AB	2	0.58	637	0.004	2	0.0	0.0	5.668	A
C-A	430	107			430				
A-B	128	32			128				
A-C	254	64			254				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	137	34	354	0.386	136	0.4	0.6	16.478	C
C-AB	3	1	703	0.005	3	0.0	0.0	5.241	A
C-A	513	128			513				
A-B	153	38			153				
A-C	304	76			304				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	167	42	320	0.523	166	0.6	1.0	23.084	C
C-AB	5	1	794	0.007	5	0.0	0.0	4.655	A
C-A	627	157			627				
A-B	187	47			187				
A-C	372	93			372				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	167	42	320	0.523	167	1.0	1.1	23.557	C
C-AB	5	1	794	0.007	5	0.0	0.0	4.567	A
C-A	627	157			627				
A-B	187	47			187				
A-C	372	93			372				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	137	34	354	0.386	138	1.1	0.6	16.854	C
C-AB	3	1	703	0.005	3	0.0	0.0	4.994	A
C-A	513	128			513				
A-B	153	38			153				
A-C	304	76			304				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	114	29	378	0.303	115	0.6	0.4	13.745	B
C-AB	2	0.59	638	0.004	2	0.0	0.0	5.522	A
C-A	430	107			430				
A-B	128	32			128				
A-C	254	64			254				



# DS 2044, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	4.21	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D23	DS 2044	AM	J13 Otterpool Park_AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	633	100.000
B		ONE HOUR	9	164	100.000
C		ONE HOUR	9	450	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	120	513	
	%	164	0	0	
	&	439	11	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	1	5	
	%	1	0	0	
	&	6	9	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.62	32.32	1.6	D	150	226
C-AB	0.04	5.14	0.1	A	23	34
C-A					390	586
A-B					110	165
A-C					471	706

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	123	31	357	0.346	121	0.0	0.5	15.166	C
C-AB	15	4	715	0.022	15	0.0	0.0	5.145	A
C-A	323	81			323				
A-B	90	23			90				
A-C	386	97			386				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	147	37	329	0.448	146	0.5	0.8	19.569	C
C-AB	21	5	746	0.028	21	0.0	0.0	4.969	A
C-A	383	96			383				
A-B	108	27			108				
A-C	461	115			461				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	181	45	291	0.620	178	0.8	1.5	30.963	D
C-AB	31	8	791	0.039	31	0.0	0.1	4.741	A
C-A	464	116			464				
A-B	132	33			132				
A-C	565	141			565				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	181	45	291	0.620	180	1.5	1.6	32.323	D
C-AB	31	8	791	0.040	31	0.1	0.1	4.739	A
C-A	464	116			464				
A-B	132	33			132				
A-C	565	141			565				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	147	37	329	0.448	150	1.6	0.8	20.431	C
C-AB	21	5	746	0.028	21	0.1	0.0	4.961	A
C-A	383	96			383				
A-B	108	27			108				
A-C	461	115			461				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	123	31	357	0.346	125	0.8	0.5	15.589	C
C-AB	15	4	715	0.022	15	0.0	0.0	5.140	A
C-A	323	81			323				
A-B	90	23			90				
A-C	386	97			386				

# DS 2044, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.31	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D24	DS 2044	PM	J13 Otterpool Park_PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	598	100.000
B		ONE HOUR	9	93	100.000
C		ONE HOUR	9	648	100.000

## Origin -Destination Data

### Demand (Veh/hr)

	To			
		\$	%	&
From	\$	0	213	385
	%	93	0	0
	&	647	1	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
		\$	%	&
From	\$	0	0	3
	%	0	0	0
	&	0	100	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.35	18.64	0.5	C	85	128
C-AB	0.01	5.31	0.0	A	4	7
C-A					590	885
A-B					195	293
A-C					353	530

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	70	18	361	0.194	69	0.0	0.2	12.280	B
C-AB	3	0.66	680	0.004	3	0.0	0.0	5.314	A
C-A	485	121			485				
A-B	160	40			160				
A-C	290	72			290				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	84	21	334	0.251	83	0.2	0.3	14.354	B
C-AB	4	1	754	0.005	4	0.0	0.0	4.885	A
C-A	579	145			579				
A-B	191	48			191				
A-C	346	87			346				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	102	26	295	0.347	102	0.3	0.5	18.508	C
C-AB	7	2	858	0.008	7	0.0	0.0	4.307	A
C-A	707	177			707				
A-B	235	59			235				
A-C	424	106			424				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	102	26	295	0.347	102	0.5	0.5	18.643	C
C-AB	7	2	858	0.008	7	0.0	0.0	4.226	A
C-A	707	177			707				
A-B	235	59			235				
A-C	424	106			424				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	84	21	334	0.251	84	0.5	0.3	14.483	B
C-AB	4	1	755	0.005	4	0.0	0.0	4.654	A
C-A	579	145			579				
A-B	191	48			191				
A-C	346	87			346				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	70	18	361	0.194	70	0.3	0.2	12.391	B
C-AB	3	0.67	681	0.004	3	0.0	0.0	5.172	A
C-A	485	121			485				
A-B	160	40			160				
A-C	290	72			290				

# DS 2046, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	6.47	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D25	DS 2046	AM	J13 Otterpool Park_AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	627	100.000
B		ONE HOUR	9	193	100.000
C		ONE HOUR	9	453	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	127	500	
	%	193	0	0	
	&	443	10	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	1	5	
	%	1	0	0	
	&	6	10	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.72	43.44	2.4	E	177	266
C-AB	0.04	5.14	0.0	A	21	31
C-A					395	592
A-B					117	175
A-C					459	688

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	145	36	358	0.405	143	0.0	0.7	16.499	C
C-AB	14	4	715	0.020	14	0.0	0.0	5.139	A
C-A	327	82			327				
A-B	96	24			96				
A-C	376	94			376				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	174	43	331	0.524	172	0.7	1.0	22.397	C
C-AB	19	5	746	0.026	19	0.0	0.0	4.956	A
C-A	388	97			388				
A-B	114	29			114				
A-C	449	112			449				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	212	53	293	0.724	208	1.0	2.3	39.830	E
C-AB	29	7	793	0.036	29	0.0	0.0	4.717	A
C-A	470	118			470				
A-B	140	35			140				
A-C	551	138			551				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	212	53	293	0.724	212	2.3	2.4	43.441	E
C-AB	29	7	793	0.036	29	0.0	0.0	4.714	A
C-A	470	118			470				
A-B	140	35			140				
A-C	551	138			551				



08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	174	43	331	0.524	179	2.4	1.2	24.329	C
C-AB	19	5	746	0.026	19	0.0	0.0	4.945	A
C-A	388	97			388				
A-B	114	29			114				
A-C	449	112			449				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	145	36	358	0.406	147	1.2	0.7	17.187	C
C-AB	14	4	715	0.020	14	0.0	0.0	5.132	A
C-A	327	82			327				
A-B	96	24			96				
A-C	376	94			376				

# DS 2046, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.50	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D26	DS 2046	PM	J13 Otterpool Park_PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	638	100.000
B		ONE HOUR	9	102	100.000
C		ONE HOUR	9	647	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	241	397	
	%	102	0	0	
	&	646	1	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	0	3	
	%	0	0	0	
	&	0	100	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.39	20.24	0.6	C	94	140
C-AB	0.01	5.34	0.0	A	4	7
C-A					589	884
A-B					221	332
A-C					364	546

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	77	19	358	0.215	76	0.0	0.3	12.721	B
C-AB	3	0.67	677	0.004	3	0.0	0.0	5.339	A
C-A	484	121			484				
A-B	181	45			181				
A-C	299	75			299				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	92	23	329	0.278	91	0.3	0.4	15.095	C
C-AB	4	1	751	0.005	4	0.0	0.0	4.908	A
C-A	578	144			578				
A-B	217	54			217				
A-C	357	89			357				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	112	28	290	0.387	111	0.4	0.6	20.037	C
C-AB	7	2	854	0.008	7	0.0	0.0	4.327	A
C-A	706	176			706				
A-B	265	66			265				
A-C	437	109			437				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	112	28	290	0.387	112	0.6	0.6	20.236	C
C-AB	7	2	854	0.008	7	0.0	0.0	4.248	A
C-A	706	176			706				
A-B	265	66			265				
A-C	437	109			437				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	92	23	329	0.278	93	0.6	0.4	15.269	C
C-AB	4	1	751	0.005	4	0.0	0.0	4.674	A
C-A	578	144			578				
A-B	217	54			217				
A-C	357	89			357				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	77	19	358	0.215	77	0.4	0.3	12.862	B
C-AB	3	0.67	678	0.004	3	0.0	0.0	5.197	A
C-A	484	121			484				
A-B	181	45			181				
A-C	299	75			299				

**P.19 J14\_A261 London Rd Barrack Hill**

<h1>Junctions 9</h1>
<h2>PICADY 9 - Priority Intersection Module</h2>
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**Filename:** J14\_A261 London Rd Barrack Hill.j9

**Path:** \\hc-ukr-ln-fs-10\LN\_Proj\UA008926 Otterpool\D-Calcs\Modelling\DM\_it5\Appendix\Picady Junction Analysis\J14 A261 London Rd - Barrack Hill

**Report generation date:** 19/11/2018 10:43:56

- 
- »Base, AM
  - »Base, PM
  - »DM 2037, AM
  - »DM 2037, PM
  - »DM 2044, AM
  - »DM 2044, PM
  - »DM 2046, AM
  - »DM 2046, PM
  - »DS 2037, AM
  - »DS 2037, PM
  - »DS 2044, AM
  - »DS 2044, PM
  - »DS 2046, AM
  - »DS 2046, PM

### Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
<b>Base</b>								
Stream B -AC	0.7	11.73	0.43	B	0.5	10.06	0.31	B
Stream C -AB	0.6	9.45	0.37	A	0.3	8.82	0.23	A
<b>DM 2037</b>								
Stream B -AC	0.8	12.58	0.45	B	0.9	15.47	0.49	C
Stream C -AB	0.7	9.91	0.39	A	0.4	9.13	0.25	A
<b>DM 2044</b>								
Stream B -AC	0.8	12.47	0.44	B	0.7	13.09	0.42	B
Stream C -AB	0.8	9.79	0.40	A	0.3	9.31	0.25	A
<b>DM 2046</b>								
Stream B -AC	0.8	12.67	0.45	B	0.7	12.67	0.41	B
Stream C -AB	0.8	9.86	0.40	A	0.4	9.31	0.25	A
<b>DS 2037</b>								
Stream B -AC	1.3	19.38	0.58	C	0.9	16.48	0.49	C
Stream C -AB	0.8	10.55	0.42	B	0.4	9.76	0.27	A
<b>DS 2044</b>								
Stream B -AC	2.7	35.14	0.74	E	1.4	21.70	0.59	C
Stream C -AB	0.9	10.49	0.43	B	0.4	9.69	0.26	A
<b>DS 2046</b>								
Stream B -AC	2.6	35.34	0.74	E	1.7	25.73	0.64	D
Stream C -AB	1.0	10.74	0.44	B	0.4	9.71	0.27	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	J14 Otterpool Park_Base Model
Location	A261 London Rd - Barrack Hill
Site number	
Date	08/08/2017
Version	
Status	Base
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	

### Units

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

### Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queuing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

### Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	J14 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D2	Base	PM	J14 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D15	DM 2037	AM	J14 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D16	DM 2037	PM	J14 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D17	DM 2044	AM	J14 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D18	DM 2044	PM	J14 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D19	DM 2046	AM	J14 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D20	DM 2046	PM	J14 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D21	DS 2037	AM	J14 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D22	DS 2037	PM	J14 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D23	DS 2044	AM	J14 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D24	DS 2044	PM	J14 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D25	DS 2046	AM	J14 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D26	DS 2046	PM	J14 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

### Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	9	100.000	100.000



# Base, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	3.53	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm type
A	A261 London Road Eastbound		Major
B	Barrack Hill		Minor
C	A261 London Road Westbound		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.60	9	2.70	9	2.70	85.0	9	2.00

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

### Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.50	75	80

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	603	0.096	0.244	0.153	0.348
1	B-C	708	0.101	0.255	-	-
1	C-B	657	0.237	0.237	-	-

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

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

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	J14 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	397	100.000
B		ONE HOUR	9	209	100.000
C		ONE HOUR	9	573	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
From		\$	%	&		
		\$	0	37	360	
		%	32	0	177	
		&	393	180	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
From		\$	%	&		
		\$	0	5	6	
		%	0	0	1	
		&	4	1	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.43	11.73	0.7	B	192	288
C-AB	0.37	9.45	0.6	A	177	265
C-A					349	524
A-B					34	51
A-C					330	496

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	157	39	586	0.268	156	0.0	0.4	8.336	A
C-AB	139	35	593	0.235	138	0.0	0.3	7.893	A
C-A	292	73			292				
A-B	28	7			28				
A-C	271	68			271				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	188	47	566	0.332	187	0.4	0.5	9.492	A
C-AB	170	43	592	0.288	170	0.3	0.4	8.527	A
C-A	345	86			345				
A-B	33	8			33				
A-C	324	81			324				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	230	58	537	0.429	229	0.5	0.7	11.654	B
C-AB	220	55	601	0.366	219	0.4	0.6	9.412	A
C-A	411	103			411				
A-B	41	10			41				
A-C	396	99			396				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	230	58	537	0.429	230	0.7	0.7	11.728	B
C-AB	220	55	601	0.366	220	0.6	0.6	9.452	A
C-A	411	103			411				
A-B	41	10			41				
A-C	396	99			396				

#### 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	188	47	566	0.332	189	0.7	0.5	9.570	A
C-AB	170	43	592	0.288	171	0.6	0.4	8.578	A
C-A	345	86			345				
A-B	33	8			33				
A-C	324	81			324				

#### 09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	157	39	586	0.268	158	0.5	0.4	8.414	A
C-AB	139	35	593	0.235	140	0.4	0.3	7.952	A
C-A	292	73			292				
A-B	28	7			28				
A-C	271	68			271				

# Base, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.09	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base	PM	J14 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	561	100.000
B		ONE HOUR	✓	148	100.000
C		ONE HOUR	✓	453	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	36	525
	B	15	0	133
	C	347	106	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	1
	C	3	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.31	10.06	0.5	B	136	204
C-AB	0.23	8.82	0.3	A	100	149
C-A					316	474
A-B					33	50
A-C					482	723

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	111	28	576	0.194	110	0.0	0.2	7.725	A
C-AB	81	20	561	0.144	80	0.0	0.2	7.467	A
C-A	260	65			260				
A-B	27	7			27				
A-C	395	99			395				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	133	33	553	0.241	133	0.2	0.3	8.564	A
C-AB	97	24	546	0.178	97	0.2	0.2	8.005	A
C-A	310	78			310				
A-B	32	8			32				
A-C	472	118			472				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	163	41	521	0.313	162	0.3	0.4	10.029	B
C-AB	121	30	529	0.229	121	0.2	0.3	8.807	A
C-A	377	94			377				
A-B	40	10			40				
A-C	578	145			578				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	163	41	521	0.313	163	0.4	0.5	10.059	B
C-AB	121	30	529	0.229	121	0.3	0.3	8.820	A
C-A	377	94			377				
A-B	40	10			40				
A-C	578	145			578				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	133	33	553	0.241	134	0.5	0.3	8.600	A
C-AB	97	24	547	0.178	97	0.3	0.2	8.026	A
C-A	310	78			310				
A-B	32	8			32				
A-C	472	118			472				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	111	28	576	0.194	112	0.3	0.2	7.769	A
C-AB	81	20	562	0.143	81	0.2	0.2	7.491	A
C-A	260	65			260				
A-B	27	7			27				
A-C	395	99			395				

# DM 2037, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	3.55	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	DM 2037	AM	J14 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	468	100.000
B		ONE HOUR	✓	212	100.000
C		ONE HOUR	✓	603	100.000

## Origin-Destination Data

### Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	34	434
	B	28	0	184
	C	415	188	0

## Vehicle Mix

### Heavy Vehicle Percentages

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

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.45	12.58	0.8	B	195	292
C-AB	0.39	9.91	0.7	A	187	280
C-A					366	550
A-B					31	47
A-C					398	597

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	160	40	576	0.277	158	0.0	0.4	8.581	A
C-AB	146	37	588	0.249	145	0.0	0.3	8.098	A
C-A	308	77			308				
A-B	26	6			26				
A-C	327	82			327				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	191	48	553	0.345	190	0.4	0.5	9.904	A
C-AB	180	45	587	0.306	179	0.3	0.5	8.824	A
C-A	362	91			362				
A-B	31	8			31				
A-C	390	98			390				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	233	58	520	0.449	232	0.5	0.8	12.482	B
C-AB	234	59	598	0.392	233	0.5	0.7	9.854	A
C-A	429	107			429				
A-B	37	9			37				
A-C	478	119			478				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	233	58	519	0.449	233	0.8	0.8	12.580	B
C-AB	234	59	598	0.392	234	0.7	0.7	9.907	A
C-A	429	107			429				
A-B	37	9			37				
A-C	478	119			478				



08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	191	48	553	0.345	192	0.8	0.5	9.999	A
C-AB	180	45	588	0.306	181	0.7	0.5	8.890	A
C-A	362	91			362				
A-B	31	8			31				
A-C	390	98			390				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	160	40	576	0.277	160	0.5	0.4	8.669	A
C-AB	146	37	589	0.249	147	0.5	0.3	8.165	A
C-A	308	77			308				
A-B	26	6			26				
A-C	327	82			327				

# DM 2037, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	3.12	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	DM 2037	PM	J14 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	604	100.000
B		ONE HOUR	✓	202	100.000
C		ONE HOUR	✓	531	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	37	567
	B	58	0	144
	C	417	114	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	1
	C	3	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.49	15.47	0.9	C	185	278
C-AB	0.25	9.13	0.4	A	108	163
C-A					379	568
A-B					34	51
A-C					520	780

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	152	38	526	0.289	150	0.0	0.4	9.537	A
C-AB	87	22	556	0.157	86	0.0	0.2	7.653	A
C-A	313	78			313				
A-B	28	7			28				
A-C	427	107			427				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	182	45	497	0.365	181	0.4	0.6	11.369	B
C-AB	105	26	541	0.194	105	0.2	0.2	8.244	A
C-A	372	93			372				
A-B	33	8			33				
A-C	510	127			510				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	222	56	455	0.489	221	0.6	0.9	15.289	C
C-AB	133	33	527	0.252	132	0.2	0.4	9.111	A
C-A	452	113			452				
A-B	41	10			41				
A-C	624	156			624				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	222	56	455	0.489	222	0.9	0.9	15.473	C
C-AB	133	33	527	0.252	133	0.4	0.4	9.131	A
C-A	452	113			452				
A-B	41	10			41				
A-C	624	156			624				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	182	45	497	0.366	183	0.9	0.6	11.525	B
C-AB	105	26	542	0.194	106	0.4	0.3	8.271	A
C-A	372	93			372				
A-B	33	8			33				
A-C	510	127			510				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	152	38	526	0.289	153	0.6	0.4	9.656	A
C-AB	87	22	556	0.156	87	0.3	0.2	7.683	A
C-A	313	78			313				
A-B	28	7			28				
A-C	427	107			427				

# DM 2044, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	3.48	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	DM 2044	AM	J14 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	450	100.000
B		ONE HOUR	✓	209	100.000
C		ONE HOUR	✓	645	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	33	417
	B	30	0	179
	C	452	193	0

## Vehicle Mix

### Heavy Vehicle Percentages

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

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.44	12.47	0.8	B	192	288
C-AB	0.40	9.79	0.8	A	194	290
C-A					398	597
A-B					30	45
A-C					383	574

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	157	39	576	0.273	156	0.0	0.4	8.540	A
C-AB	151	38	594	0.254	149	0.0	0.3	8.070	A
C-A	335	84			335				
A-B	25	6			25				
A-C	314	78			314				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	188	47	552	0.340	187	0.4	0.5	9.844	A
C-AB	186	46	595	0.312	185	0.3	0.5	8.770	A
C-A	394	98			394				
A-B	30	7			30				
A-C	375	94			375				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	230	58	519	0.444	229	0.5	0.8	12.382	B
C-AB	244	61	612	0.399	243	0.5	0.7	9.739	A
C-A	466	117			466				
A-B	36	9			36				
A-C	459	115			459				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	230	58	519	0.444	230	0.8	0.8	12.475	B
C-AB	244	61	612	0.399	244	0.7	0.8	9.791	A
C-A	466	117			466				
A-B	36	9			36				
A-C	459	115			459				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	188	47	552	0.340	189	0.8	0.5	9.935	A
C-AB	186	46	596	0.312	187	0.8	0.5	8.836	A
C-A	394	98			394				
A-B	30	7			30				
A-C	375	94			375				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	157	39	576	0.273	158	0.5	0.4	8.629	A
C-AB	151	38	595	0.254	151	0.5	0.4	8.140	A
C-A	335	84			335				
A-B	25	6			25				
A-C	314	78			314				

# DM 2044, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.55	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	DM 2044	PM	J14 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	646	100.000
B		ONE HOUR	✓	180	100.000
C		ONE HOUR	✓	509	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	38	608
	B	33	0	147
	C	398	111	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	1
	C	3	0	0



## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.42	13.09	0.7	B	165	248
C-AB	0.25	9.31	0.3	A	105	158
C-A					362	543
A-B					35	52
A-C					558	837

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	136	34	542	0.250	134	0.0	0.3	8.808	A
C-AB	85	21	549	0.154	84	0.0	0.2	7.729	A
C-A	299	75			299				
A-B	29	7			29				
A-C	458	114			458				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	162	40	513	0.315	161	0.3	0.5	10.212	B
C-AB	102	26	533	0.192	102	0.2	0.2	8.355	A
C-A	355	89			355				
A-B	34	9			34				
A-C	547	137			547				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	198	50	473	0.419	197	0.5	0.7	12.995	B
C-AB	129	32	516	0.250	129	0.2	0.3	9.286	A
C-A	431	108			431				
A-B	42	10			42				
A-C	669	167			669				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	198	50	473	0.419	198	0.7	0.7	13.087	B
C-AB	129	32	516	0.250	129	0.3	0.3	9.306	A
C-A	431	108			431				
A-B	42	10			42				
A-C	669	167			669				

**17:45 - 18:00**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	162	40	513	0.315	163	0.7	0.5	10.300	B
C-AB	102	26	533	0.192	103	0.3	0.2	8.382	A
C-A	355	89			355				
A-B	34	9			34				
A-C	547	137			547				

**18:00 - 18:15**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	136	34	542	0.250	136	0.5	0.3	8.889	A
C-AB	85	21	549	0.154	85	0.2	0.2	7.762	A
C-A	299	75			299				
A-B	29	7			29				
A-C	458	114			458				

# DM 2046, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	3.51	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	DM 2046	AM	J14 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	460	100.000
B		ONE HOUR	✓	211	100.000
C		ONE HOUR	✓	643	100.000

## Origin-Destination Data

### Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	34	426
	B	30	0	181
	C	450	193	0

## Vehicle Mix

### Heavy Vehicle Percentages

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

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.45	12.67	0.8	B	194	290
C-AB	0.40	9.86	0.8	A	194	291
C-A					396	594
A-B					31	47
A-C					391	586

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	159	40	574	0.277	157	0.0	0.4	8.600	A
C-AB	151	38	592	0.255	149	0.0	0.3	8.104	A
C-A	333	83			333				
A-B	26	6			26				
A-C	321	80			321				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	190	47	551	0.344	189	0.4	0.5	9.940	A
C-AB	186	46	593	0.314	185	0.3	0.5	8.817	A
C-A	392	98			392				
A-B	31	8			31				
A-C	383	96			383				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	232	58	516	0.450	231	0.5	0.8	12.571	B
C-AB	244	61	609	0.401	243	0.5	0.7	9.807	A
C-A	464	116			464				
A-B	37	9			37				
A-C	469	117			469				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	232	58	516	0.450	232	0.8	0.8	12.671	B
C-AB	244	61	610	0.401	244	0.7	0.8	9.864	A
C-A	464	116			464				
A-B	37	9			37				
A-C	469	117			469				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	190	47	551	0.345	191	0.8	0.5	10.036	B
C-AB	186	46	594	0.313	187	0.8	0.5	8.885	A
C-A	392	98			392				
A-B	31	8			31				
A-C	383	96			383				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	159	40	574	0.277	159	0.5	0.4	8.691	A
C-AB	151	38	593	0.255	151	0.5	0.4	8.174	A
C-A	333	83			333				
A-B	26	6			26				
A-C	321	80			321				

# DM 2046, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.46	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	DM 2046	PM	J14 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	645	100.000
B		ONE HOUR	✓	176	100.000
C		ONE HOUR	✓	517	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	38	607
	B	29	0	147
	C	405	112	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	1
	C	3	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.41	12.67	0.7	B	162	242
C-AB	0.25	9.31	0.4	A	106	160
C-A					368	552
A-B					35	52
A-C					557	835

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	133	33	545	0.243	131	0.0	0.3	8.667	A
C-AB	85	21	549	0.156	85	0.0	0.2	7.735	A
C-A	304	76			304				
A-B	29	7			29				
A-C	457	114			457				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	158	40	517	0.306	158	0.3	0.4	9.994	A
C-AB	103	26	533	0.194	103	0.2	0.2	8.362	A
C-A	361	90			361				
A-B	34	9			34				
A-C	546	136			546				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	194	48	478	0.405	193	0.4	0.7	12.589	B
C-AB	130	33	517	0.252	130	0.2	0.4	9.290	A
C-A	439	110			439				
A-B	42	10			42				
A-C	668	167			668				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	194	48	478	0.406	194	0.7	0.7	12.667	B
C-AB	130	33	517	0.252	130	0.4	0.4	9.311	A
C-A	439	110			439				
A-B	42	10			42				
A-C	668	167			668				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	158	40	517	0.306	159	0.7	0.4	10.074	B
C-AB	103	26	534	0.194	104	0.4	0.2	8.389	A
C-A	361	90			361				
A-B	34	9			34				
A-C	546	136			546				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	133	33	545	0.243	133	0.4	0.3	8.741	A
C-AB	85	21	550	0.156	86	0.2	0.2	7.768	A
C-A	304	76			304				
A-B	29	7			29				
A-C	457	114			457				



# DS 2037, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	4.45	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	DS 2037	AM	J14 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	590	100.000
B		ONE HOUR	✓	229	100.000
C		ONE HOUR	✓	663	100.000

## Origin-Destination Data

### Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	42	548
	B	45	0	184
	C	475	188	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	5
	B	18	0	0
	C	3	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.58	19.38	1.3	C	210	315
C-AB	0.42	10.55	0.8	B	192	288
C-A					416	625
A-B					39	58
A-C					503	754

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	172	43	513	0.336	170	0.0	0.5	10.438	B
C-AB	148	37	571	0.259	146	0.0	0.4	8.452	A
C-A	351	88			351				
A-B	32	8			32				
A-C	413	103			413				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	206	51	482	0.427	205	0.5	0.7	12.927	B
C-AB	183	46	570	0.322	183	0.4	0.5	9.292	A
C-A	413	103			413				
A-B	38	9			38				
A-C	493	123			493				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	252	63	438	0.576	250	0.7	1.3	18.934	C
C-AB	245	61	587	0.418	244	0.5	0.8	10.471	B
C-A	485	121			485				
A-B	46	12			46				
A-C	603	151			603				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	252	63	437	0.576	252	1.3	1.3	19.384	C
C-AB	245	61	587	0.417	245	0.8	0.8	10.547	B
C-A	485	121			485				
A-B	46	12			46				
A-C	603	151			603				

**08:45 - 09:00**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	206	51	482	0.427	208	1.3	0.8	13.238	B
C-AB	183	46	571	0.321	184	0.8	0.5	9.381	A
C-A	413	103			413				
A-B	38	9			38				
A-C	493	123			493				

**09:00 - 09:15**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	172	43	513	0.336	173	0.8	0.5	10.632	B
C-AB	148	37	571	0.259	148	0.5	0.4	8.533	A
C-A	351	88			351				
A-B	32	8			32				
A-C	413	103			413				

# DS 2037, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.88	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	DS 2037	PM	J14 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	725	100.000
B		ONE HOUR	✓	191	100.000
C		ONE HOUR	✓	575	100.000

## Origin-Destination Data

### Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	42	683
	B	47	0	144
	C	461	114	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	1
	C	3	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.49	16.48	0.9	C	175	263
C-AB	0.27	9.76	0.4	A	110	164
C-A					418	627
A-B					39	58
A-C					627	940

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	144	36	511	0.282	142	0.0	0.4	9.729	A
C-AB	87	22	537	0.163	87	0.0	0.2	7.979	A
C-A	346	86			346				
A-B	32	8			32				
A-C	514	129			514				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	172	43	477	0.360	171	0.4	0.6	11.741	B
C-AB	106	26	520	0.204	106	0.2	0.3	8.687	A
C-A	411	103			411				
A-B	38	9			38				
A-C	614	154			614				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	210	53	429	0.491	209	0.6	0.9	16.263	C
C-AB	135	34	504	0.268	135	0.3	0.4	9.728	A
C-A	498	124			498				
A-B	46	12			46				
A-C	752	188			752				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	210	53	428	0.491	210	0.9	0.9	16.480	C
C-AB	135	34	505	0.268	135	0.4	0.4	9.756	A
C-A	498	124			498				
A-B	46	12			46				
A-C	752	188			752				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	172	43	477	0.360	173	0.9	0.6	11.911	B
C-AB	106	26	520	0.204	106	0.4	0.3	8.718	A
C-A	411	103			411				
A-B	38	9			38				
A-C	614	154			614				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	144	36	511	0.282	144	0.6	0.4	9.854	A
C-AB	87	22	537	0.163	88	0.3	0.2	8.015	A
C-A	346	86			346				
A-B	32	8			32				
A-C	514	129			514				

# DS 2044, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	7.12	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D23	DS 2044	AM	J14 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	602	100.000
B		ONE HOUR	✓	261	100.000
C		ONE HOUR	✓	742	100.000

## Origin-Destination Data

### Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	43	559
	B	84	0	177
	C	549	193	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	5
	B	11	0	0
	C	3	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.74	35.14	2.7	E	239	359
C-AB	0.43	10.49	0.9	B	202	303
C-A					479	718
A-B					39	59
A-C					513	769

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	196	49	478	0.411	194	0.0	0.7	12.569	B
C-AB	153	38	574	0.267	152	0.0	0.4	8.493	A
C-A	405	101			405				
A-B	32	8			32				
A-C	421	105			421				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	235	59	441	0.532	233	0.7	1.1	17.146	C
C-AB	192	48	577	0.332	191	0.4	0.5	9.310	A
C-A	476	119			476				
A-B	39	10			39				
A-C	503	126			503				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	287	72	388	0.741	282	1.1	2.5	32.236	D
C-AB	261	65	605	0.432	260	0.5	0.9	10.406	B
C-A	556	139			556				
A-B	47	12			47				
A-C	615	154			615				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	287	72	388	0.741	287	2.5	2.7	35.144	E
C-AB	261	65	605	0.431	261	0.9	0.9	10.491	B
C-A	556	139			556				
A-B	47	12			47				
A-C	615	154			615				



08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	235	59	441	0.532	241	2.7	1.2	18.467	C
C-AB	192	48	578	0.331	193	0.9	0.6	9.412	A
C-A	476	119			476				
A-B	39	10			39				
A-C	503	126			503				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	196	49	477	0.412	198	1.2	0.7	12.999	B
C-AB	153	38	575	0.267	154	0.6	0.4	8.581	A
C-A	405	101			405				
A-B	32	8			32				
A-C	421	105			421				

# DS 2044, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	3.61	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D24	DS 2044	PM	J14 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	740	100.000
B		ONE HOUR	✓	214	100.000
C		ONE HOUR	✓	643	100.000

## Origin-Destination Data

### Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	46	694
	B	67	0	147
	C	532	111	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	1
	C	2	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.59	21.70	1.4	C	196	295
C-AB	0.26	9.69	0.4	A	107	161
C-A					483	724
A-B					42	63
A-C					637	955

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	161	40	491	0.328	159	0.0	0.5	10.789	B
C-AB	85	21	535	0.159	84	0.0	0.2	7.973	A
C-A	399	100			399				
A-B	35	9			35				
A-C	522	131			522				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	192	48	454	0.424	191	0.5	0.7	13.647	B
C-AB	104	26	519	0.200	103	0.2	0.3	8.665	A
C-A	474	119			474				
A-B	41	10			41				
A-C	624	156			624				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	236	59	401	0.587	233	0.7	1.4	21.108	C
C-AB	133	33	505	0.263	132	0.3	0.4	9.662	A
C-A	575	144			575				
A-B	51	13			51				
A-C	764	191			764				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	236	59	401	0.588	235	1.4	1.4	21.702	C
C-AB	133	33	505	0.263	133	0.4	0.4	9.688	A
C-A	575	144			575				
A-B	51	13			51				
A-C	764	191			764				

**17:45 - 18:00**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	192	48	454	0.424	195	1.4	0.8	14.021	B
C-AB	104	26	519	0.200	104	0.4	0.3	8.698	A
C-A	474	119			474				
A-B	41	10			41				
A-C	624	156			624				

**18:00 - 18:15**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	161	40	491	0.328	162	0.8	0.5	10.987	B
C-AB	85	21	535	0.159	85	0.3	0.2	8.009	A
C-A	399	100			399				
A-B	35	9			35				
A-C	522	131			522				

# DS 2046, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	6.98	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D25	DS 2046	AM	J14 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	637	100.000
B		ONE HOUR	✓	257	100.000
C		ONE HOUR	✓	744	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	46	591
	B	76	0	181
	C	551	193	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	13	0	0
	C	3	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.74	35.34	2.6	E	236	354
C-AB	0.44	10.74	1.0	B	203	305
C-A					479	719
A-B					42	63
A-C					542	813

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	193	48	475	0.408	191	0.0	0.7	12.564	B
C-AB	153	38	568	0.270	152	0.0	0.4	8.614	A
C-A	407	102			407				
A-B	35	9			35				
A-C	445	111			445				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	231	58	438	0.528	229	0.7	1.1	17.148	C
C-AB	192	48	571	0.337	192	0.4	0.6	9.477	A
C-A	476	119			476				
A-B	41	10			41				
A-C	531	133			531				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	283	71	383	0.739	277	1.1	2.5	32.417	D
C-AB	264	66	600	0.440	263	0.6	0.9	10.641	B
C-A	555	139			555				
A-B	51	13			51				
A-C	651	163			651				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	283	71	383	0.739	282	2.5	2.6	35.344	E
C-AB	264	66	601	0.440	264	0.9	1.0	10.737	B
C-A	555	139			555				
A-B	51	13			51				
A-C	651	163			651				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	231	58	437	0.528	237	2.6	1.2	18.463	C
C-AB	192	48	572	0.336	194	1.0	0.6	9.587	A
C-A	476	119			476				
A-B	41	10			41				
A-C	531	133			531				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	193	48	474	0.408	195	1.2	0.7	12.983	B
C-AB	153	38	569	0.270	154	0.6	0.4	8.709	A
C-A	407	102			407				
A-B	35	9			35				
A-C	445	111			445				

# DS 2046, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	4.21	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D26	DS 2046	PM	J14 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	748	100.000
B		ONE HOUR	✓	225	100.000
C		ONE HOUR	✓	672	100.000

## Origin-Destination Data

### Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	48	700
	B	78	0	147
	C	560	112	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	1
	C	2	0	0



## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.64	25.73	1.7	D	206	310
C-AB	0.27	9.71	0.4	A	109	163
C-A					508	762
A-B					44	66
A-C					642	963

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	169	42	481	0.352	167	0.0	0.5	11.405	B
C-AB	86	22	535	0.161	85	0.0	0.2	7.998	A
C-A	420	105			420				
A-B	36	9			36				
A-C	527	132			527				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	202	51	442	0.457	201	0.5	0.8	14.841	B
C-AB	105	26	518	0.202	105	0.2	0.3	8.696	A
C-A	499	125			499				
A-B	43	11			43				
A-C	629	157			629				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	248	62	387	0.640	244	0.8	1.7	24.686	C
C-AB	135	34	506	0.267	135	0.3	0.4	9.684	A
C-A	605	151			605				
A-B	53	13			53				
A-C	771	193			771				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	248	62	387	0.641	248	1.7	1.7	25.733	D
C-AB	135	34	506	0.267	135	0.4	0.4	9.712	A
C-A	605	151			605				
A-B	53	13			53				
A-C	771	193			771				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	202	51	442	0.457	206	1.7	0.9	15.417	C
C-AB	105	26	519	0.202	105	0.4	0.3	8.727	A
C-A	499	125			499				
A-B	43	11			43				
A-C	629	157			629				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	169	42	481	0.352	171	0.9	0.6	11.659	B
C-AB	86	22	535	0.161	86	0.3	0.2	8.037	A
C-A	420	105			420				
A-B	36	9			36				
A-C	527	132			527				

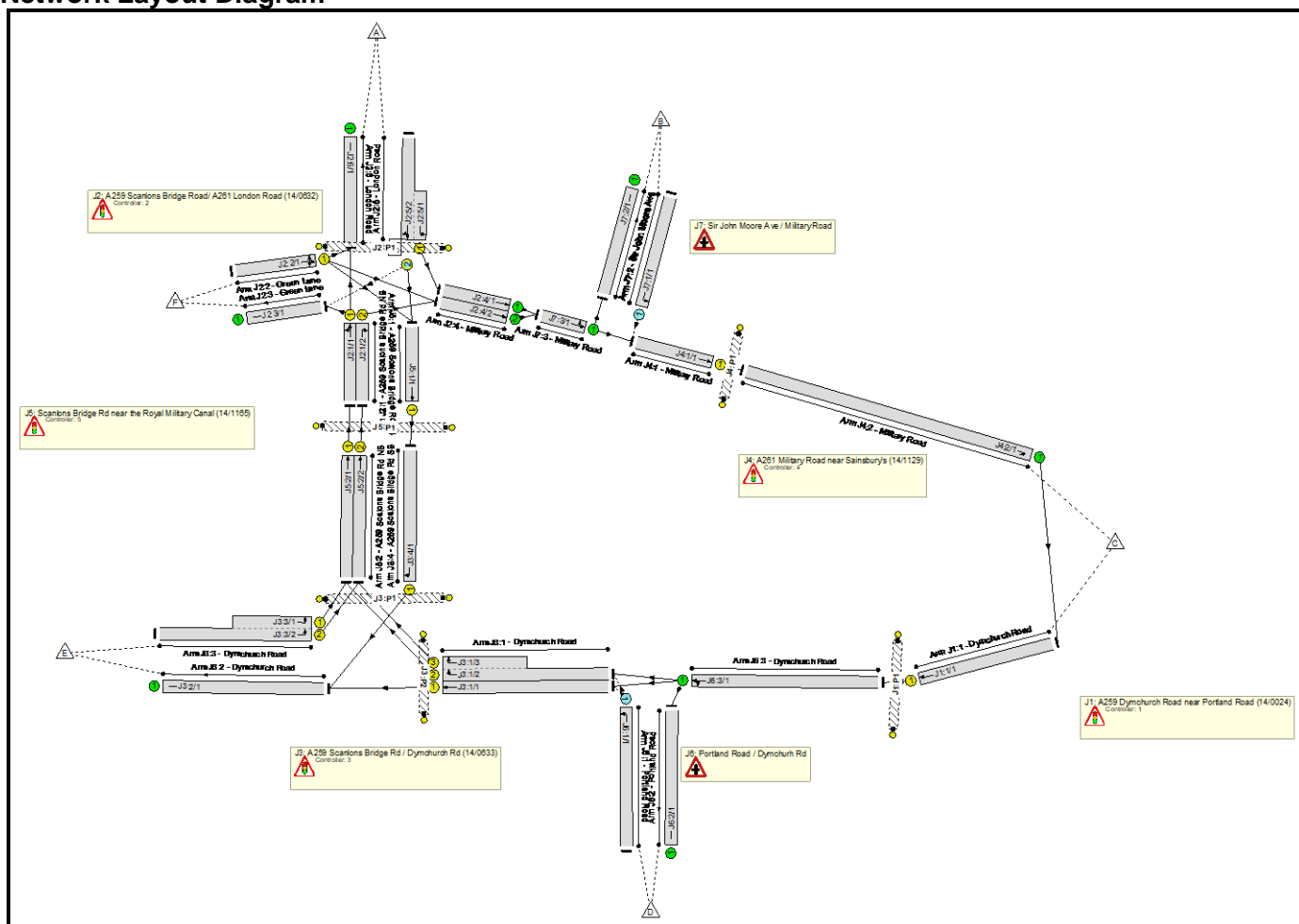
**P.20 J15\_Military Rd Dymchurch Rd**

Full Input Data And Results  
**Full Input Data And Results**

**User and Project Details**

<b>Project:</b>	Otterpool Park
<b>Title:</b>	J15 A259/ Dymchurch Rd/ Military Rd gyratory
<b>Location:</b>	Hythe
<b>Additional detail:</b>	
<b>File name:</b>	J15_Scalons Bridge Rd Military Rd Dymchurch Rd.lsg3x
<b>Author:</b>	Jonathan Gunasekera
<b>Company:</b>	ARCADIS UK
<b>Address:</b>	

**Network Layout Diagram**



**C1 - 14-0024**

**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Pedestrian		-9999	4

Full Input Data And Results

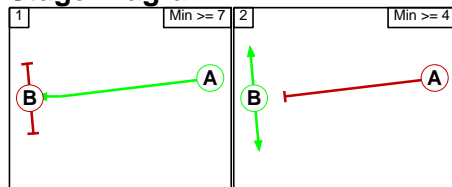
**Phase Intergreens Matrix**

	Starting Phase		
Terminating Phase		A	B
	A		6
	B	11	

**Phases in Stage**

Stage No.	Phases in Stage
1	A
2	B

**Stage Diagram**



**Phase Delays**

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

C2 - 14-0632

**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Traffic		-9999	7
F	Dummy		-9999	4
G	Dummy		-9999	12

Full Input Data And Results

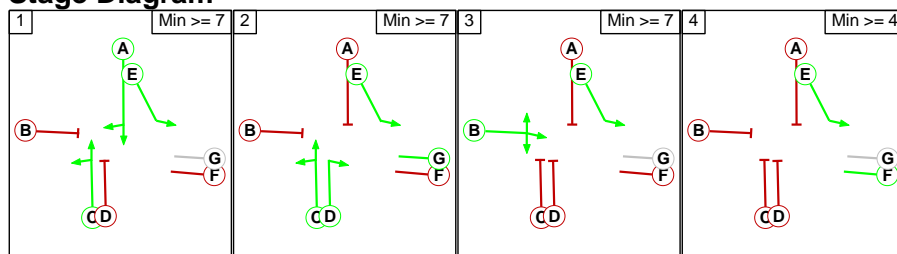
**Phase Intergreens Matrix**

		Starting Phase						
		A	B	C	D	E	F	G
Terminating Phase	A		6	-	5	-	3	-
	B	5		5	5	-	3	-
	C	-	6		-	-	3	-
	D	5	5	-		-	3	-
	E	-	-	-	-		-	-
	F	2	2	2	2	-		-
	G	-	-	-	-	-	-	

**Phases in Stage**

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

**Stage Diagram**



**Phase Delays**

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

C3 - 14-0633

**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Dummy		-9999	7
F	Dummy		-9999	1

Full Input Data And Results

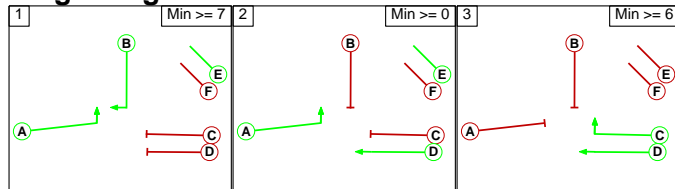
**Phase Intergreens Matrix**

Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		-	6	-	-	3
	B	-		6	7	-	3
	C	5	5		-	5	3
	D	-	5	-		-	3
	E	-	-	6	-		3
	F	2	2	2	2	2	

**Phases in Stage**

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

**Stage Diagram**



**Phase Delays**

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

**C4 - 14-1129**

**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Pedestrian		-9999	5

**Phase Intergreens Matrix**

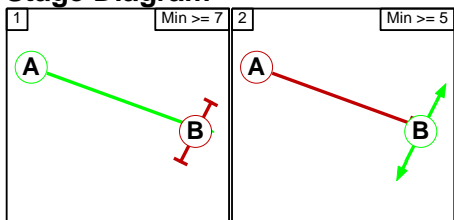
Terminating Phase	Starting Phase	
	A	B
	A	6
	B	7

**Phases in Stage**

Stage No.	Phases in Stage
1	A
2	B

Full Input Data And Results

**Stage Diagram**



**Phase Delays**

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

C5 - 14-1165

**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Pedestrian		-9999	7

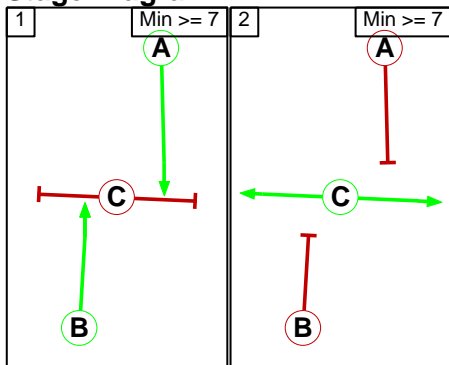
**Phase Intergreens Matrix**

		Starting Phase		
		A	B	C
Terminating Phase	A			
	B			
	C	7	7	
		6	6	

**Phases in Stage**

Stage No.	Phases in Stage
1	A B
2	C

**Stage Diagram**



**Phase Delays**

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



Full Input Data And Results

**Traffic Flows, Desired**

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

**Desired Flow :**

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	1	48	243	56	192	4	544
	B	24	10	74	18	29	3	158
	C	149	20	91	17	249	9	535
	D	143	16	14	7	84	2	266
	E	284	38	526	49	1	1	899
	F	7	1	20	0	4	0	32
	Tot.	608	133	968	147	559	19	2434

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

**Desired Flow :**

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	87	288	27	225	10	637
	B	40	8	146	22	70	1	287
	C	165	46	89	17	429	3	749
	D	72	27	20	11	110	4	244
	E	179	62	413	13	2	3	672
	F	13	1	18	0	4	0	36
	Tot.	469	231	974	90	840	21	2625

**Scenario 3: 'DM 2037 AM'** (FG3: 'DM 2037 AM', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	42	358	55	185	4	644
	B	22	0	78	21	34	3	158
	C	191	23	0	19	269	10	512
	D	135	21	18	0	111	3	288
	E	264	46	568	61	0	1	940
	F	6	1	23	0	5	0	35
	Tot.	618	133	1045	156	604	21	2577

Full Input Data And Results

**Scenario 4: 'DM 2037 PM'** (FG4: 'DM 2037 PM', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	89	368	26	225	10	718
	B	43	0	161	25	79	1	309
	C	203	55	0	20	492	3	773
	D	87	29	21	0	123	5	265
	E	188	69	423	14	0	3	697
	F	13	1	19	0	4	0	37
	Tot.	534	243	992	85	923	22	2799

**Scenario 5: 'DM 2044 AM'** (FG5: 'DM 2044 AM', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	41	347	52	180	4	624
	B	24	0	79	22	34	4	163
	C	203	23	0	19	272	10	527
	D	143	21	17	0	110	3	294
	E	283	47	568	62	0	1	961
	F	7	1	23	0	5	0	36
	Tot.	660	133	1034	155	601	22	2605

**Scenario 6: 'DM 2044 PM'** (FG6: 'DM 2044 PM', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	94	389	27	239	11	760
	B	42	0	161	25	79	1	308
	C	198	55	0	20	494	3	770
	D	85	29	21	0	125	5	265
	E	183	69	427	14	0	3	696
	F	13	1	19	0	4	0	37
	Tot.	521	248	1017	86	941	23	2836

Full Input Data And Results

**Scenario 7: 'DM 2046 AM'** (FG7: 'DM 2046 AM', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	41	353	54	183	4	635
	B	24	0	80	22	35	4	165
	C	203	23	0	20	274	10	530
	D	143	21	18	0	111	3	296
	E	282	47	574	62	0	1	966
	F	7	1	24	0	5	0	37
	Tot.	659	133	1049	158	608	22	2629

**Scenario 8: 'DM 2046 PM'** (FG8: 'DM 2046 PM', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	94	388	27	238	11	758
	B	42	0	162	25	80	1	310
	C	200	55	0	20	498	3	776
	D	86	29	22	0	125	5	267
	E	188	69	430	14	0	3	704
	F	13	1	19	0	4	0	37
	Tot.	529	248	1021	86	945	23	2852

**Scenario 9: 'DS 2037 AM'** (FG9: 'DS 2037 AM', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	42	432	95	185	4	758
	B	22	0	78	21	34	4	159
	C	228	23	0	19	269	10	549
	D	159	21	18	0	111	3	312
	E	264	46	568	61	0	1	940
	F	6	1	23	0	5	0	35
	Tot.	679	133	1119	196	604	22	2753

Full Input Data And Results

**Scenario 10: 'DS 2037 PM'** (FG10: 'DS 2037 PM', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	89	440	66	225	10	830
	B	43	0	161	25	79	1	309
	C	232	55	0	20	492	3	802
	D	111	29	21	0	123	5	289
	E	188	69	423	14	0	3	697
	F	13	1	19	0	4	0	37
	Tot.	587	243	1064	125	923	22	2964

**Scenario 11: 'DS 2044 AM'** (FG11: 'DS 2044 AM', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	41	437	103	180	4	765
	B	24	0	79	22	34	4	163
	C	255	23	0	19	272	10	579
	D	189	21	17	0	110	3	340
	E	283	47	568	62	0	1	961
	F	7	1	23	0	5	0	36
	Tot.	758	133	1124	206	601	22	2844

**Scenario 12: 'DS 2044 PM'** (FG12: 'DS 2044 PM', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	94	428	73	239	11	845
	B	42	0	161	25	79	1	308
	C	287	55	0	20	494	3	859
	D	130	29	21	0	125	5	310
	E	183	69	427	14	0	3	696
	F	13	1	19	0	4	0	37
	Tot.	655	248	1056	132	941	23	3055

Full Input Data And Results

**Scenario 13: 'DS 2046 AM'** (FG13: 'DS 2046 AM', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	41	459	112	183	4	799
	B	24	0	80	22	35	4	165
	C	257	23	0	20	274	10	584
	D	190	21	18	0	111	3	343
	E	284	47	574	62	0	1	968
	F	7	1	24	0	5	0	37
	Tot.	762	133	1155	216	608	22	2896

**Scenario 14: 'DS 2046 PM'** (FG14: 'DS 2046 PM', Plan 1: 'Network Control Plan 1')

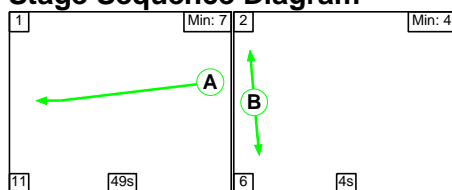
**Desired Flow :**

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	94	432	76	238	11	851
	B	42	0	162	25	80	1	310
	C	304	55	0	20	498	3	880
	D	138	29	22	0	125	5	319
	E	188	69	430	14	0	3	704
	F	13	1	19	0	4	0	37
	Tot.	685	248	1065	135	945	23	3101

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

C1 - 14-0024

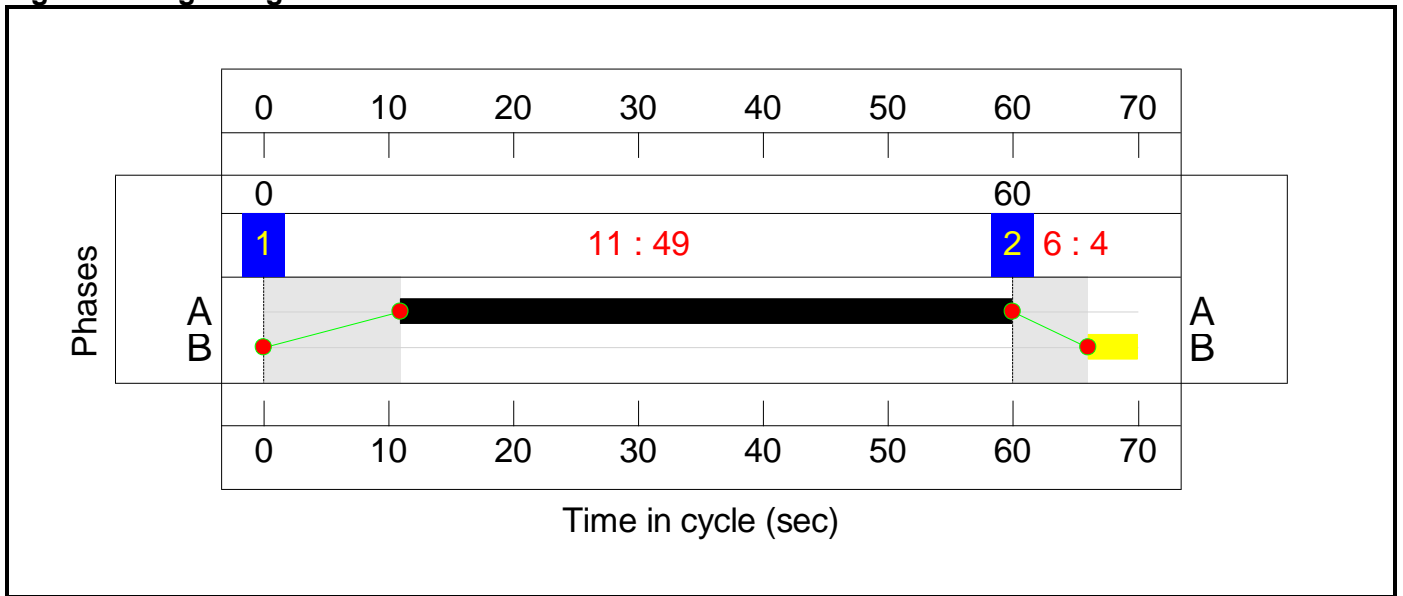
**Stage Sequence Diagram**



**Stage Timings**

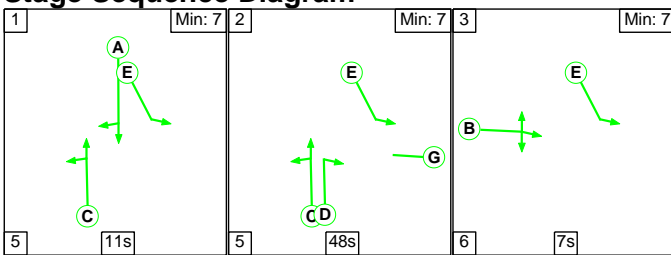
Stage	1	2
Duration	49	4
Change Point	0	60

**Signal Timings Diagram**



**C2 - 14-0632**

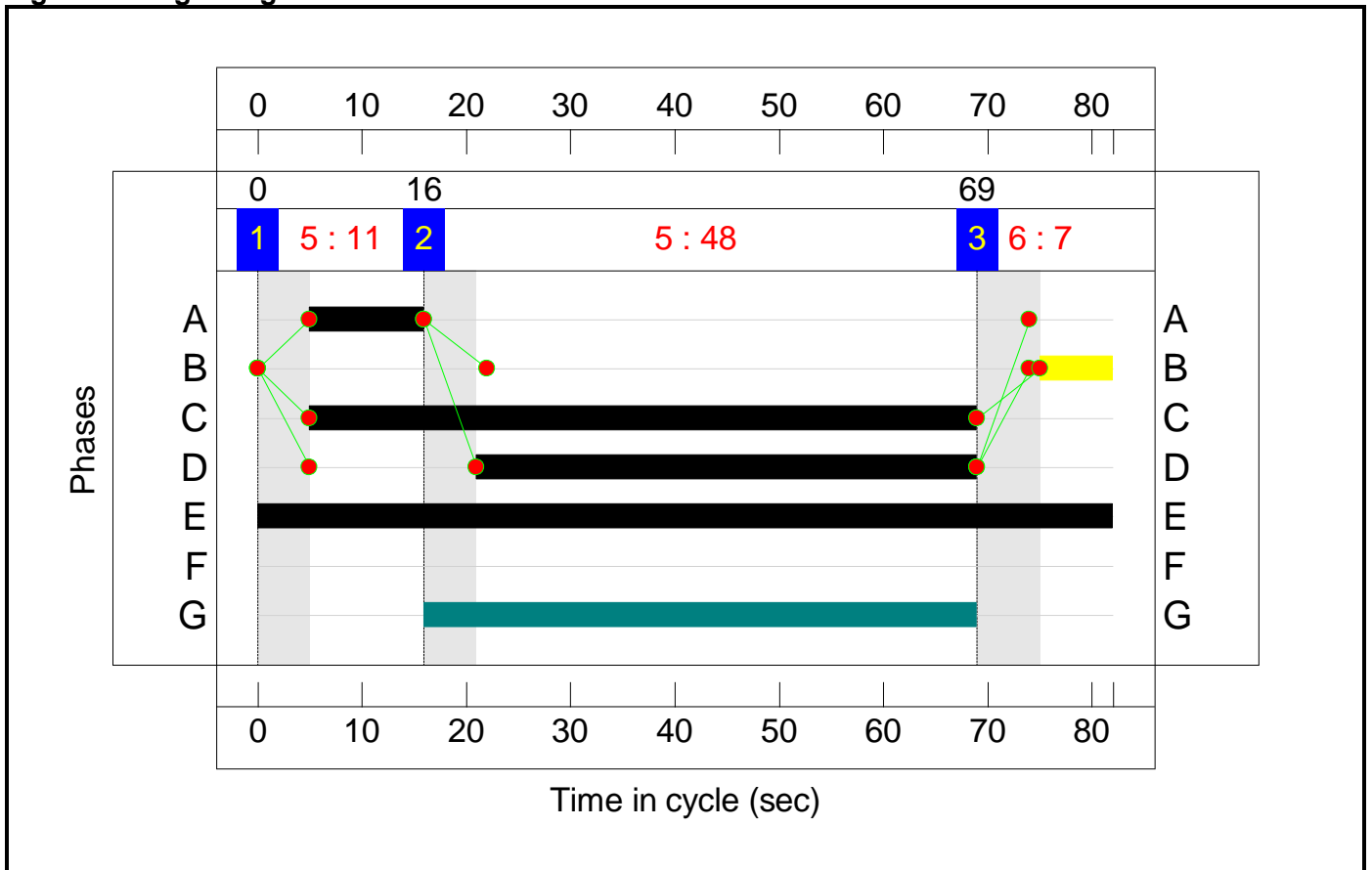
**Stage Sequence Diagram**



**Stage Timings**

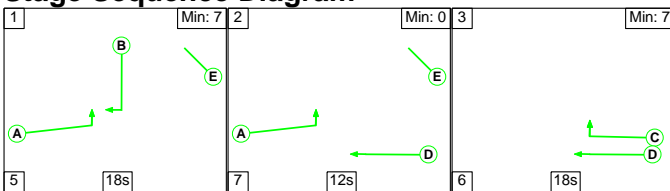
Stage	1	2	3
Duration	11	48	7
Change Point	0	16	69

**Signal Timings Diagram**



C3 - 14-0633

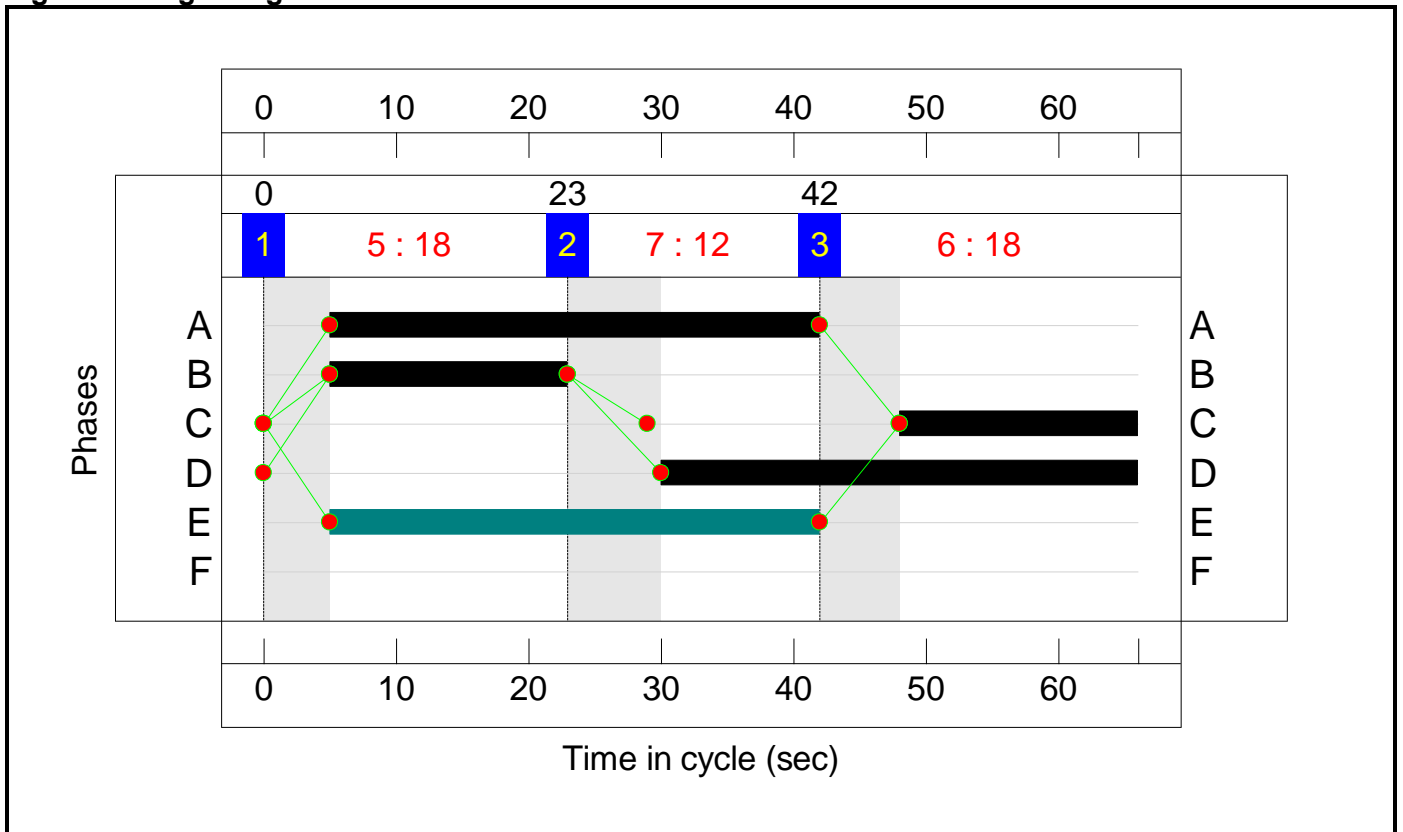
**Stage Sequence Diagram**



**Stage Timings**

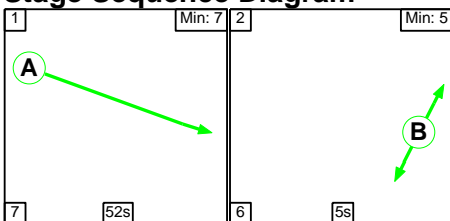
Stage	1	2	3
Duration	18	12	18
Change Point	0	23	42

**Signal Timings Diagram**



C4 - 14-1129

**Stage Sequence Diagram**

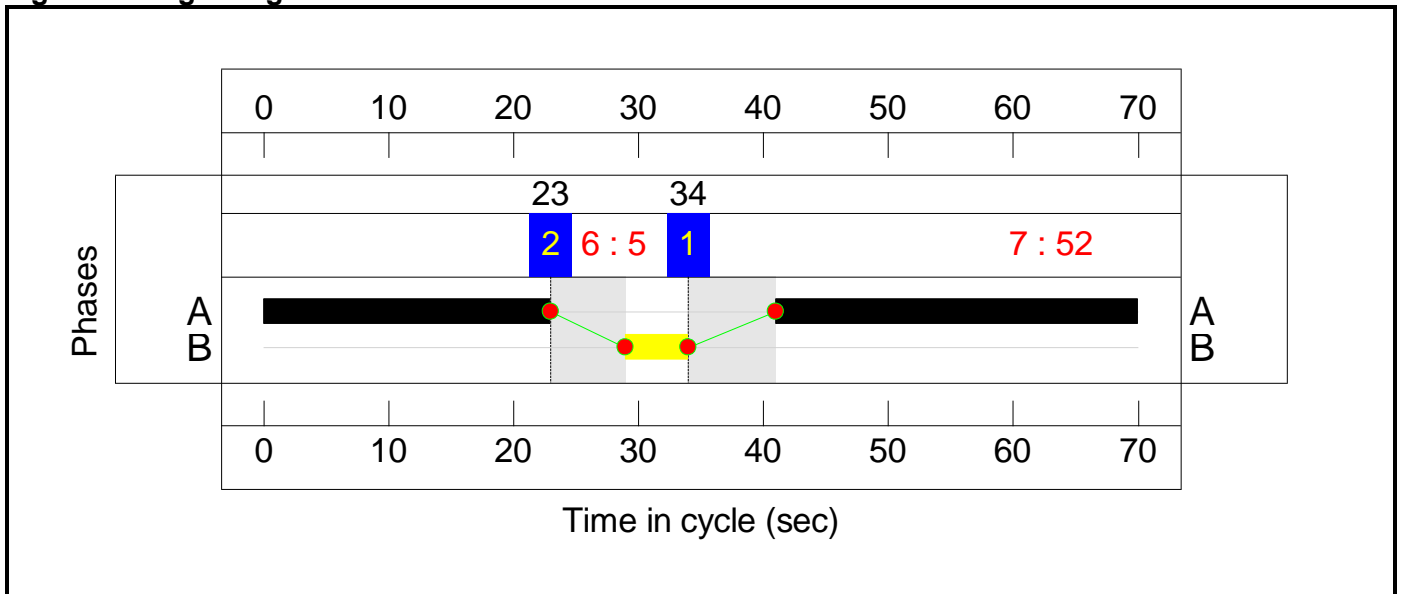


**Stage Timings**

Stage	1	2
Duration	52	5
Change Point	34	23

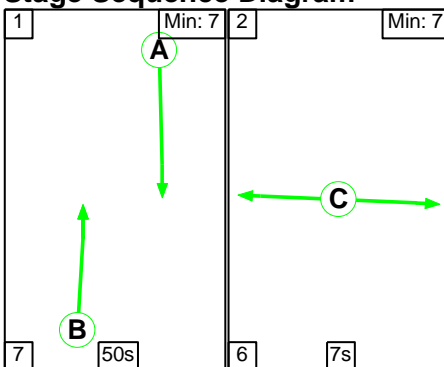


**Signal Timings Diagram**



C5 - 14-1165

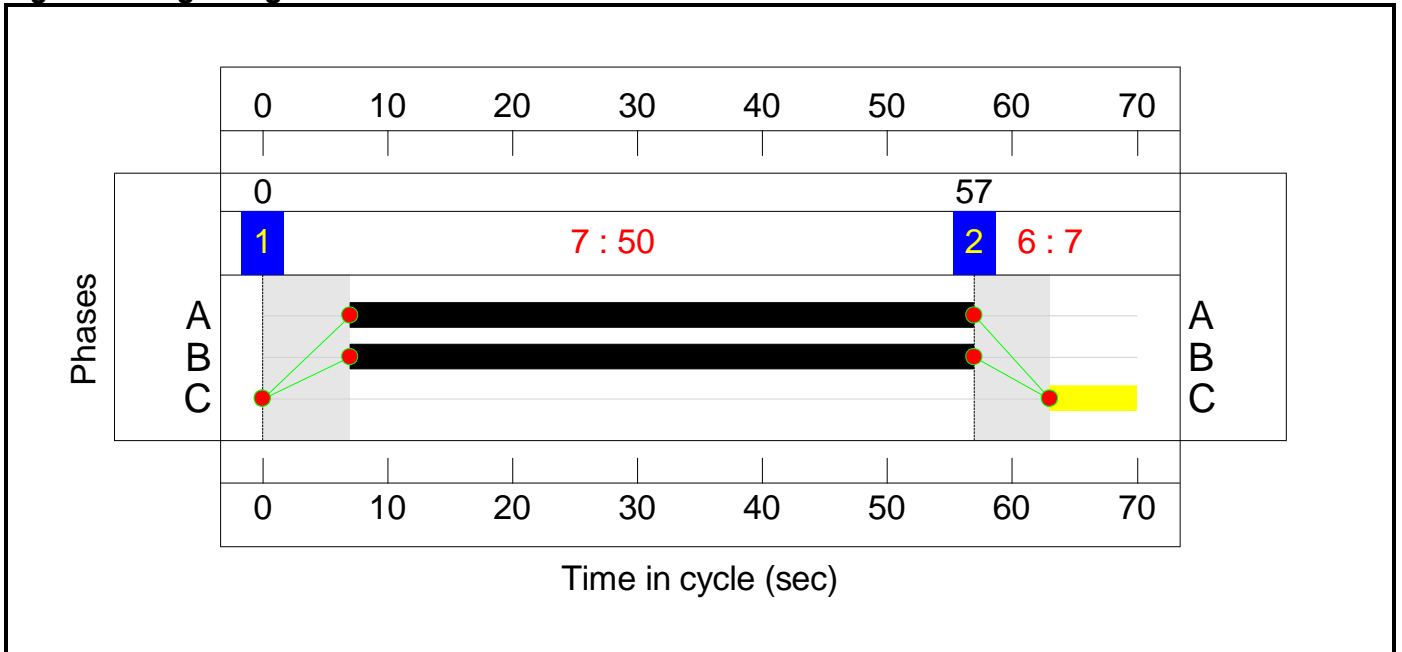
**Stage Sequence Diagram**



**Stage Timings**

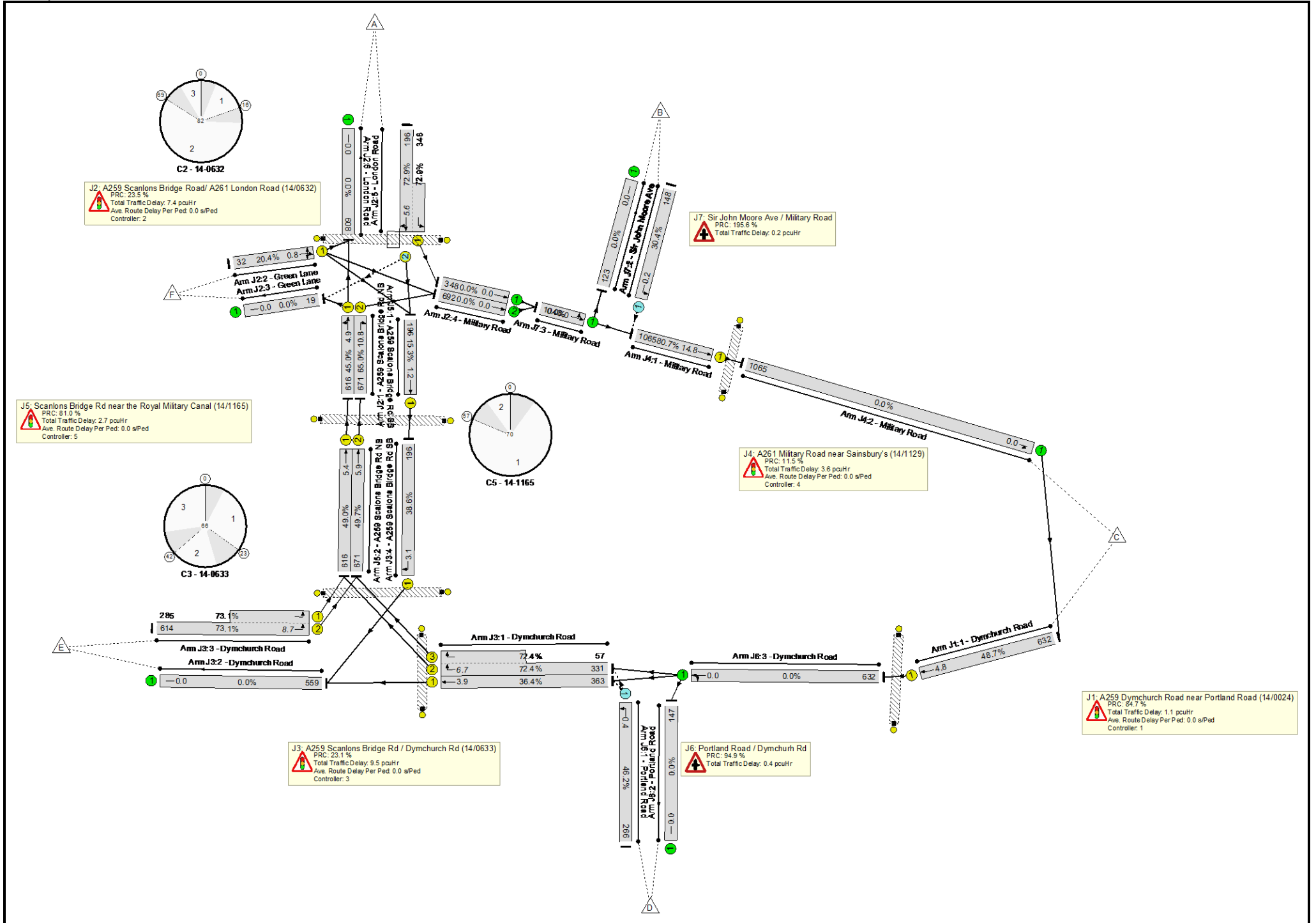
Stage	1	2
Duration	50	7
Change Point	0	57

### Signal Timings Diagram



Full Input Data And Results  
**Network Layout Diagram**

# Full Input Data And Results



## Full Input Data And Results

Full Input Data And Results

**Network Results**

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

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J15 A259/ Dymchurch Rd/ Military Rd gyratory</b>	-	-	-	-	-	-	-	<b>80.7%</b>	-
<b>J1: A259 Dymchurch Road near Portland Road (14/0024)</b>	-	-	-	-	-	-	-	<b>48.7%</b>	-
1/1	Dymchurch Road Ahead	U	49	-	632	1816	1297	48.7%	632
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)</b>	-	-	-	-	-	-	-	<b>72.9%</b>	-
1/1	A259 Scanlons Bridge Rd NB Left Ahead	U	64	-	616	1725	1367	45.0%	616
1/2	A259 Scanlons Bridge Rd NB Right	U	48	-	671	1727	1032	65.0%	671
2/1	Green Lane Right Ahead Left	U	7	-	32	1609	157	20.4%	32
3/1	Green Lane	U	-	-	19	Inf	Inf	0.0%	19
4/1	Military Road Ahead	U	-	-	348	Inf	Inf	0.0%	348
4/2	Military Road Ahead	U	-	-	692	Inf	Inf	0.0%	692
5/2+5/1	London Road Ahead Right Left	O+U	11:82	-	544	1871:1807	269+478	72.9 : 72.9%	544
6/1	London Road	U	-	-	608	Inf	Inf	0.0%	608
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)</b>	-	-	-	-	-	-	-	<b>73.1%</b>	-
1/1	Dymchurch Road Ahead	U	36	-	363	1780	998	36.4%	363
1/2+1/3	Dymchurch Road Right	U	18	-	388	1589:1707	457+79	72.4 : 72.4%	388
2/1	Dymchurch Road	U	-	-	559	Inf	Inf	0.0%	559
3/2+3/1	Dymchurch Road Left	U	37	-	899	1690:1573	840+390	73.1 : 73.1%	899
4/1	A259 Scanlons Birdge Rd SB Right	U	18	-	196	1762	507	38.6%	196

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J4: A261 Military Road near Sainsbury's (14/1129)</b>	-	-	-	-	-	-	-	<b>80.7%</b>	-
1/1	Military Road Ahead	U	52	-	1065	1743	1320	80.7%	1065
2/1	Military Road U-Turn	U	-	-	1065	Inf	Inf	0.0%	1065
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	-	-	-	-	-	-	<b>49.7%</b>	-
1/1	A259 Scalons Bridge Rd SB Ahead	U	50	-	196	1762	1284	15.3%	196
2/1	A259 Scalons Bridge Rd NB Ahead	U	50	-	616	1725	1257	49.0%	616
2/2	A259 Scalons Bridge Rd NB Ahead	U	50	-	671	1852	1349	49.7%	671
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J6: Portland Road / Dymchurch Rd</b>	-	-	-	-	-	-	-	<b>46.2%</b>	-
1/1	Portland Road Left	O	-	-	266	1598	576	46.2%	266
2/1	Portland Road	U	-	-	147	Inf	Inf	0.0%	147
3/1	Dymchurch Road Ahead Left	U	-	-	632	Inf	Inf	0.0%	632
<b>J7: Sir John Moore Ave / Military Road</b>	-	-	-	-	-	-	-	<b>30.4%</b>	-
1/1	Sir John Moore Ave Left	O	-	-	148	1634	486	30.4%	148
2/1	Sir John Moore Ave	U	-	-	123	Inf	Inf	0.0%	123
3/1	Military Road Ahead Left	U	-	-	1040	Inf	Inf	0.0%	1040





Full Input Data And Results

Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	<b>0</b>	<b>1.6</b>	<b>1.1</b>	<b>2.7</b>	-	-	-	-
1/1	196	-	0.2	0.1	0.2	4.6	1.1	0.1	1.2
2/1	616	-	0.7	0.5	1.2	6.8	5.0	0.5	5.4
2/2	671	-	0.8	0.5	1.2	6.7	5.4	0.5	5.9
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
<b>J6: Portland Road / Dymchurch Rd</b>	-	<b>0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.4</b>	-	-	-	-
1/1	266	0	0.0	0.4	0.4	5.8	0.0	0.4	0.4
2/1	147	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/1	632	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>J7: Sir John Moore Ave / Military Road</b>	-	<b>0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.2</b>	-	-	-	-
1/1	148	0	0.0	0.2	0.2	5.3	0.0	0.2	0.2
2/1	123	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/1	1040	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C1 - 14-0024	PRC for Signalled Lanes (%)	84.7	Total Delay for Signalled Lanes (pcuHr)	1.10	Cycle Time (s)	70			
C2 - 14-0632	PRC for Signalled Lanes (%)	23.5	Total Delay for Signalled Lanes (pcuHr)	7.41	Cycle Time (s)	82			
C3 - 14-0633	PRC for Signalled Lanes (%)	23.1	Total Delay for Signalled Lanes (pcuHr)	9.45	Cycle Time (s)	66			
C4 - 14-1129	PRC for Signalled Lanes (%)	11.5	Total Delay for Signalled Lanes (pcuHr)	3.63	Cycle Time (s)	70			
C5 - 14-1165	PRC for Signalled Lanes (%)	81.0	Total Delay for Signalled Lanes (pcuHr)	2.66	Cycle Time (s)	70			
	PRC Over All Lanes (%)	11.5	Total Delay Over All Lanes(pcuHr)	24.90					

Full Input Data And Results

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

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J15 A259/ Dymchurch Rd/ Military Rd gyratory</b>	-	-	-	-	-	-	-	<b>84.7%</b>	-
<b>J1: A259 Dymchurch Road near Portland Road (14/0024)</b>	-	-	-	-	-	-	-	<b>68.8%</b>	-
1/1	Dymchurch Road Ahead	U	41	-	846	1816	1230	68.8%	846
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J2: A259 Scamlons Bridge Road/ A261 London Road (14/0632)</b>	-	-	-	-	-	-	-	<b>70.3%</b>	-
1/1	A259 Scamlons Bridge Rd NB Left Ahead	U	48	-	467	1725	1281	36.5%	467
1/2	A259 Scamlons Bridge Rd NB Right	U	32	-	594	1727	863	68.8%	594
2/1	Green Lane Right Ahead Left	U	7	-	36	1609	195	18.5%	36
3/1	Green Lane	U	-	-	21	Inf	Inf	0.0%	21
4/1	Military Road Ahead	U	-	-	402	Inf	Inf	0.0%	402
4/2	Military Road Ahead	U	-	-	613	Inf	Inf	0.0%	613
5/2+5/1	London Road Ahead Right Left	O+U	11:66	-	637	1871:1807	334+572	70.3 : 70.3%	637
6/1	London Road	U	-	-	469	Inf	Inf	0.0%	469
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J3: A259 Scamlons Bridge Rd / Dymchurch Rd (14/0633)</b>	-	-	-	-	-	-	-	<b>58.5%</b>	-
1/1	Dymchurch Road Ahead	U	39	-	611	1780	1095	55.8%	611
1/2+1/3	Dymchurch Road Right	U	19	-	389	1589:1707	489+178	58.3 : 58.3%	389
2/1	Dymchurch Road	U	-	-	840	Inf	Inf	0.0%	840
3/2+3/1	Dymchurch Road Left	U	35	-	672	1690:1573	838+311	58.5 : 58.5%	672
4/1	A259 Scamlons Birdge Rd SB Right	U	14	-	229	1762	407	56.3%	229
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0

Full Input Data And Results

Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J4: A261 Military Road near Sainsbury's (14/1129)</b>	-	-	-	-	-	-	-	<b>84.7%</b>	-
1/1	Military Road Ahead	U	44	-	1071	1743	1265	84.7%	1071
2/1	Military Road U-Turn	U	-	-	1071	Inf	Inf	0.0%	1071
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	-	-	-	-	-	-	<b>46.2%</b>	-
1/1	A259 Scalons Bridge Rd SB Ahead	U	42	-	229	1762	1222	18.7%	229
2/1	A259 Scalons Bridge Rd NB Ahead	U	42	-	467	1725	1196	39.0%	467
2/2	A259 Scalons Bridge Rd NB Ahead	U	42	-	594	1852	1284	46.2%	594
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J6: Portland Road / Dymchurch Rd</b>	-	-	-	-	-	-	-	<b>46.1%</b>	-
1/1	Portland Road Left	O	-	-	244	1598	529	46.1%	244
2/1	Portland Road	U	-	-	90	Inf	Inf	0.0%	90
3/1	Dymchurch Road Ahead Left	U	-	-	846	Inf	Inf	0.0%	846
<b>J7: Sir John Moore Ave / Military Road</b>	-	-	-	-	-	-	-	<b>56.7%</b>	-
1/1	Sir John Moore Ave Left	O	-	-	279	1634	492	56.7%	279
2/1	Sir John Moore Ave	U	-	-	223	Inf	Inf	0.0%	223
3/1	Military Road Ahead Left	U	-	-	1015	Inf	Inf	0.0%	1015



Full Input Data And Results

Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf																																										
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	<b>0</b>	<b>1.4</b>	<b>0.9</b>	<b>2.3</b>	-	-	-	-																																										
1/1	229	-	0.2	0.1	0.3	5.2	1.3	0.1	1.5																																										
2/1	467	-	0.5	0.3	0.8	6.5	3.4	0.3	3.7																																										
2/2	594	-	0.7	0.4	1.1	6.9	4.5	0.4	4.9																																										
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf																																										
<b>J6: Portland Road / Dymchurch Rd</b>	-	<b>0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.4</b>	-	-	-	-																																										
1/1	244	0	0.0	0.4	0.4	6.3	0.0	0.4	0.4																																										
2/1	90	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
3/1	846	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
<b>J7: Sir John Moore Ave / Military Road</b>	-	<b>0</b>	<b>0.0</b>	<b>0.7</b>	<b>0.7</b>	-	-	-	-																																										
1/1	279	0	0.0	0.7	0.7	8.5	0.9	0.7	1.6																																										
2/1	223	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
3/1	1015	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
<table> <tbody> <tr> <td>C1 - 14-0024</td> <td>PRC for Signalled Lanes (%)</td> <td>30.9</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>2.31</td> <td>Cycle Time (s)</td> <td>62</td> </tr> <tr> <td>C2 - 14-0632</td> <td>PRC for Signalled Lanes (%)</td> <td>28.1</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>7.05</td> <td>Cycle Time (s)</td> <td>66</td> </tr> <tr> <td>C3 - 14-0633</td> <td>PRC for Signalled Lanes (%)</td> <td>53.9</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>8.91</td> <td>Cycle Time (s)</td> <td>65</td> </tr> <tr> <td>C4 - 14-1129</td> <td>PRC for Signalled Lanes (%)</td> <td>6.3</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>4.48</td> <td>Cycle Time (s)</td> <td>62</td> </tr> <tr> <td>C5 - 14-1165</td> <td>PRC for Signalled Lanes (%)</td> <td>94.6</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>2.30</td> <td>Cycle Time (s)</td> <td>62</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%)</td> <td>6.3</td> <td>Total Delay Over All Lanes(pcuHr)</td> <td>26.14</td> <td></td> <td></td> </tr> </tbody> </table>										C1 - 14-0024	PRC for Signalled Lanes (%)	30.9	Total Delay for Signalled Lanes (pcuHr)	2.31	Cycle Time (s)	62	C2 - 14-0632	PRC for Signalled Lanes (%)	28.1	Total Delay for Signalled Lanes (pcuHr)	7.05	Cycle Time (s)	66	C3 - 14-0633	PRC for Signalled Lanes (%)	53.9	Total Delay for Signalled Lanes (pcuHr)	8.91	Cycle Time (s)	65	C4 - 14-1129	PRC for Signalled Lanes (%)	6.3	Total Delay for Signalled Lanes (pcuHr)	4.48	Cycle Time (s)	62	C5 - 14-1165	PRC for Signalled Lanes (%)	94.6	Total Delay for Signalled Lanes (pcuHr)	2.30	Cycle Time (s)	62		PRC Over All Lanes (%)	6.3	Total Delay Over All Lanes(pcuHr)	26.14		
C1 - 14-0024	PRC for Signalled Lanes (%)	30.9	Total Delay for Signalled Lanes (pcuHr)	2.31	Cycle Time (s)	62																																													
C2 - 14-0632	PRC for Signalled Lanes (%)	28.1	Total Delay for Signalled Lanes (pcuHr)	7.05	Cycle Time (s)	66																																													
C3 - 14-0633	PRC for Signalled Lanes (%)	53.9	Total Delay for Signalled Lanes (pcuHr)	8.91	Cycle Time (s)	65																																													
C4 - 14-1129	PRC for Signalled Lanes (%)	6.3	Total Delay for Signalled Lanes (pcuHr)	4.48	Cycle Time (s)	62																																													
C5 - 14-1165	PRC for Signalled Lanes (%)	94.6	Total Delay for Signalled Lanes (pcuHr)	2.30	Cycle Time (s)	62																																													
	PRC Over All Lanes (%)	6.3	Total Delay Over All Lanes(pcuHr)	26.14																																															

Full Input Data And Results

**Scenario 3: 'DM 2037 AM'** (FG3: 'DM 2037 AM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J15 A259/ Dymchurch Rd/ Military Rd gyratory</b>	-	-	-	-	-	-	-	<b>94.0%</b>	-
<b>J1: A259 Dymchurch Road near Portland Road (14/0024)</b>	-	-	-	-	-	-	-	<b>54.6%</b>	-
1/1	Dymchurch Road Ahead	U	49	-	708	1816	1297	54.6%	708
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J2: A259 Scamlons Bridge Road/ A261 London Road (14/0632)</b>	-	-	-	-	-	-	-	<b>71.4%</b>	-
1/1	A259 Scamlons Bridge Rd NB Left Ahead	U	64	-	629	1725	1367	46.0%	629
1/2	A259 Scamlons Bridge Rd NB Right	U	48	-	737	1727	1032	71.4%	737
2/1	Green Lane Right Ahead Left	U	7	-	35	1609	157	22.3%	35
3/1	Green Lane	U	-	-	21	Inf	Inf	0.0%	21
4/1	Military Road Ahead	U	-	-	455	Inf	Inf	0.0%	455
4/2	Military Road Ahead	U	-	-	761	Inf	Inf	0.0%	761
5/2+5/1	London Road Ahead Right Left	O+U	11:82	-	644	1871:1807	267+644	70.7 : 70.7%	644
6/1	London Road	U	-	-	618	Inf	Inf	0.0%	618
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J3: A259 Scamlons Bridge Rd / Dymchurch Rd (14/0633)</b>	-	-	-	-	-	-	-	<b>80.5%</b>	-
1/1	Dymchurch Road Ahead	U	39	-	414	1780	1079	38.4%	414
1/2+1/3	Dymchurch Road Right	U	19	-	426	1589:1707	482+82	75.6 : 75.6%	426
2/1	Dymchurch Road	U	-	-	604	Inf	Inf	0.0%	604
3/2+3/1	Dymchurch Road Left	U	36	-	940	1690:1573	839+329	80.5 : 80.5%	940
4/1	A259 Scamlons Birdge Rd SB Right	U	15	-	190	1762	427	44.5%	190
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0

Full Input Data And Results

Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J4: A261 Military Road near Sainsbury's (14/1129)</b>	-	-	-	-	-	-	-	<b>94.0%</b>	-
1/1	Military Road Ahead	U	52	-	1241	1743	1320	94.0%	1241
2/1	Military Road U-Turn	U	-	-	1241	Inf	Inf	0.0%	1241
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	-	-	-	-	-	-	<b>54.6%</b>	-
1/1	A259 Scalons Bridge Rd SB Ahead	U	50	-	190	1762	1284	14.8%	190
2/1	A259 Scalons Bridge Rd NB Ahead	U	50	-	629	1725	1257	50.0%	629
2/2	A259 Scalons Bridge Rd NB Ahead	U	50	-	737	1852	1349	54.6%	737
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J6: Portland Road / Dymchurch Rd</b>	-	-	-	-	-	-	-	<b>51.5%</b>	-
1/1	Portland Road Left	O	-	-	288	1598	559	51.5%	288
2/1	Portland Road	U	-	-	156	Inf	Inf	0.0%	156
3/1	Dymchurch Road Ahead Left	U	-	-	708	Inf	Inf	0.0%	708
<b>J7: Sir John Moore Ave / Military Road</b>	-	-	-	-	-	-	-	<b>35.3%</b>	-
1/1	Sir John Moore Ave Left	O	-	-	158	1634	447	35.3%	158
2/1	Sir John Moore Ave	U	-	-	133	Inf	Inf	0.0%	133
3/1	Military Road Ahead Left	U	-	-	1216	Inf	Inf	0.0%	1216





Full Input Data And Results

Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	<b>0</b>	<b>1.7</b>	<b>1.2</b>	<b>2.9</b>	-	-	-	-
1/1	190	-	0.2	0.1	0.2	4.5	1.1	0.1	1.2
2/1	629	-	0.7	0.5	1.2	6.9	5.1	0.5	5.6
2/2	737	-	0.9	0.6	1.5	7.2	6.3	0.6	6.9
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
<b>J6: Portland Road / Dymchurch Rd</b>	-	<b>0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.5</b>	-	-	-	-
1/1	288	0	0.0	0.5	0.5	6.6	0.0	0.5	0.5
2/1	156	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/1	708	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>J7: Sir John Moore Ave / Military Road</b>	-	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.3</b>	-	-	-	-
1/1	158	0	0.0	0.3	0.3	6.2	0.0	0.3	0.3
2/1	133	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/1	1216	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C1 - 14-0024	PRC for Signalled Lanes (%)	64.9	Total Delay for Signalled Lanes (pcuHr)	1.35	Cycle Time (s)	70			
C2 - 14-0632	PRC for Signalled Lanes (%)	26.0	Total Delay for Signalled Lanes (pcuHr)	7.94	Cycle Time (s)	82			
C3 - 14-0633	PRC for Signalled Lanes (%)	11.8	Total Delay for Signalled Lanes (pcuHr)	11.09	Cycle Time (s)	66			
C4 - 14-1129	PRC for Signalled Lanes (%)	-4.5	Total Delay for Signalled Lanes (pcuHr)	9.20	Cycle Time (s)	70			
C5 - 14-1165	PRC for Signalled Lanes (%)	64.8	Total Delay for Signalled Lanes (pcuHr)	2.93	Cycle Time (s)	70			
	PRC Over All Lanes (%)	-4.5	Total Delay Over All Lanes(pcuHr)	33.31					

Full Input Data And Results

**Scenario 4: 'DM 2037 PM'** (FG4: 'DM 2037 PM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J15 A259/ Dymchurch Rd/ Military Rd gyratory</b>	-	-	-	-	-	-	-	<b>93.3%</b>	-
<b>J1: A259 Dymchurch Road near Portland Road (14/0024)</b>	-	-	-	-	-	-	-	<b>78.1%</b>	-
1/1	Dymchurch Road Ahead	U	41	-	961	1816	1230	78.1%	961
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J2: A259 Scamlons Bridge Road/ A261 London Road (14/0632)</b>	-	-	-	-	-	-	-	<b>70.8%</b>	-
1/1	A259 Scamlons Bridge Rd NB Left Ahead	U	48	-	533	1725	1281	41.6%	533
1/2	A259 Scamlons Bridge Rd NB Right	U	32	-	611	1727	863	70.8%	611
2/1	Green Lane Right Ahead Left	U	7	-	37	1609	195	19.0%	37
3/1	Green Lane	U	-	-	22	Inf	Inf	0.0%	22
4/1	Military Road Ahead	U	-	-	483	Inf	Inf	0.0%	483
4/2	Military Road Ahead	U	-	-	631	Inf	Inf	0.0%	631
5/2+5/1	London Road Ahead Right Left	O+U	11:66	-	718	1871:1807	333+685	70.5 : 70.5%	718
6/1	London Road	U	-	-	534	Inf	Inf	0.0%	534
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J3: A259 Scamlons Bridge Rd / Dymchurch Rd (14/0633)</b>	-	-	-	-	-	-	-	<b>64.8%</b>	-
1/1	Dymchurch Road Ahead	U	40	-	694	1780	1123	61.8%	694
1/2+1/3	Dymchurch Road Right	U	22	-	447	1589:1707	562+173	60.8 : 60.8%	447
2/1	Dymchurch Road	U	-	-	923	Inf	Inf	0.0%	923
3/2+3/1	Dymchurch Road Left	U	32	-	697	1690:1573	781+295	64.8 : 64.8%	697
4/1	A259 Scamlons Birdge Rd SB Right	U	13	-	229	1762	380	60.3%	229
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0

Full Input Data And Results

Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J4: A261 Military Road near Sainsbury's (14/1129)</b>	-	-	-	-	-	-	-	<b>93.3%</b>	-
1/1	Military Road Ahead	U	44	-	1180	1743	1265	93.3%	1180
2/1	Military Road U-Turn	U	-	-	1180	Inf	Inf	0.0%	1180
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	-	-	-	-	-	-	<b>47.6%</b>	-
1/1	A259 Scalons Bridge Rd SB Ahead	U	42	-	229	1762	1222	18.7%	229
2/1	A259 Scalons Bridge Rd NB Ahead	U	42	-	533	1725	1196	44.6%	533
2/2	A259 Scalons Bridge Rd NB Ahead	U	42	-	611	1852	1284	47.6%	611
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J6: Portland Road / Dymchurch Rd</b>	-	-	-	-	-	-	-	<b>52.6%</b>	-
1/1	Portland Road Left	O	-	-	265	1598	504	52.6%	265
2/1	Portland Road	U	-	-	85	Inf	Inf	0.0%	85
3/1	Dymchurch Road Ahead Left	U	-	-	961	Inf	Inf	0.0%	961
<b>J7: Sir John Moore Ave / Military Road</b>	-	-	-	-	-	-	-	<b>65.8%</b>	-
1/1	Sir John Moore Ave Left	O	-	-	309	1634	470	65.8%	309
2/1	Sir John Moore Ave	U	-	-	243	Inf	Inf	0.0%	243
3/1	Military Road Ahead Left	U	-	-	1114	Inf	Inf	0.0%	1114



Full Input Data And Results

Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf																																										
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	<b>0</b>	<b>1.6</b>	<b>1.0</b>	<b>2.5</b>	-	-	-	-																																										
1/1	229	-	0.2	0.1	0.3	5.2	1.3	0.1	1.5																																										
2/1	533	-	0.6	0.4	1.0	6.9	4.0	0.4	4.4																																										
2/2	611	-	0.7	0.5	1.2	7.0	4.8	0.5	5.2																																										
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf																																										
<b>J6: Portland Road / Dymchurch Rd</b>	-	<b>0</b>	<b>0.0</b>	<b>0.6</b>	<b>0.6</b>	-	-	-	-																																										
1/1	265	0	0.0	0.6	0.6	7.5	0.0	0.6	0.6																																										
2/1	85	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
3/1	961	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
<b>J7: Sir John Moore Ave / Military Road</b>	-	<b>0</b>	<b>0.0</b>	<b>0.9</b>	<b>1.0</b>	-	-	-	-																																										
1/1	309	0	0.0	0.9	1.0	11.5	1.8	0.9	2.8																																										
2/1	243	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
3/1	1114	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
<table> <tbody> <tr> <td>C1 - 14-0024</td> <td>PRC for Signalled Lanes (%)</td> <td>15.2</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>3.36</td> <td>Cycle Time (s)</td> <td>62</td> </tr> <tr> <td>C2 - 14-0632</td> <td>PRC for Signalled Lanes (%)</td> <td>27.2</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>7.43</td> <td>Cycle Time (s)</td> <td>66</td> </tr> <tr> <td>C3 - 14-0633</td> <td>PRC for Signalled Lanes (%)</td> <td>38.9</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>10.23</td> <td>Cycle Time (s)</td> <td>65</td> </tr> <tr> <td>C4 - 14-1129</td> <td>PRC for Signalled Lanes (%)</td> <td>-3.6</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>8.43</td> <td>Cycle Time (s)</td> <td>62</td> </tr> <tr> <td>C5 - 14-1165</td> <td>PRC for Signalled Lanes (%)</td> <td>89.2</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>2.55</td> <td>Cycle Time (s)</td> <td>62</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%)</td> <td>-3.6</td> <td>Total Delay Over All Lanes(pcuHr)</td> <td>33.54</td> <td></td> <td></td> </tr> </tbody> </table>										C1 - 14-0024	PRC for Signalled Lanes (%)	15.2	Total Delay for Signalled Lanes (pcuHr)	3.36	Cycle Time (s)	62	C2 - 14-0632	PRC for Signalled Lanes (%)	27.2	Total Delay for Signalled Lanes (pcuHr)	7.43	Cycle Time (s)	66	C3 - 14-0633	PRC for Signalled Lanes (%)	38.9	Total Delay for Signalled Lanes (pcuHr)	10.23	Cycle Time (s)	65	C4 - 14-1129	PRC for Signalled Lanes (%)	-3.6	Total Delay for Signalled Lanes (pcuHr)	8.43	Cycle Time (s)	62	C5 - 14-1165	PRC for Signalled Lanes (%)	89.2	Total Delay for Signalled Lanes (pcuHr)	2.55	Cycle Time (s)	62		PRC Over All Lanes (%)	-3.6	Total Delay Over All Lanes(pcuHr)	33.54		
C1 - 14-0024	PRC for Signalled Lanes (%)	15.2	Total Delay for Signalled Lanes (pcuHr)	3.36	Cycle Time (s)	62																																													
C2 - 14-0632	PRC for Signalled Lanes (%)	27.2	Total Delay for Signalled Lanes (pcuHr)	7.43	Cycle Time (s)	66																																													
C3 - 14-0633	PRC for Signalled Lanes (%)	38.9	Total Delay for Signalled Lanes (pcuHr)	10.23	Cycle Time (s)	65																																													
C4 - 14-1129	PRC for Signalled Lanes (%)	-3.6	Total Delay for Signalled Lanes (pcuHr)	8.43	Cycle Time (s)	62																																													
C5 - 14-1165	PRC for Signalled Lanes (%)	89.2	Total Delay for Signalled Lanes (pcuHr)	2.55	Cycle Time (s)	62																																													
	PRC Over All Lanes (%)	-3.6	Total Delay Over All Lanes(pcuHr)	33.54																																															

Full Input Data And Results

**Scenario 5: 'DM 2044 AM'** (FG5: 'DM 2044 AM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J15 A259/ Dymchurch Rd/ Military Rd gyratory</b>	-	-	-	-	-	-	-	<b>93.4%</b>	-
<b>J1: A259 Dymchurch Road near Portland Road (14/0024)</b>	-	-	-	-	-	-	-	<b>55.9%</b>	-
1/1	Dymchurch Road Ahead	U	49	-	725	1816	1297	55.9%	725
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J2: A259 Scamlons Bridge Road/ A261 London Road (14/0632)</b>	-	-	-	-	-	-	-	<b>71.5%</b>	-
1/1	A259 Scamlons Bridge Rd NB Left Ahead	U	64	-	671	1725	1367	49.1%	671
1/2	A259 Scamlons Bridge Rd NB Right	U	48	-	738	1727	1032	71.5%	738
2/1	Green Lane Right Ahead Left	U	7	-	36	1609	157	22.9%	36
3/1	Green Lane	U	-	-	22	Inf	Inf	0.0%	22
4/1	Military Road Ahead	U	-	-	440	Inf	Inf	0.0%	440
4/2	Military Road Ahead	U	-	-	762	Inf	Inf	0.0%	762
5/2+5/1	London Road Ahead Right Left	O+U	11:82	-	624	1871:1807	267+639	68.8 : 68.8%	624
6/1	London Road	U	-	-	660	Inf	Inf	0.0%	660
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J3: A259 Scamlons Bridge Rd / Dymchurch Rd (14/0633)</b>	-	-	-	-	-	-	-	<b>83.1%</b>	-
1/1	Dymchurch Road Ahead	U	39	-	416	1780	1079	38.6%	416
1/2+1/3	Dymchurch Road Right	U	20	-	448	1589:1707	506+80	76.5 : 76.5%	448
2/1	Dymchurch Road	U	-	-	601	Inf	Inf	0.0%	601
3/2+3/1	Dymchurch Road Left	U	35	-	961	1690:1573	815+342	83.1 : 83.1%	961
4/1	A259 Scamlons Birdge Rd SB Right	U	15	-	185	1762	427	43.3%	185
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0

Full Input Data And Results

Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J4: A261 Military Road near Sainsbury's (14/1129)</b>	-	-	-	-	-	-	-	<b>93.4%</b>	-
1/1	Military Road Ahead	U	52	-	1232	1743	1320	93.4%	1232
2/1	Military Road U-Turn	U	-	-	1232	Inf	Inf	0.0%	1232
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	-	-	-	-	-	-	<b>54.7%</b>	-
1/1	A259 Scalons Bridge Rd SB Ahead	U	50	-	185	1762	1284	14.4%	185
2/1	A259 Scalons Bridge Rd NB Ahead	U	50	-	671	1725	1257	53.4%	671
2/2	A259 Scalons Bridge Rd NB Ahead	U	50	-	738	1852	1349	54.7%	738
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J6: Portland Road / Dymchurch Rd</b>	-	-	-	-	-	-	-	<b>52.9%</b>	-
1/1	Portland Road Left	O	-	-	294	1598	555	52.9%	294
2/1	Portland Road	U	-	-	155	Inf	Inf	0.0%	155
3/1	Dymchurch Road Ahead Left	U	-	-	725	Inf	Inf	0.0%	725
<b>J7: Sir John Moore Ave / Military Road</b>	-	-	-	-	-	-	-	<b>36.2%</b>	-
1/1	Sir John Moore Ave Left	O	-	-	163	1634	451	36.2%	163
2/1	Sir John Moore Ave	U	-	-	133	Inf	Inf	0.0%	133
3/1	Military Road Ahead Left	U	-	-	1202	Inf	Inf	0.0%	1202





Full Input Data And Results

Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	<b>0</b>	<b>1.8</b>	<b>1.3</b>	<b>3.1</b>	-	-	-	-
1/1	185	-	0.1	0.1	0.2	4.5	1.1	0.1	1.2
2/1	671	-	0.8	0.6	1.4	7.3	5.8	0.6	6.3
2/2	738	-	0.9	0.6	1.5	7.2	6.4	0.6	7.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
<b>J6: Portland Road / Dymchurch Rd</b>	-	<b>0</b>	<b>0.0</b>	<b>0.6</b>	<b>0.6</b>	-	-	-	-
1/1	294	0	0.0	0.6	0.6	6.9	0.0	0.6	0.6
2/1	155	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/1	725	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>J7: Sir John Moore Ave / Military Road</b>	-	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.3</b>	-	-	-	-
1/1	163	0	0.0	0.3	0.3	6.2	0.0	0.3	0.3
2/1	133	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/1	1202	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C1 - 14-0024	PRC for Signalled Lanes (%)	61.0	Total Delay for Signalled Lanes (pcuHr)	1.41	Cycle Time (s)	70			
C2 - 14-0632	PRC for Signalled Lanes (%)	25.9	Total Delay for Signalled Lanes (pcuHr)	7.93	Cycle Time (s)	82			
C3 - 14-0633	PRC for Signalled Lanes (%)	8.3	Total Delay for Signalled Lanes (pcuHr)	11.80	Cycle Time (s)	66			
C4 - 14-1129	PRC for Signalled Lanes (%)	-3.7	Total Delay for Signalled Lanes (pcuHr)	8.57	Cycle Time (s)	70			
C5 - 14-1165	PRC for Signalled Lanes (%)	64.6	Total Delay for Signalled Lanes (pcuHr)	3.07	Cycle Time (s)	70			
	PRC Over All Lanes (%)	-3.7	Total Delay Over All Lanes(pcuHr)	33.62					

Full Input Data And Results

**Scenario 6: 'DM 2044 PM'** (FG6: 'DM 2044 PM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J15 A259/ Dymchurch Rd/ Military Rd gyratory</b>	-	-	-	-	-	-	-	<b>95.3%</b>	-
<b>J1: A259 Dymchurch Road near Portland Road (14/0024)</b>	-	-	-	-	-	-	-	<b>77.9%</b>	-
1/1	Dymchurch Road Ahead	U	41	-	958	1816	1230	77.9%	958
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J2: A259 Scamlons Bridge Road/ A261 London Road (14/0632)</b>	-	-	-	-	-	-	-	<b>75.0%</b>	-
1/1	A259 Scamlons Bridge Rd NB Left Ahead	U	48	-	520	1725	1281	40.6%	520
1/2	A259 Scamlons Bridge Rd NB Right	U	32	-	615	1727	863	71.2%	615
2/1	Green Lane Right Ahead Left	U	7	-	37	1609	195	19.0%	37
3/1	Green Lane	U	-	-	23	Inf	Inf	0.0%	23
4/1	Military Road Ahead	U	-	-	510	Inf	Inf	0.0%	510
4/2	Military Road Ahead	U	-	-	635	Inf	Inf	0.0%	635
5/2+5/1	London Road Ahead Right Left	O+U	11:66	-	760	1871:1807	333+680	75.0 : 75.0%	760
6/1	London Road	U	-	-	521	Inf	Inf	0.0%	521
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J3: A259 Scamlons Bridge Rd / Dymchurch Rd (14/0633)</b>	-	-	-	-	-	-	-	<b>63.7%</b>	-
1/1	Dymchurch Road Ahead	U	39	-	698	1780	1095	63.7%	698
1/2+1/3	Dymchurch Road Right	U	21	-	439	1589:1707	538+169	62.1 : 62.1%	439
2/1	Dymchurch Road	U	-	-	941	Inf	Inf	0.0%	941
3/2+3/1	Dymchurch Road Left	U	33	-	696	1690:1573	802+293	63.6 : 63.6%	696
4/1	A259 Scamlons Birdge Rd SB Right	U	14	-	243	1762	407	59.8%	243
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0

Full Input Data And Results

Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J4: A261 Military Road near Sainsbury's (14/1129)</b>	-	-	-	-	-	-	-	<b>95.3%</b>	-
1/1	Military Road Ahead	U	44	-	1205	1743	1265	95.3%	1205
2/1	Military Road U-Turn	U	-	-	1205	Inf	Inf	0.0%	1205
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	-	-	-	-	-	-	<b>47.9%</b>	-
1/1	A259 Scalons Bridge Rd SB Ahead	U	42	-	243	1762	1222	19.9%	243
2/1	A259 Scalons Bridge Rd NB Ahead	U	42	-	520	1725	1196	43.5%	520
2/2	A259 Scalons Bridge Rd NB Ahead	U	42	-	615	1852	1284	47.9%	615
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J6: Portland Road / Dymchurch Rd</b>	-	-	-	-	-	-	-	<b>52.6%</b>	-
1/1	Portland Road Left	O	-	-	265	1598	504	52.6%	265
2/1	Portland Road	U	-	-	86	Inf	Inf	0.0%	86
3/1	Dymchurch Road Ahead Left	U	-	-	958	Inf	Inf	0.0%	958
<b>J7: Sir John Moore Ave / Military Road</b>	-	-	-	-	-	-	-	<b>66.5%</b>	-
1/1	Sir John Moore Ave Left	O	-	-	308	1634	463	66.5%	308
2/1	Sir John Moore Ave	U	-	-	248	Inf	Inf	0.0%	248
3/1	Military Road Ahead Left	U	-	-	1145	Inf	Inf	0.0%	1145



Full Input Data And Results

Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf																																										
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	<b>0</b>	<b>1.6</b>	<b>1.0</b>	<b>2.5</b>	-	-	-	-																																										
1/1	243	-	0.2	0.1	0.4	5.2	1.5	0.1	1.6																																										
2/1	520	-	0.6	0.4	1.0	6.8	3.9	0.4	4.3																																										
2/2	615	-	0.7	0.5	1.2	7.0	4.8	0.5	5.2																																										
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf																																										
<b>J6: Portland Road / Dymchurch Rd</b>	-	<b>0</b>	<b>0.0</b>	<b>0.6</b>	<b>0.6</b>	-	-	-	-																																										
1/1	265	0	0.0	0.6	0.6	7.5	0.0	0.6	0.6																																										
2/1	86	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
3/1	958	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
<b>J7: Sir John Moore Ave / Military Road</b>	-	<b>0</b>	<b>0.0</b>	<b>1.0</b>	<b>1.0</b>	-	-	-	-																																										
1/1	308	0	0.0	1.0	1.0	12.0	1.9	1.0	2.9																																										
2/1	248	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
3/1	1145	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
<table> <tbody> <tr> <td>C1 - 14-0024</td> <td>PRC for Signalled Lanes (%)</td> <td>15.6</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>3.32</td> <td>Cycle Time (s)</td> <td>62</td> </tr> <tr> <td>C2 - 14-0632</td> <td>PRC for Signalled Lanes (%)</td> <td>20.0</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>7.86</td> <td>Cycle Time (s)</td> <td>66</td> </tr> <tr> <td>C3 - 14-0633</td> <td>PRC for Signalled Lanes (%)</td> <td>41.2</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>10.38</td> <td>Cycle Time (s)</td> <td>65</td> </tr> <tr> <td>C4 - 14-1129</td> <td>PRC for Signalled Lanes (%)</td> <td>-5.8</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>10.46</td> <td>Cycle Time (s)</td> <td>62</td> </tr> <tr> <td>C5 - 14-1165</td> <td>PRC for Signalled Lanes (%)</td> <td>88.0</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>2.54</td> <td>Cycle Time (s)</td> <td>62</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%)</td> <td>-5.8</td> <td>Total Delay Over All Lanes(pcuHr)</td> <td>36.14</td> <td></td> <td></td> </tr> </tbody> </table>										C1 - 14-0024	PRC for Signalled Lanes (%)	15.6	Total Delay for Signalled Lanes (pcuHr)	3.32	Cycle Time (s)	62	C2 - 14-0632	PRC for Signalled Lanes (%)	20.0	Total Delay for Signalled Lanes (pcuHr)	7.86	Cycle Time (s)	66	C3 - 14-0633	PRC for Signalled Lanes (%)	41.2	Total Delay for Signalled Lanes (pcuHr)	10.38	Cycle Time (s)	65	C4 - 14-1129	PRC for Signalled Lanes (%)	-5.8	Total Delay for Signalled Lanes (pcuHr)	10.46	Cycle Time (s)	62	C5 - 14-1165	PRC for Signalled Lanes (%)	88.0	Total Delay for Signalled Lanes (pcuHr)	2.54	Cycle Time (s)	62		PRC Over All Lanes (%)	-5.8	Total Delay Over All Lanes(pcuHr)	36.14		
C1 - 14-0024	PRC for Signalled Lanes (%)	15.6	Total Delay for Signalled Lanes (pcuHr)	3.32	Cycle Time (s)	62																																													
C2 - 14-0632	PRC for Signalled Lanes (%)	20.0	Total Delay for Signalled Lanes (pcuHr)	7.86	Cycle Time (s)	66																																													
C3 - 14-0633	PRC for Signalled Lanes (%)	41.2	Total Delay for Signalled Lanes (pcuHr)	10.38	Cycle Time (s)	65																																													
C4 - 14-1129	PRC for Signalled Lanes (%)	-5.8	Total Delay for Signalled Lanes (pcuHr)	10.46	Cycle Time (s)	62																																													
C5 - 14-1165	PRC for Signalled Lanes (%)	88.0	Total Delay for Signalled Lanes (pcuHr)	2.54	Cycle Time (s)	62																																													
	PRC Over All Lanes (%)	-5.8	Total Delay Over All Lanes(pcuHr)	36.14																																															

Full Input Data And Results

**Scenario 7: 'DM 2046 AM'** (FG7: 'DM 2046 AM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J15 A259/ Dymchurch Rd/ Military Rd gyratory</b>	-	-	-	-	-	-	-	<b>94.7%</b>	-
<b>J1: A259 Dymchurch Road near Portland Road (14/0024)</b>	-	-	-	-	-	-	-	<b>56.4%</b>	-
1/1	Dymchurch Road Ahead	U	49	-	731	1816	1297	56.4%	731
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)</b>	-	-	-	-	-	-	-	<b>72.2%</b>	-
1/1	A259 Scalons Bridge Rd NB Left Ahead	U	64	-	670	1725	1367	49.0%	670
1/2	A259 Scalons Bridge Rd NB Right	U	48	-	745	1727	1032	72.2%	745
2/1	Green Lane Right Ahead Left	U	7	-	37	1609	157	23.6%	37
3/1	Green Lane	U	-	-	22	Inf	Inf	0.0%	22
4/1	Military Road Ahead	U	-	-	448	Inf	Inf	0.0%	448
4/2	Military Road Ahead	U	-	-	770	Inf	Inf	0.0%	770
5/2+5/1	London Road Ahead Right Left	O+U	11:82	-	635	1871:1807	267+641	69.9 : 69.9%	635
6/1	London Road	U	-	-	659	Inf	Inf	0.0%	659
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)</b>	-	-	-	-	-	-	-	<b>81.9%</b>	-
1/1	Dymchurch Road Ahead	U	38	-	420	1780	1052	39.9%	420
1/2+1/3	Dymchurch Road Right	U	19	-	449	1589:1707	482+77	80.4 : 80.4%	449
2/1	Dymchurch Road	U	-	-	608	Inf	Inf	0.0%	608
3/2+3/1	Dymchurch Road Left	U	36	-	966	1690:1573	834+345	81.9 : 81.9%	966
4/1	A259 Scalons Birdge Rd SB Right	U	16	-	188	1762	454	41.4%	188
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0

Full Input Data And Results

Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J4: A261 Military Road near Sainsbury's (14/1129)</b>	-	-	-	-	-	-	-	<b>94.7%</b>	-
1/1	Military Road Ahead	U	52	-	1250	1743	1320	94.7%	1250
2/1	Military Road U-Turn	U	-	-	1250	Inf	Inf	0.0%	1250
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	-	-	-	-	-	-	<b>55.2%</b>	-
1/1	A259 Scalons Bridge Rd SB Ahead	U	50	-	188	1762	1284	14.6%	188
2/1	A259 Scalons Bridge Rd NB Ahead	U	50	-	670	1725	1257	53.3%	670
2/2	A259 Scalons Bridge Rd NB Ahead	U	50	-	745	1852	1349	55.2%	745
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J6: Portland Road / Dymchurch Rd</b>	-	-	-	-	-	-	-	<b>53.4%</b>	-
1/1	Portland Road Left	O	-	-	296	1598	554	53.4%	296
2/1	Portland Road	U	-	-	158	Inf	Inf	0.0%	158
3/1	Dymchurch Road Ahead Left	U	-	-	731	Inf	Inf	0.0%	731
<b>J7: Sir John Moore Ave / Military Road</b>	-	-	-	-	-	-	-	<b>36.9%</b>	-
1/1	Sir John Moore Ave Left	O	-	-	165	1634	447	36.9%	165
2/1	Sir John Moore Ave	U	-	-	133	Inf	Inf	0.0%	133
3/1	Military Road Ahead Left	U	-	-	1218	Inf	Inf	0.0%	1218





Full Input Data And Results

Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf																																										
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	<b>0</b>	<b>1.8</b>	<b>1.3</b>	<b>3.1</b>	-	-	-	-																																										
1/1	188	-	0.2	0.1	0.2	4.5	1.1	0.1	1.2																																										
2/1	670	-	0.8	0.6	1.4	7.3	5.8	0.6	6.3																																										
2/2	745	-	0.9	0.6	1.5	7.3	6.4	0.6	7.0																																										
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf																																										
<b>J6: Portland Road / Dymchurch Rd</b>	-	<b>0</b>	<b>0.0</b>	<b>0.6</b>	<b>0.6</b>	-	-	-	-																																										
1/1	296	0	0.0	0.6	0.6	6.9	0.0	0.6	0.6																																										
2/1	158	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
3/1	731	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
<b>J7: Sir John Moore Ave / Military Road</b>	-	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.3</b>	-	-	-	-																																										
1/1	165	0	0.0	0.3	0.3	6.4	0.0	0.3	0.3																																										
2/1	133	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
3/1	1218	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
<table> <tbody> <tr> <td>C1 - 14-0024</td> <td>PRC for Signalled Lanes (%)</td> <td>59.7</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>1.43</td> <td>Cycle Time (s)</td> <td>70</td> </tr> <tr> <td>C2 - 14-0632</td> <td>PRC for Signalled Lanes (%)</td> <td>24.7</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>8.11</td> <td>Cycle Time (s)</td> <td>82</td> </tr> <tr> <td>C3 - 14-0633</td> <td>PRC for Signalled Lanes (%)</td> <td>9.8</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>12.00</td> <td>Cycle Time (s)</td> <td>66</td> </tr> <tr> <td>C4 - 14-1129</td> <td>PRC for Signalled Lanes (%)</td> <td>-5.2</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>9.93</td> <td>Cycle Time (s)</td> <td>70</td> </tr> <tr> <td>C5 - 14-1165</td> <td>PRC for Signalled Lanes (%)</td> <td>63.0</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>3.10</td> <td>Cycle Time (s)</td> <td>70</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%)</td> <td>-5.2</td> <td>Total Delay Over All Lanes(pcuHr)</td> <td>35.43</td> <td></td> <td></td> </tr> </tbody> </table>										C1 - 14-0024	PRC for Signalled Lanes (%)	59.7	Total Delay for Signalled Lanes (pcuHr)	1.43	Cycle Time (s)	70	C2 - 14-0632	PRC for Signalled Lanes (%)	24.7	Total Delay for Signalled Lanes (pcuHr)	8.11	Cycle Time (s)	82	C3 - 14-0633	PRC for Signalled Lanes (%)	9.8	Total Delay for Signalled Lanes (pcuHr)	12.00	Cycle Time (s)	66	C4 - 14-1129	PRC for Signalled Lanes (%)	-5.2	Total Delay for Signalled Lanes (pcuHr)	9.93	Cycle Time (s)	70	C5 - 14-1165	PRC for Signalled Lanes (%)	63.0	Total Delay for Signalled Lanes (pcuHr)	3.10	Cycle Time (s)	70		PRC Over All Lanes (%)	-5.2	Total Delay Over All Lanes(pcuHr)	35.43		
C1 - 14-0024	PRC for Signalled Lanes (%)	59.7	Total Delay for Signalled Lanes (pcuHr)	1.43	Cycle Time (s)	70																																													
C2 - 14-0632	PRC for Signalled Lanes (%)	24.7	Total Delay for Signalled Lanes (pcuHr)	8.11	Cycle Time (s)	82																																													
C3 - 14-0633	PRC for Signalled Lanes (%)	9.8	Total Delay for Signalled Lanes (pcuHr)	12.00	Cycle Time (s)	66																																													
C4 - 14-1129	PRC for Signalled Lanes (%)	-5.2	Total Delay for Signalled Lanes (pcuHr)	9.93	Cycle Time (s)	70																																													
C5 - 14-1165	PRC for Signalled Lanes (%)	63.0	Total Delay for Signalled Lanes (pcuHr)	3.10	Cycle Time (s)	70																																													
	PRC Over All Lanes (%)	-5.2	Total Delay Over All Lanes(pcuHr)	35.43																																															

Full Input Data And Results

**Scenario 8: 'DM 2046 PM'** (FG8: 'DM 2046 PM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J15 A259/ Dymchurch Rd/ Military Rd gyratory</b>	-	-	-	-	-	-	-	<b>95.6%</b>	-
<b>J1: A259 Dymchurch Road near Portland Road (14/0024)</b>	-	-	-	-	-	-	-	<b>78.4%</b>	-
1/1	Dymchurch Road Ahead	U	41	-	965	1816	1230	78.4%	965
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J2: A259 Scamlons Bridge Road/ A261 London Road (14/0632)</b>	-	-	-	-	-	-	-	<b>74.7%</b>	-
1/1	A259 Scamlons Bridge Rd NB Left Ahead	U	48	-	528	1725	1281	41.2%	528
1/2	A259 Scamlons Bridge Rd NB Right	U	32	-	619	1727	863	71.7%	619
2/1	Green Lane Right Ahead Left	U	7	-	37	1609	195	19.0%	37
3/1	Green Lane	U	-	-	23	Inf	Inf	0.0%	23
4/1	Military Road Ahead	U	-	-	509	Inf	Inf	0.0%	509
4/2	Military Road Ahead	U	-	-	639	Inf	Inf	0.0%	639
5/2+5/1	London Road Ahead Right Left	O+U	11:66	-	758	1871:1807	333+681	74.7 : 74.7%	758
6/1	London Road	U	-	-	529	Inf	Inf	0.0%	529
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J3: A259 Scamlons Bridge Rd / Dymchurch Rd (14/0633)</b>	-	-	-	-	-	-	-	<b>64.1%</b>	-
1/1	Dymchurch Road Ahead	U	40	-	703	1780	1123	62.6%	703
1/2+1/3	Dymchurch Road Right	U	21	-	443	1589:1707	538+169	62.7 : 62.7%	443
2/1	Dymchurch Road	U	-	-	945	Inf	Inf	0.0%	945
3/2+3/1	Dymchurch Road Left	U	33	-	704	1690:1573	801+298	64.1 : 64.1%	704
4/1	A259 Scamlons Birdge Rd SB Right	U	13	-	242	1762	380	63.8%	242
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0

Full Input Data And Results

Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J4: A261 Military Road near Sainsbury's (14/1129)</b>	-	-	-	-	-	-	-	<b>95.6%</b>	-
1/1	Military Road Ahead	U	44	-	1210	1743	1265	95.6%	1210
2/1	Military Road U-Turn	U	-	-	1210	Inf	Inf	0.0%	1210
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	-	-	-	-	-	-	<b>48.2%</b>	-
1/1	A259 Scalons Bridge Rd SB Ahead	U	42	-	242	1762	1222	19.8%	242
2/1	A259 Scalons Bridge Rd NB Ahead	U	42	-	528	1725	1196	44.1%	528
2/2	A259 Scalons Bridge Rd NB Ahead	U	42	-	619	1852	1284	48.2%	619
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J6: Portland Road / Dymchurch Rd</b>	-	-	-	-	-	-	-	<b>53.1%</b>	-
1/1	Portland Road Left	O	-	-	267	1598	503	53.1%	267
2/1	Portland Road	U	-	-	86	Inf	Inf	0.0%	86
3/1	Dymchurch Road Ahead Left	U	-	-	965	Inf	Inf	0.0%	965
<b>J7: Sir John Moore Ave / Military Road</b>	-	-	-	-	-	-	-	<b>67.0%</b>	-
1/1	Sir John Moore Ave Left	O	-	-	310	1634	462	67.0%	310
2/1	Sir John Moore Ave	U	-	-	248	Inf	Inf	0.0%	248
3/1	Military Road Ahead Left	U	-	-	1148	Inf	Inf	0.0%	1148



Full Input Data And Results

Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf																																										
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	<b>0</b>	<b>1.6</b>	<b>1.0</b>	<b>2.6</b>	-	-	-	-																																										
1/1	242	-	0.2	0.1	0.4	5.2	1.5	0.1	1.6																																										
2/1	528	-	0.6	0.4	1.0	6.9	4.0	0.4	4.4																																										
2/2	619	-	0.8	0.5	1.2	7.1	4.8	0.5	5.3																																										
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf																																										
<b>J6: Portland Road / Dymchurch Rd</b>	-	<b>0</b>	<b>0.0</b>	<b>0.6</b>	<b>0.6</b>	-	-	-	-																																										
1/1	267	0	0.0	0.6	0.6	7.6	0.0	0.6	0.6																																										
2/1	86	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
3/1	965	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
<b>J7: Sir John Moore Ave / Military Road</b>	-	<b>0</b>	<b>0.0</b>	<b>1.0</b>	<b>1.1</b>	-	-	-	-																																										
1/1	310	0	0.0	1.0	1.1	12.2	2.0	1.0	3.0																																										
2/1	248	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
3/1	1148	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
<table> <tbody> <tr> <td>C1 - 14-0024</td> <td>PRC for Signalled Lanes (%)</td> <td>14.7</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>3.40</td> <td>Cycle Time (s)</td> <td>62</td> </tr> <tr> <td>C2 - 14-0632</td> <td>PRC for Signalled Lanes (%)</td> <td>20.5</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>7.90</td> <td>Cycle Time (s)</td> <td>66</td> </tr> <tr> <td>C3 - 14-0633</td> <td>PRC for Signalled Lanes (%)</td> <td>40.5</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>10.51</td> <td>Cycle Time (s)</td> <td>65</td> </tr> <tr> <td>C4 - 14-1129</td> <td>PRC for Signalled Lanes (%)</td> <td>-6.3</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>10.98</td> <td>Cycle Time (s)</td> <td>62</td> </tr> <tr> <td>C5 - 14-1165</td> <td>PRC for Signalled Lanes (%)</td> <td>86.8</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>2.58</td> <td>Cycle Time (s)</td> <td>62</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%)</td> <td>-6.3</td> <td>Total Delay Over All Lanes(pcuHr)</td> <td>36.98</td> <td></td> <td></td> </tr> </tbody> </table>										C1 - 14-0024	PRC for Signalled Lanes (%)	14.7	Total Delay for Signalled Lanes (pcuHr)	3.40	Cycle Time (s)	62	C2 - 14-0632	PRC for Signalled Lanes (%)	20.5	Total Delay for Signalled Lanes (pcuHr)	7.90	Cycle Time (s)	66	C3 - 14-0633	PRC for Signalled Lanes (%)	40.5	Total Delay for Signalled Lanes (pcuHr)	10.51	Cycle Time (s)	65	C4 - 14-1129	PRC for Signalled Lanes (%)	-6.3	Total Delay for Signalled Lanes (pcuHr)	10.98	Cycle Time (s)	62	C5 - 14-1165	PRC for Signalled Lanes (%)	86.8	Total Delay for Signalled Lanes (pcuHr)	2.58	Cycle Time (s)	62		PRC Over All Lanes (%)	-6.3	Total Delay Over All Lanes(pcuHr)	36.98		
C1 - 14-0024	PRC for Signalled Lanes (%)	14.7	Total Delay for Signalled Lanes (pcuHr)	3.40	Cycle Time (s)	62																																													
C2 - 14-0632	PRC for Signalled Lanes (%)	20.5	Total Delay for Signalled Lanes (pcuHr)	7.90	Cycle Time (s)	66																																													
C3 - 14-0633	PRC for Signalled Lanes (%)	40.5	Total Delay for Signalled Lanes (pcuHr)	10.51	Cycle Time (s)	65																																													
C4 - 14-1129	PRC for Signalled Lanes (%)	-6.3	Total Delay for Signalled Lanes (pcuHr)	10.98	Cycle Time (s)	62																																													
C5 - 14-1165	PRC for Signalled Lanes (%)	86.8	Total Delay for Signalled Lanes (pcuHr)	2.58	Cycle Time (s)	62																																													
	PRC Over All Lanes (%)	-6.3	Total Delay Over All Lanes(pcuHr)	36.98																																															

Full Input Data And Results

**Scenario 9: 'DS 2037 AM'** (FG9: 'DS 2037 AM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J15 A259/ Dymchurch Rd/ Military Rd gyratory</b>	-	-	-	-	-	-	-	<b>102.8%</b>	-
<b>J1: A259 Dymchurch Road near Portland Road (14/0024)</b>	-	-	-	-	-	-	-	<b>60.1%</b>	-
1/1	Dymchurch Road Ahead	U	49	-	786	1816	1297	60.1%	780
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J2: A259 Scamlons Bridge Road/ A261 London Road (14/0632)</b>	-	-	-	-	-	-	-	<b>71.4%</b>	-
1/1	A259 Scamlons Bridge Rd NB Left Ahead	U	64	-	691	1725	1367	50.5%	690
1/2	A259 Scamlons Bridge Rd NB Right	U	48	-	737	1727	1032	71.4%	737
2/1	Green Lane Right Ahead Left	U	7	-	35	1609	157	22.3%	35
3/1	Green Lane	U	-	-	22	Inf	Inf	0.0%	22
4/1	Military Road Ahead	U	-	-	569	Inf	Inf	0.0%	569
4/2	Military Road Ahead	U	-	-	761	Inf	Inf	0.0%	761
5/2+5/1	London Road Ahead Right Left	O+U	11:82	-	758	1871:1807	266+802	71.0 : 71.0%	758
6/1	London Road	U	-	-	679	Inf	Inf	0.0%	678
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J3: A259 Scamlons Bridge Rd / Dymchurch Rd (14/0633)</b>	-	-	-	-	-	-	-	<b>84.1%</b>	-
1/1	Dymchurch Road Ahead	U	39	-	414	1780	1079	38.3%	413
1/2+1/3	Dymchurch Road Right	U	21	-	488	1589:1707	530+77	80.3 : 80.4%	487
2/1	Dymchurch Road	U	-	-	604	Inf	Inf	0.0%	603
3/2+3/1	Dymchurch Road Left	U	34	-	940	1690:1573	803+315	84.1 : 84.1%	940
4/1	A259 Scamlons Birdge Rd SB Right	U	15	-	190	1762	427	44.5%	190
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0

Full Input Data And Results

Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J4: A261 Military Road near Sainsbury's (14/1129)</b>	-	-	-	-	-	-	-	<b>102.8%</b>	-
1/1	Military Road Ahead	U	52	-	1356	1743	1320	102.8%	1356
2/1	Military Road U-Turn	U	-	-	1356	Inf	Inf	0.0%	1320
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	-	-	-	-	-	-	<b>54.9%</b>	-
1/1	A259 Scalons Bridge Rd SB Ahead	U	50	-	190	1762	1284	14.8%	190
2/1	A259 Scalons Bridge Rd NB Ahead	U	50	-	691	1725	1257	54.9%	690
2/2	A259 Scalons Bridge Rd NB Ahead	U	50	-	737	1852	1349	54.6%	737
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J6: Portland Road / Dymchurch Rd</b>	-	-	-	-	-	-	-	<b>57.4%</b>	-
1/1	Portland Road Left	O	-	-	312	1598	543	57.4%	312
2/1	Portland Road	U	-	-	196	Inf	Inf	0.0%	191
3/1	Dymchurch Road Ahead Left	U	-	-	786	Inf	Inf	0.0%	780
<b>J7: Sir John Moore Ave / Military Road</b>	-	-	-	-	-	-	-	<b>37.6%</b>	-
1/1	Sir John Moore Ave Left	O	-	-	159	1634	422	37.6%	159
2/1	Sir John Moore Ave	U	-	-	133	Inf	Inf	0.0%	133
3/1	Military Road Ahead Left	U	-	-	1330	Inf	Inf	0.0%	1330





Full Input Data And Results

Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	<b>0</b>	<b>1.9</b>	<b>1.3</b>	<b>3.2</b>	-	-	-	-
1/1	190	-	0.2	0.1	0.2	4.5	1.1	0.1	1.2
2/1	690	-	0.8	0.6	1.4	7.5	5.9	0.6	6.6
2/2	737	-	0.9	0.6	1.5	7.2	6.3	0.6	6.9
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
<b>J6: Portland Road / Dymchurch Rd</b>	-	<b>0</b>	<b>0.0</b>	<b>0.7</b>	<b>0.7</b>	-	-	-	-
1/1	312	0	0.0	0.7	0.7	7.7	0.0	0.7	0.7
2/1	191	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/1	780	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>J7: Sir John Moore Ave / Military Road</b>	-	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.3</b>	-	-	-	-
1/1	159	0	0.0	0.3	0.3	6.8	0.0	0.3	0.3
2/1	133	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/1	1330	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C1 - 14-0024	PRC for Signalled Lanes (%)	49.7	Total Delay for Signalled Lanes (pcuHr)	1.63	Cycle Time (s)	70			
C2 - 14-0632	PRC for Signalled Lanes (%)	26.0	Total Delay for Signalled Lanes (pcuHr)	8.13	Cycle Time (s)	82			
C3 - 14-0633	PRC for Signalled Lanes (%)	7.0	Total Delay for Signalled Lanes (pcuHr)	12.69	Cycle Time (s)	66			
C4 - 14-1129	PRC for Signalled Lanes (%)	-14.2	Total Delay for Signalled Lanes (pcuHr)	34.26	Cycle Time (s)	70			
C5 - 14-1165	PRC for Signalled Lanes (%)	63.9	Total Delay for Signalled Lanes (pcuHr)	3.15	Cycle Time (s)	70			
	PRC Over All Lanes (%)	-14.2	Total Delay Over All Lanes(pcuHr)	60.82					

Full Input Data And Results

**Scenario 10: 'DS 2037 PM'** (FG10: 'DS 2037 PM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J15 A259/ Dymchurch Rd/ Military Rd gyratory</b>	-	-	-	-	-	-	-	<b>101.6%</b>	-
<b>J1: A259 Dymchurch Road near Portland Road (14/0024)</b>	-	-	-	-	-	-	-	<b>83.4%</b>	-
1/1	Dymchurch Road Ahead	U	41	-	1030	1816	1230	83.4%	1026
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J2: A259 Scamlons Bridge Road/ A261 London Road (14/0632)</b>	-	-	-	-	-	-	-	<b>101.5%</b>	-
1/1	A259 Scamlons Bridge Rd NB Left Ahead	U	48	-	586	1725	1281	45.7%	585
1/2	A259 Scamlons Bridge Rd NB Right	U	22	-	611	1727	602	<b>101.5%</b>	611
2/1	Green Lane Right Ahead Left	U	7	-	37	1609	195	19.0%	37
3/1	Green Lane	U	-	-	22	Inf	Inf	0.0%	22
4/1	Military Road Ahead	U	-	-	595	Inf	Inf	0.0%	595
4/2	Military Road Ahead	U	-	-	631	Inf	Inf	0.0%	622
5/2+5/1	London Road Ahead Right Left	O+U	21:66	-	830	1871:1807	410+1039	57.3 : 57.3%	830
6/1	London Road	U	-	-	587	Inf	Inf	0.0%	586
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J3: A259 Scamlons Bridge Rd / Dymchurch Rd (14/0633)</b>	-	-	-	-	-	-	-	<b>67.5%</b>	-
1/1	Dymchurch Road Ahead	U	40	-	694	1780	1123	61.7%	693
1/2+1/3	Dymchurch Road Right	U	23	-	500	1589:1707	585+156	67.4 : 67.5%	499
2/1	Dymchurch Road	U	-	-	923	Inf	Inf	0.0%	922
3/2+3/1	Dymchurch Road Left	U	31	-	697	1690:1573	763+288	66.4 : 66.4%	697
4/1	A259 Scamlons Birdge Rd SB Right	U	13	-	229	1762	380	60.3%	229
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0

Full Input Data And Results

Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J4: A261 Military Road near Sainsbury's (14/1129)</b>	-	-	-	-	-	-	-	<b>101.6%</b>	-
1/1	Military Road Ahead	U	44	-	1292	1743	1265	101.6%	1285
2/1	Military Road U-Turn	U	-	-	1292	Inf	Inf	0.0%	1265
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	-	-	-	-	-	-	<b>48.9%</b>	-
1/1	A259 Scalons Bridge Rd SB Ahead	U	42	-	229	1762	1222	18.7%	229
2/1	A259 Scalons Bridge Rd NB Ahead	U	42	-	586	1725	1196	48.9%	585
2/2	A259 Scalons Bridge Rd NB Ahead	U	42	-	611	1852	1284	47.6%	611
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J6: Portland Road / Dymchurch Rd</b>	-	-	-	-	-	-	-	<b>59.1%</b>	-
1/1	Portland Road Left	O	-	-	289	1598	489	59.1%	289
2/1	Portland Road	U	-	-	125	Inf	Inf	0.0%	123
3/1	Dymchurch Road Ahead Left	U	-	-	1030	Inf	Inf	0.0%	1026
<b>J7: Sir John Moore Ave / Military Road</b>	-	-	-	-	-	-	-	<b>69.1%</b>	-
1/1	Sir John Moore Ave Left	O	-	-	309	1634	447	69.1%	309
2/1	Sir John Moore Ave	U	-	-	243	Inf	Inf	0.0%	241
3/1	Military Road Ahead Left	U	-	-	1226	Inf	Inf	0.0%	1217



Full Input Data And Results

Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf																																										
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	<b>0</b>	<b>1.7</b>	<b>1.0</b>	<b>2.7</b>	-	-	-	-																																										
1/1	229	-	0.2	0.1	0.3	5.2	1.3	0.1	1.5																																										
2/1	585	-	0.7	0.5	1.2	7.4	4.6	0.5	5.0																																										
2/2	611	-	0.7	0.5	1.2	7.0	4.8	0.5	5.2																																										
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf																																										
<b>J6: Portland Road / Dymchurch Rd</b>	-	<b>0</b>	<b>0.0</b>	<b>0.7</b>	<b>0.7</b>	-	-	-	-																																										
1/1	289	0	0.0	0.7	0.7	8.9	0.0	0.7	0.7																																										
2/1	123	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
3/1	1026	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
<b>J7: Sir John Moore Ave / Military Road</b>	-	<b>0</b>	<b>0.1</b>	<b>1.1</b>	<b>1.2</b>	-	-	-	-																																										
1/1	309	0	0.1	1.1	1.2	14.0	2.5	1.1	3.6																																										
2/1	241	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
3/1	1217	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
<table> <tbody> <tr> <td>C1 - 14-0024</td> <td>PRC for Signalled Lanes (%)</td> <td>7.9</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>4.29</td> <td>Cycle Time (s)</td> <td>62</td> </tr> <tr> <td>C2 - 14-0632</td> <td>PRC for Signalled Lanes (%)</td> <td>-12.8</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>21.84</td> <td>Cycle Time (s)</td> <td>66</td> </tr> <tr> <td>C3 - 14-0633</td> <td>PRC for Signalled Lanes (%)</td> <td>33.3</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>10.90</td> <td>Cycle Time (s)</td> <td>65</td> </tr> <tr> <td>C4 - 14-1129</td> <td>PRC for Signalled Lanes (%)</td> <td>-12.9</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>27.39</td> <td>Cycle Time (s)</td> <td>62</td> </tr> <tr> <td>C5 - 14-1165</td> <td>PRC for Signalled Lanes (%)</td> <td>84.0</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>2.71</td> <td>Cycle Time (s)</td> <td>62</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%)</td> <td>-12.9</td> <td>Total Delay Over All Lanes(pcuHr)</td> <td>69.05</td> <td></td> <td></td> </tr> </tbody> </table>										C1 - 14-0024	PRC for Signalled Lanes (%)	7.9	Total Delay for Signalled Lanes (pcuHr)	4.29	Cycle Time (s)	62	C2 - 14-0632	PRC for Signalled Lanes (%)	-12.8	Total Delay for Signalled Lanes (pcuHr)	21.84	Cycle Time (s)	66	C3 - 14-0633	PRC for Signalled Lanes (%)	33.3	Total Delay for Signalled Lanes (pcuHr)	10.90	Cycle Time (s)	65	C4 - 14-1129	PRC for Signalled Lanes (%)	-12.9	Total Delay for Signalled Lanes (pcuHr)	27.39	Cycle Time (s)	62	C5 - 14-1165	PRC for Signalled Lanes (%)	84.0	Total Delay for Signalled Lanes (pcuHr)	2.71	Cycle Time (s)	62		PRC Over All Lanes (%)	-12.9	Total Delay Over All Lanes(pcuHr)	69.05		
C1 - 14-0024	PRC for Signalled Lanes (%)	7.9	Total Delay for Signalled Lanes (pcuHr)	4.29	Cycle Time (s)	62																																													
C2 - 14-0632	PRC for Signalled Lanes (%)	-12.8	Total Delay for Signalled Lanes (pcuHr)	21.84	Cycle Time (s)	66																																													
C3 - 14-0633	PRC for Signalled Lanes (%)	33.3	Total Delay for Signalled Lanes (pcuHr)	10.90	Cycle Time (s)	65																																													
C4 - 14-1129	PRC for Signalled Lanes (%)	-12.9	Total Delay for Signalled Lanes (pcuHr)	27.39	Cycle Time (s)	62																																													
C5 - 14-1165	PRC for Signalled Lanes (%)	84.0	Total Delay for Signalled Lanes (pcuHr)	2.71	Cycle Time (s)	62																																													
	PRC Over All Lanes (%)	-12.9	Total Delay Over All Lanes(pcuHr)	69.05																																															

Full Input Data And Results

Scenario 11: 'DS 2044 AM ' (FG11: 'DS 2044 AM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J15 A259/ Dymchurch Rd/ Military Rd gyratory</b>	-	-	-	-	-	-	-	<b>103.2%</b>	-
<b>J1: A259 Dymchurch Road near Portland Road (14/0024)</b>	-	-	-	-	-	-	-	<b>63.2%</b>	-
1/1	Dymchurch Road Ahead	U	49	-	828	1816	1297	63.2%	820
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)</b>	-	-	-	-	-	-	-	<b>69.5%</b>	-
1/1	A259 Scalons Bridge Rd NB Left Ahead	U	64	-	769	1725	1367	55.6%	760
1/2	A259 Scalons Bridge Rd NB Right	U	48	-	738	1727	1032	69.5%	718
2/1	Green Lane Right Ahead Left	U	7	-	36	1609	157	22.9%	36
3/1	Green Lane	U	-	-	22	Inf	Inf	0.0%	22
4/1	Military Road Ahead	U	-	-	581	Inf	Inf	0.0%	581
4/2	Military Road Ahead	U	-	-	762	Inf	Inf	0.0%	742
5/2+5/1	London Road Ahead Right Left	O+U	11:82	-	765	1871:1807	266+840	69.2 : 69.2%	765
6/1	London Road	U	-	-	758	Inf	Inf	0.0%	749
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)</b>	-	-	-	-	-	-	-	<b>103.2%</b>	-
1/1	Dymchurch Road Ahead	U	39	-	416	1780	1079	38.5%	415
1/2+1/3	Dymchurch Road Right	U	29	-	546	1589:1707	707+89	68.5 : 68.6%	545
2/1	Dymchurch Road	U	-	-	601	Inf	Inf	0.0%	600
3/2+3/1	Dymchurch Road Left	U	26	-	961	1690:1573	656+275	<b>103.2 : 103.2%</b>	961
4/1	A259 Scalons Birdge Rd SB Right	U	15	-	185	1762	427	43.3%	185
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0

Full Input Data And Results

Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J4: A261 Military Road near Sainsbury's (14/1129)</b>	-	-	-	-	-	-	-	<b>102.6%</b>	-
1/1	Military Road Ahead	U	52	-	1373	1743	1320	102.6%	1354
2/1	Military Road U-Turn	U	-	-	1373	Inf	Inf	0.0%	1320
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	-	-	-	-	-	-	<b>60.4%</b>	-
1/1	A259 Scalons Bridge Rd SB Ahead	U	50	-	185	1762	1284	14.4%	185
2/1	A259 Scalons Bridge Rd NB Ahead	U	50	-	769	1725	1257	60.4%	760
2/2	A259 Scalons Bridge Rd NB Ahead	U	50	-	738	1852	1349	53.2%	718
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J6: Portland Road / Dymchurch Rd</b>	-	-	-	-	-	-	-	<b>63.6%</b>	-
1/1	Portland Road Left	O	-	-	340	1598	535	63.6%	340
2/1	Portland Road	U	-	-	206	Inf	Inf	0.0%	199
3/1	Dymchurch Road Ahead Left	U	-	-	828	Inf	Inf	0.0%	820
<b>J7: Sir John Moore Ave / Military Road</b>	-	-	-	-	-	-	-	<b>38.4%</b>	-
1/1	Sir John Moore Ave Left	O	-	-	163	1634	424	38.4%	163
2/1	Sir John Moore Ave	U	-	-	133	Inf	Inf	0.0%	132
3/1	Military Road Ahead Left	U	-	-	1343	Inf	Inf	0.0%	1323





Full Input Data And Results

Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf																																										
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	<b>0</b>	<b>2.0</b>	<b>1.4</b>	<b>3.4</b>	-	-	-	-																																										
1/1	185	-	0.1	0.1	0.2	4.5	1.1	0.1	1.2																																										
2/1	760	-	1.0	0.8	1.7	8.2	7.0	0.8	7.7																																										
2/2	718	-	0.8	0.6	1.4	7.1	6.2	0.6	6.7																																										
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf																																										
<b>J6: Portland Road / Dymchurch Rd</b>	-	<b>0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.9</b>	-	-	-	-																																										
1/1	340	0	0.0	0.9	0.9	9.2	0.0	0.9	0.9																																										
2/1	199	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
3/1	820	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
<b>J7: Sir John Moore Ave / Military Road</b>	-	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.3</b>	-	-	-	-																																										
1/1	163	0	0.0	0.3	0.3	6.9	0.0	0.3	0.3																																										
2/1	132	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
3/1	1323	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
<table> <tbody> <tr> <td>C1 - 14-0024</td> <td>PRC for Signalled Lanes (%)</td> <td>42.4</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>1.81</td> <td>Cycle Time (s)</td> <td>70</td> </tr> <tr> <td>C2 - 14-0632</td> <td>PRC for Signalled Lanes (%)</td> <td>29.4</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>8.00</td> <td>Cycle Time (s)</td> <td>82</td> </tr> <tr> <td>C3 - 14-0633</td> <td>PRC for Signalled Lanes (%)</td> <td>-14.7</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>35.82</td> <td>Cycle Time (s)</td> <td>66</td> </tr> <tr> <td>C4 - 14-1129</td> <td>PRC for Signalled Lanes (%)</td> <td>-14.0</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>33.45</td> <td>Cycle Time (s)</td> <td>70</td> </tr> <tr> <td>C5 - 14-1165</td> <td>PRC for Signalled Lanes (%)</td> <td>48.9</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>3.37</td> <td>Cycle Time (s)</td> <td>70</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%)</td> <td>-14.7</td> <td>Total Delay Over All Lanes(pcuHr)</td> <td>83.63</td> <td></td> <td></td> </tr> </tbody> </table>										C1 - 14-0024	PRC for Signalled Lanes (%)	42.4	Total Delay for Signalled Lanes (pcuHr)	1.81	Cycle Time (s)	70	C2 - 14-0632	PRC for Signalled Lanes (%)	29.4	Total Delay for Signalled Lanes (pcuHr)	8.00	Cycle Time (s)	82	C3 - 14-0633	PRC for Signalled Lanes (%)	-14.7	Total Delay for Signalled Lanes (pcuHr)	35.82	Cycle Time (s)	66	C4 - 14-1129	PRC for Signalled Lanes (%)	-14.0	Total Delay for Signalled Lanes (pcuHr)	33.45	Cycle Time (s)	70	C5 - 14-1165	PRC for Signalled Lanes (%)	48.9	Total Delay for Signalled Lanes (pcuHr)	3.37	Cycle Time (s)	70		PRC Over All Lanes (%)	-14.7	Total Delay Over All Lanes(pcuHr)	83.63		
C1 - 14-0024	PRC for Signalled Lanes (%)	42.4	Total Delay for Signalled Lanes (pcuHr)	1.81	Cycle Time (s)	70																																													
C2 - 14-0632	PRC for Signalled Lanes (%)	29.4	Total Delay for Signalled Lanes (pcuHr)	8.00	Cycle Time (s)	82																																													
C3 - 14-0633	PRC for Signalled Lanes (%)	-14.7	Total Delay for Signalled Lanes (pcuHr)	35.82	Cycle Time (s)	66																																													
C4 - 14-1129	PRC for Signalled Lanes (%)	-14.0	Total Delay for Signalled Lanes (pcuHr)	33.45	Cycle Time (s)	70																																													
C5 - 14-1165	PRC for Signalled Lanes (%)	48.9	Total Delay for Signalled Lanes (pcuHr)	3.37	Cycle Time (s)	70																																													
	PRC Over All Lanes (%)	-14.7	Total Delay Over All Lanes(pcuHr)	83.63																																															

Full Input Data And Results

**Scenario 12: 'DS 2044 PM'** (FG12: 'DS 2044 PM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J15 A259/ Dymchurch Rd/ Military Rd gyratory</b>	-	-	-	-	-	-	-	<b>102.0%</b>	-
<b>J1: A259 Dymchurch Road near Portland Road (14/0024)</b>	-	-	-	-	-	-	-	<b>88.5%</b>	-
1/1	Dymchurch Road Ahead	U	41	-	1093	1816	1230	88.5%	1088
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)</b>	-	-	-	-	-	-	-	<b>75.2%</b>	-
1/1	A259 Scalons Bridge Rd NB Left Ahead	U	48	-	654	1725	1281	51.0%	653
1/2	A259 Scalons Bridge Rd NB Right	U	32	-	615	1727	863	71.2%	615
2/1	Green Lane Right Ahead Left	U	7	-	37	1609	195	19.0%	37
3/1	Green Lane	U	-	-	23	Inf	Inf	0.0%	23
4/1	Military Road Ahead	U	-	-	595	Inf	Inf	0.0%	595
4/2	Military Road Ahead	U	-	-	635	Inf	Inf	0.0%	635
5/2+5/1	London Road Ahead Right Left	O+U	11:66	-	845	1871:1807	332+791	75.2 : 75.2%	845
6/1	London Road	U	-	-	655	Inf	Inf	0.0%	654
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)</b>	-	-	-	-	-	-	-	<b>72.4%</b>	-
1/1	Dymchurch Road Ahead	U	39	-	698	1780	1095	63.6%	696
1/2+1/3	Dymchurch Road Right	U	26	-	573	1589:1707	646+145	72.3 : 72.4%	572
2/1	Dymchurch Road	U	-	-	941	Inf	Inf	0.0%	939
3/2+3/1	Dymchurch Road Left	U	28	-	696	1690:1573	709+259	72.0 : 72.0%	696
4/1	A259 Scalons Birdge Rd SB Right	U	14	-	243	1762	407	59.8%	243
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0

Full Input Data And Results

Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J4: A261 Military Road near Sainsbury's (14/1129)</b>	-	-	-	-	-	-	-	<b>102.0%</b>	-
1/1	Military Road Ahead	U	44	-	1290	1743	1265	102.0%	1290
2/1	Military Road U-Turn	U	-	-	1290	Inf	Inf	0.0%	1265
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	-	-	-	-	-	-	<b>54.6%</b>	-
1/1	A259 Scalons Bridge Rd SB Ahead	U	42	-	243	1762	1222	19.9%	243
2/1	A259 Scalons Bridge Rd NB Ahead	U	42	-	654	1725	1196	54.6%	653
2/2	A259 Scalons Bridge Rd NB Ahead	U	42	-	615	1852	1284	47.9%	615
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J6: Portland Road / Dymchurch Rd</b>	-	-	-	-	-	-	-	<b>65.2%</b>	-
1/1	Portland Road Left	O	-	-	310	1598	475	65.2%	310
2/1	Portland Road	U	-	-	132	Inf	Inf	0.0%	130
3/1	Dymchurch Road Ahead Left	U	-	-	1093	Inf	Inf	0.0%	1088
<b>J7: Sir John Moore Ave / Military Road</b>	-	-	-	-	-	-	-	<b>69.3%</b>	-
1/1	Sir John Moore Ave Left	O	-	-	308	1634	444	69.3%	308
2/1	Sir John Moore Ave	U	-	-	248	Inf	Inf	0.0%	248
3/1	Military Road Ahead Left	U	-	-	1230	Inf	Inf	0.0%	1230



Full Input Data And Results

Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf																																										
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	<b>0</b>	<b>1.8</b>	<b>1.2</b>	<b>3.0</b>	-	-	-	-																																										
1/1	243	-	0.2	0.1	0.4	5.2	1.5	0.1	1.6																																										
2/1	653	-	0.9	0.6	1.5	8.0	5.4	0.6	6.0																																										
2/2	615	-	0.7	0.5	1.2	7.0	4.8	0.5	5.2																																										
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf																																										
<b>J6: Portland Road / Dymchurch Rd</b>	-	<b>0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.9</b>	-	-	-	-																																										
1/1	310	0	0.0	0.9	0.9	10.8	0.0	0.9	0.9																																										
2/1	130	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
3/1	1088	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
<b>J7: Sir John Moore Ave / Military Road</b>	-	<b>0</b>	<b>0.1</b>	<b>1.1</b>	<b>1.2</b>	-	-	-	-																																										
1/1	308	0	0.1	1.1	1.2	13.8	2.3	1.1	3.4																																										
2/1	248	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
3/1	1230	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
<table> <tbody> <tr> <td>C1 - 14-0024</td> <td>PRC for Signalled Lanes (%)</td> <td>1.7</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>5.78</td> <td>Cycle Time (s)</td> <td>62</td> </tr> <tr> <td>C2 - 14-0632</td> <td>PRC for Signalled Lanes (%)</td> <td>19.6</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>8.25</td> <td>Cycle Time (s)</td> <td>66</td> </tr> <tr> <td>C3 - 14-0633</td> <td>PRC for Signalled Lanes (%)</td> <td>24.2</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>12.20</td> <td>Cycle Time (s)</td> <td>65</td> </tr> <tr> <td>C4 - 14-1129</td> <td>PRC for Signalled Lanes (%)</td> <td>-13.3</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>29.19</td> <td>Cycle Time (s)</td> <td>62</td> </tr> <tr> <td>C5 - 14-1165</td> <td>PRC for Signalled Lanes (%)</td> <td>64.8</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>3.01</td> <td>Cycle Time (s)</td> <td>62</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%)</td> <td>-13.3</td> <td>Total Delay Over All Lanes(pcuHr)</td> <td>60.54</td> <td></td> <td></td> </tr> </tbody> </table>										C1 - 14-0024	PRC for Signalled Lanes (%)	1.7	Total Delay for Signalled Lanes (pcuHr)	5.78	Cycle Time (s)	62	C2 - 14-0632	PRC for Signalled Lanes (%)	19.6	Total Delay for Signalled Lanes (pcuHr)	8.25	Cycle Time (s)	66	C3 - 14-0633	PRC for Signalled Lanes (%)	24.2	Total Delay for Signalled Lanes (pcuHr)	12.20	Cycle Time (s)	65	C4 - 14-1129	PRC for Signalled Lanes (%)	-13.3	Total Delay for Signalled Lanes (pcuHr)	29.19	Cycle Time (s)	62	C5 - 14-1165	PRC for Signalled Lanes (%)	64.8	Total Delay for Signalled Lanes (pcuHr)	3.01	Cycle Time (s)	62		PRC Over All Lanes (%)	-13.3	Total Delay Over All Lanes(pcuHr)	60.54		
C1 - 14-0024	PRC for Signalled Lanes (%)	1.7	Total Delay for Signalled Lanes (pcuHr)	5.78	Cycle Time (s)	62																																													
C2 - 14-0632	PRC for Signalled Lanes (%)	19.6	Total Delay for Signalled Lanes (pcuHr)	8.25	Cycle Time (s)	66																																													
C3 - 14-0633	PRC for Signalled Lanes (%)	24.2	Total Delay for Signalled Lanes (pcuHr)	12.20	Cycle Time (s)	65																																													
C4 - 14-1129	PRC for Signalled Lanes (%)	-13.3	Total Delay for Signalled Lanes (pcuHr)	29.19	Cycle Time (s)	62																																													
C5 - 14-1165	PRC for Signalled Lanes (%)	64.8	Total Delay for Signalled Lanes (pcuHr)	3.01	Cycle Time (s)	62																																													
	PRC Over All Lanes (%)	-13.3	Total Delay Over All Lanes(pcuHr)	60.54																																															

Full Input Data And Results

**Scenario 13: 'DS 2046 AM'** (FG13: 'DS 2046 AM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J15 A259/ Dymchurch Rd/ Military Rd gyratory</b>	-	-	-	-	-	-	-	<b>101.9%</b>	-
<b>J1: A259 Dymchurch Road near Portland Road (14/0024)</b>	-	-	-	-	-	-	-	<b>61.1%</b>	-
1/1	Dymchurch Road Ahead	U	61	-	843	1816	1373	61.1%	839
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J2: A259 Scamlons Bridge Road/ A261 London Road (14/0632)</b>	-	-	-	-	-	-	-	<b>74.5%</b>	-
1/1	A259 Scamlons Bridge Rd NB Left Ahead	U	64	-	773	1725	1367	56.1%	767
1/2	A259 Scamlons Bridge Rd NB Right	U	49	-	745	1727	1053	69.5%	732
2/1	Green Lane Right Ahead Left	U	7	-	37	1609	157	23.6%	37
3/1	Green Lane	U	-	-	22	Inf	Inf	0.0%	22
4/1	Military Road Ahead	U	-	-	612	Inf	Inf	0.0%	612
4/2	Military Road Ahead	U	-	-	770	Inf	Inf	0.0%	757
5/2+5/1	London Road Ahead Right Left	O+U	10:82	-	799	1871:1807	251+821	74.5 : 74.5%	799
6/1	London Road	U	-	-	762	Inf	Inf	0.0%	757
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J3: A259 Scamlons Bridge Rd / Dymchurch Rd (14/0633)</b>	-	-	-	-	-	-	-	<b>101.9%</b>	-
1/1	Dymchurch Road Ahead	U	41	-	420	1780	912	46.0%	420
1/2+1/3	Dymchurch Road Right	U	35	-	550	1589:1707	673+85	72.5 : 72.5%	550
2/1	Dymchurch Road	U	-	-	608	Inf	Inf	0.0%	608
3/2+3/1	Dymchurch Road Left	U	36	-	968	1690:1573	670+280	<b>101.9 : 101.9%</b>	968
4/1	A259 Scamlons Birdge Rd SB Right	U	29	-	188	1762	645	29.2%	188
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0

Full Input Data And Results

Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J4: A261 Military Road near Sainsbury's (14/1129)</b>	-	-	-	-	-	-	-	<b>101.5%</b>	-
1/1	Military Road Ahead	U	64	-	1414	1743	1382	101.5%	1402
2/1	Military Road U-Turn	U	-	-	1414	Inf	Inf	0.0%	1382
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	-	-	-	-	-	-	<b>57.9%</b>	-
1/1	A259 Scalons Bridge Rd SB Ahead	U	62	-	188	1762	1354	13.9%	188
2/1	A259 Scalons Bridge Rd NB Ahead	U	62	-	773	1725	1325	57.9%	767
2/2	A259 Scalons Bridge Rd NB Ahead	U	62	-	745	1852	1423	51.5%	732
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J6: Portland Road / Dymchurch Rd</b>	-	-	-	-	-	-	-	<b>64.7%</b>	-
1/1	Portland Road Left	O	-	-	343	1598	530	64.7%	343
2/1	Portland Road	U	-	-	216	Inf	Inf	0.0%	212
3/1	Dymchurch Road Ahead Left	U	-	-	843	Inf	Inf	0.0%	839
<b>J7: Sir John Moore Ave / Military Road</b>	-	-	-	-	-	-	-	<b>39.9%</b>	-
1/1	Sir John Moore Ave Left	O	-	-	165	1634	414	39.9%	165
2/1	Sir John Moore Ave	U	-	-	133	Inf	Inf	0.0%	132
3/1	Military Road Ahead Left	U	-	-	1382	Inf	Inf	0.0%	1369





Full Input Data And Results

Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf																																										
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	<b>0</b>	<b>0.7</b>	<b>1.3</b>	<b>2.0</b>	-	-	-	-																																										
1/1	188	-	0.0	0.1	0.1	1.7	0.1	0.1	0.2																																										
2/1	767	-	0.6	0.7	1.3	6.2	6.5	0.7	7.2																																										
2/2	732	-	0.1	0.5	0.6	2.9	2.1	0.5	2.6																																										
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf																																										
<b>J6: Portland Road / Dymchurch Rd</b>	-	<b>0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.9</b>	-	-	-	-																																										
1/1	343	0	0.0	0.9	0.9	9.5	0.0	0.9	0.9																																										
2/1	212	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
3/1	839	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
<b>J7: Sir John Moore Ave / Military Road</b>	-	<b>0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.3</b>	-	-	-	-																																										
1/1	165	0	0.0	0.3	0.3	7.2	0.0	0.3	0.3																																										
2/1	132	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
3/1	1369	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
<table> <tbody> <tr> <td>C1 - 14-0024</td> <td>PRC for Signalled Lanes (%)</td> <td>47.3</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>1.67</td> <td>Cycle Time (s)</td> <td>82</td> </tr> <tr> <td>C2 - 14-0632</td> <td>PRC for Signalled Lanes (%)</td> <td>20.8</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>7.35</td> <td>Cycle Time (s)</td> <td>82</td> </tr> <tr> <td>C3 - 14-0633</td> <td>PRC for Signalled Lanes (%)</td> <td>-13.2</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>32.58</td> <td>Cycle Time (s)</td> <td>82</td> </tr> <tr> <td>C4 - 14-1129</td> <td>PRC for Signalled Lanes (%)</td> <td>-12.8</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>27.62</td> <td>Cycle Time (s)</td> <td>82</td> </tr> <tr> <td>C5 - 14-1165</td> <td>PRC for Signalled Lanes (%)</td> <td>55.4</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>2.00</td> <td>Cycle Time (s)</td> <td>82</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%)</td> <td>-13.2</td> <td>Total Delay Over All Lanes(pcuHr)</td> <td>72.45</td> <td></td> <td></td> </tr> </tbody> </table>										C1 - 14-0024	PRC for Signalled Lanes (%)	47.3	Total Delay for Signalled Lanes (pcuHr)	1.67	Cycle Time (s)	82	C2 - 14-0632	PRC for Signalled Lanes (%)	20.8	Total Delay for Signalled Lanes (pcuHr)	7.35	Cycle Time (s)	82	C3 - 14-0633	PRC for Signalled Lanes (%)	-13.2	Total Delay for Signalled Lanes (pcuHr)	32.58	Cycle Time (s)	82	C4 - 14-1129	PRC for Signalled Lanes (%)	-12.8	Total Delay for Signalled Lanes (pcuHr)	27.62	Cycle Time (s)	82	C5 - 14-1165	PRC for Signalled Lanes (%)	55.4	Total Delay for Signalled Lanes (pcuHr)	2.00	Cycle Time (s)	82		PRC Over All Lanes (%)	-13.2	Total Delay Over All Lanes(pcuHr)	72.45		
C1 - 14-0024	PRC for Signalled Lanes (%)	47.3	Total Delay for Signalled Lanes (pcuHr)	1.67	Cycle Time (s)	82																																													
C2 - 14-0632	PRC for Signalled Lanes (%)	20.8	Total Delay for Signalled Lanes (pcuHr)	7.35	Cycle Time (s)	82																																													
C3 - 14-0633	PRC for Signalled Lanes (%)	-13.2	Total Delay for Signalled Lanes (pcuHr)	32.58	Cycle Time (s)	82																																													
C4 - 14-1129	PRC for Signalled Lanes (%)	-12.8	Total Delay for Signalled Lanes (pcuHr)	27.62	Cycle Time (s)	82																																													
C5 - 14-1165	PRC for Signalled Lanes (%)	55.4	Total Delay for Signalled Lanes (pcuHr)	2.00	Cycle Time (s)	82																																													
	PRC Over All Lanes (%)	-13.2	Total Delay Over All Lanes(pcuHr)	72.45																																															

Full Input Data And Results

**Scenario 14: 'DS 2046 PM'** (FG14: 'DS 2046 PM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J15 A259/ Dymchurch Rd/ Military Rd gyratory</b>	-	-	-	-	-	-	-	<b>102.9%</b>	-
<b>J1: A259 Dymchurch Road near Portland Road (14/0024)</b>	-	-	-	-	-	-	-	<b>90.5%</b>	-
1/1	Dymchurch Road Ahead	U	41	-	1118	1816	1230	90.5%	1113
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J2: A259 Scamlons Bridge Road/ A261 London Road (14/0632)</b>	-	-	-	-	-	-	-	<b>102.9%</b>	-
1/1	A259 Scamlons Bridge Rd NB Left Ahead	U	48	-	684	1725	1281	53.3%	683
1/2	A259 Scamlons Bridge Rd NB Right	U	22	-	619	1727	602	102.9%	619
2/1	Green Lane Right Ahead Left	U	7	-	37	1609	195	19.0%	37
3/1	Green Lane	U	-	-	23	Inf	Inf	0.0%	23
4/1	Military Road Ahead	U	-	-	602	Inf	Inf	0.0%	602
4/2	Military Road Ahead	U	-	-	639	Inf	Inf	0.0%	622
5/2+5/1	London Road Ahead Right Left	O+U	21:66	-	851	1871:1807	413+999	60.3 : 60.3%	851
6/1	London Road	U	-	-	685	Inf	Inf	0.0%	684
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J3: A259 Scamlons Bridge Rd / Dymchurch Rd (14/0633)</b>	-	-	-	-	-	-	-	<b>74.4%</b>	-
1/1	Dymchurch Road Ahead	U	40	-	703	1780	1123	62.5%	701
1/2+1/3	Dymchurch Road Right	U	27	-	599	1589:1707	667+143	73.8 : 73.9%	598
2/1	Dymchurch Road	U	-	-	945	Inf	Inf	0.0%	943
3/2+3/1	Dymchurch Road Left	U	27	-	704	1690:1573	689+257	74.4 : 74.4%	704
4/1	A259 Scamlons Birdge Rd SB Right	U	13	-	242	1762	380	63.8%	242
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0

Full Input Data And Results

Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J4: A261 Military Road near Sainsbury's (14/1129)</b>	-	-	-	-	-	-	-	<b>102.0%</b>	-
1/1	Military Road Ahead	U	44	-	1303	1743	1265	102.0%	1290
2/1	Military Road U-Turn	U	-	-	1303	Inf	Inf	0.0%	1265
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	-	-	-	-	-	-	<b>57.1%</b>	-
1/1	A259 Scalons Bridge Rd SB Ahead	U	42	-	242	1762	1222	19.8%	242
2/1	A259 Scalons Bridge Rd NB Ahead	U	42	-	684	1725	1196	57.1%	683
2/2	A259 Scalons Bridge Rd NB Ahead	U	42	-	619	1852	1284	48.2%	619
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J6: Portland Road / Dymchurch Rd</b>	-	-	-	-	-	-	-	<b>67.9%</b>	-
1/1	Portland Road Left	O	-	-	319	1598	470	67.9%	319
2/1	Portland Road	U	-	-	135	Inf	Inf	0.0%	132
3/1	Dymchurch Road Ahead Left	U	-	-	1118	Inf	Inf	0.0%	1113
<b>J7: Sir John Moore Ave / Military Road</b>	-	-	-	-	-	-	-	<b>69.6%</b>	-
1/1	Sir John Moore Ave Left	O	-	-	310	1634	446	69.6%	310
2/1	Sir John Moore Ave	U	-	-	248	Inf	Inf	0.0%	244
3/1	Military Road Ahead Left	U	-	-	1241	Inf	Inf	0.0%	1224



Full Input Data And Results

Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf																																										
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	<b>0</b>	<b>1.9</b>	<b>1.3</b>	<b>3.1</b>	-	-	-	-																																										
1/1	242	-	0.2	0.1	0.4	5.2	1.5	0.1	1.6																																										
2/1	683	-	0.9	0.7	1.6	8.3	5.9	0.7	6.5																																										
2/2	619	-	0.8	0.5	1.2	7.1	4.8	0.5	5.3																																										
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf																																										
<b>J6: Portland Road / Dymchurch Rd</b>	-	<b>0</b>	<b>0.0</b>	<b>1.0</b>	<b>1.0</b>	-	-	-	-																																										
1/1	319	0	0.0	1.0	1.0	11.8	0.0	1.0	1.0																																										
2/1	132	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
3/1	1113	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
<b>J7: Sir John Moore Ave / Military Road</b>	-	<b>0</b>	<b>0.1</b>	<b>1.1</b>	<b>1.2</b>	-	-	-	-																																										
1/1	310	0	0.1	1.1	1.2	14.3	2.5	1.1	3.6																																										
2/1	244	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
3/1	1224	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
<table> <tbody> <tr> <td>C1 - 14-0024</td> <td>PRC for Signalled Lanes (%)</td> <td>-0.5</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>6.68</td> <td>Cycle Time (s)</td> <td>62</td> </tr> <tr> <td>C2 - 14-0632</td> <td>PRC for Signalled Lanes (%)</td> <td>-14.3</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>25.13</td> <td>Cycle Time (s)</td> <td>66</td> </tr> <tr> <td>C3 - 14-0633</td> <td>PRC for Signalled Lanes (%)</td> <td>20.9</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>12.72</td> <td>Cycle Time (s)</td> <td>65</td> </tr> <tr> <td>C4 - 14-1129</td> <td>PRC for Signalled Lanes (%)</td> <td>-13.3</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>29.22</td> <td>Cycle Time (s)</td> <td>62</td> </tr> <tr> <td>C5 - 14-1165</td> <td>PRC for Signalled Lanes (%)</td> <td>57.6</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>3.15</td> <td>Cycle Time (s)</td> <td>62</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%)</td> <td>-14.3</td> <td>Total Delay Over All Lanes(pcuHr)</td> <td>79.16</td> <td></td> <td></td> </tr> </tbody> </table>										C1 - 14-0024	PRC for Signalled Lanes (%)	-0.5	Total Delay for Signalled Lanes (pcuHr)	6.68	Cycle Time (s)	62	C2 - 14-0632	PRC for Signalled Lanes (%)	-14.3	Total Delay for Signalled Lanes (pcuHr)	25.13	Cycle Time (s)	66	C3 - 14-0633	PRC for Signalled Lanes (%)	20.9	Total Delay for Signalled Lanes (pcuHr)	12.72	Cycle Time (s)	65	C4 - 14-1129	PRC for Signalled Lanes (%)	-13.3	Total Delay for Signalled Lanes (pcuHr)	29.22	Cycle Time (s)	62	C5 - 14-1165	PRC for Signalled Lanes (%)	57.6	Total Delay for Signalled Lanes (pcuHr)	3.15	Cycle Time (s)	62		PRC Over All Lanes (%)	-14.3	Total Delay Over All Lanes(pcuHr)	79.16		
C1 - 14-0024	PRC for Signalled Lanes (%)	-0.5	Total Delay for Signalled Lanes (pcuHr)	6.68	Cycle Time (s)	62																																													
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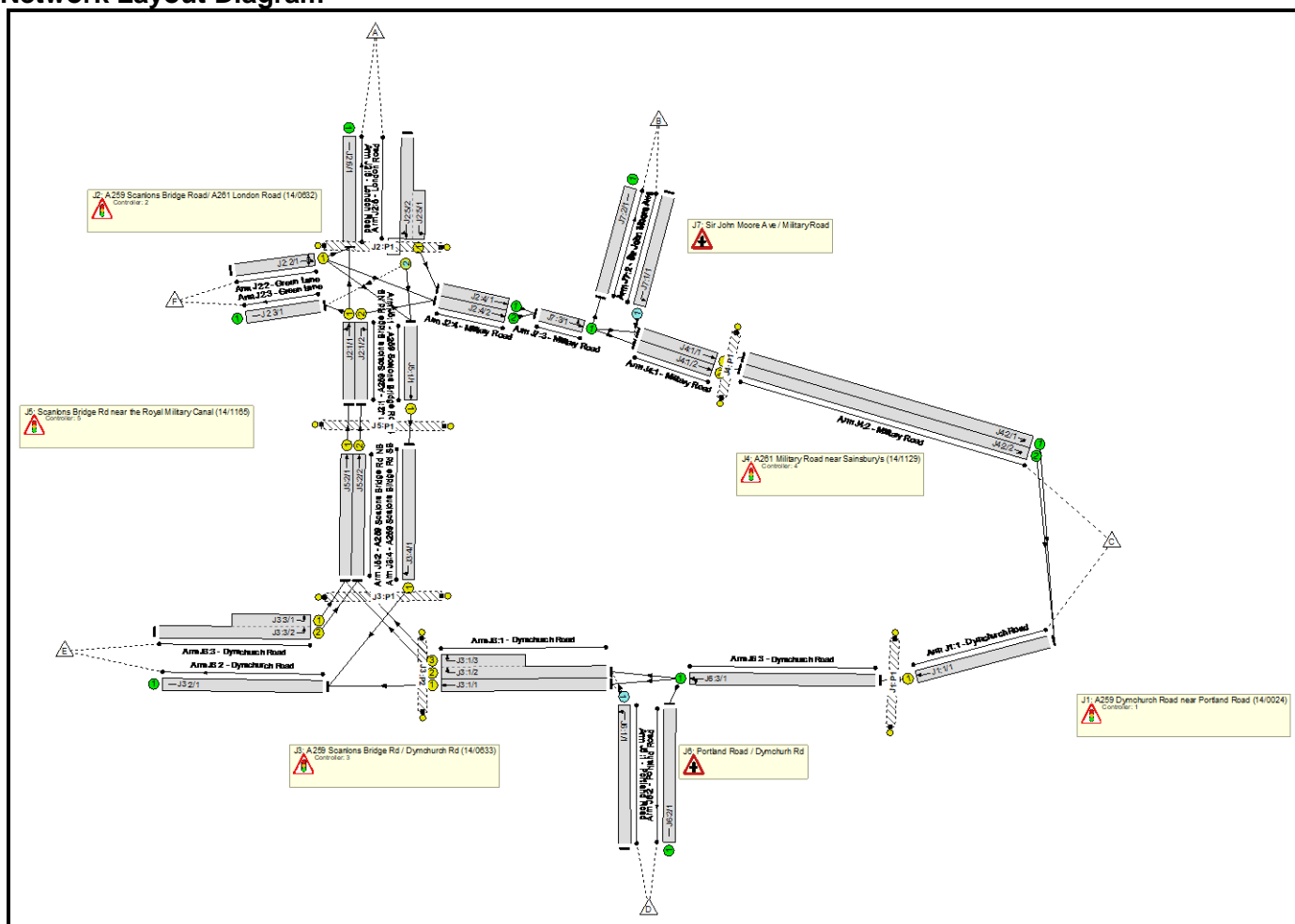
**P.21 J15\_Military Rd Dymchurch Rd\_Mit**

Full Input Data And Results  
**Full Input Data And Results**

**User and Project Details**

<b>Project:</b>	<b>Otterpool Park</b>
<b>Title:</b>	<b>J15 A259/ Dymchurch Rd/ Military Rd gyratory</b>
<b>Location:</b>	Hythe
<b>Additional detail:</b>	
<b>File name:</b>	J15 Scalons Bridge Rd-Military Rd-Dymchurch Rd_Mit.lsg3x
<b>Author:</b>	Jonathan Gunasekera
<b>Company:</b>	ARCADIS UK
<b>Address:</b>	

**Network Layout Diagram**



**C1 - 14-0024**  
**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Pedestrian		-9999	4

Full Input Data And Results

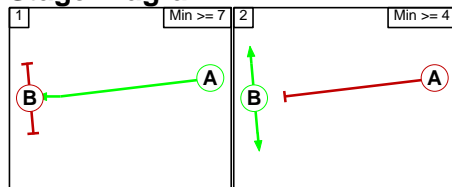
**Phase Intergreens Matrix**

	Starting Phase		
Terminating Phase		A	B
	A		6
	B	11	

**Phases in Stage**

Stage No.	Phases in Stage
1	A
2	B

**Stage Diagram**



**Phase Delays**

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

C2 - 14-0632

**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Traffic		-9999	7
F	Dummy		-9999	4
G	Dummy		-9999	12



Full Input Data And Results

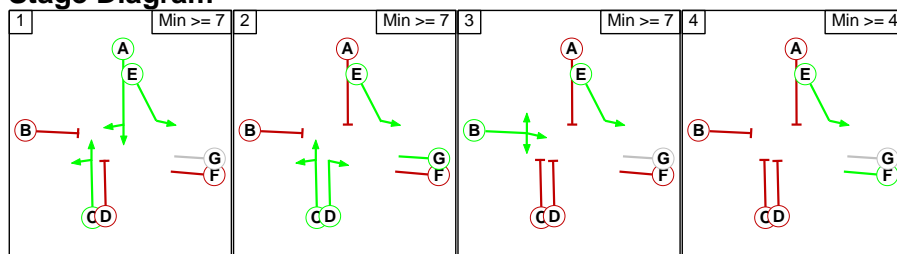
**Phase Intergreens Matrix**

		Starting Phase						
		A	B	C	D	E	F	G
Terminating Phase	A		6	-	5	-	3	-
	B	5		5	5	-	3	-
	C	-	6		-	-	3	-
	D	5	5	-		-	3	-
	E	-	-	-	-		-	-
	F	2	2	2	2	-		-
	G	-	-	-	-	-	-	

**Phases in Stage**

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

**Stage Diagram**



**Phase Delays**

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

C3 - 14-0633

**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Dummy		-9999	7
F	Dummy		-9999	1

Full Input Data And Results

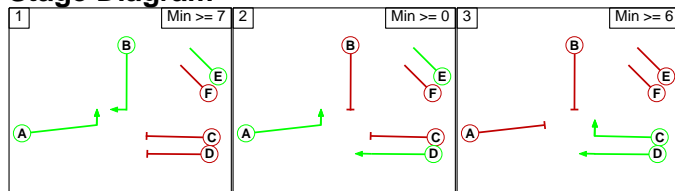
**Phase Intergreens Matrix**

Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		-	6	-	-	3
	B	-		6	7	-	3
	C	5	5		-	5	3
	D	-	5	-		-	3
	E	-	-	6	-		3
	F	2	2	2	2	2	

**Phases in Stage**

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

**Stage Diagram**



**Phase Delays**

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

C4 - 14-1129

**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Pedestrian		-9999	5

**Phase Intergreens Matrix**

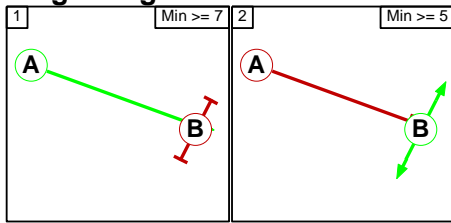
Terminating Phase	Starting Phase	
	A	B
	A	6
	B	7

**Phases in Stage**

Stage No.	Phases in Stage
1	A
2	B

Full Input Data And Results

**Stage Diagram**



**Phase Delays**

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

C5 - 14-1165

**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Pedestrian		-9999	7

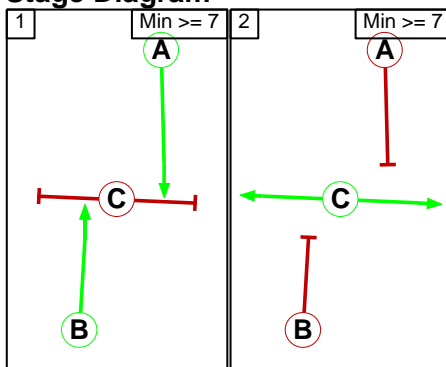
**Phase Intergreens Matrix**

		Starting Phase		
		A	B	C
Terminating Phase	A			
	B			
	C	7	7	

**Phases in Stage**

Stage No.	Phases in Stage
1	A B
2	C

**Stage Diagram**



**Phase Delays**

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

Full Input Data And Results

**Traffic Flows, Desired**

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

**Desired Flow :**

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	1	48	243	56	192	4	544
	B	24	10	74	18	29	3	158
	C	149	20	91	17	249	9	535
	D	143	16	14	7	84	2	266
	E	284	38	526	49	1	1	899
	F	7	1	20	0	4	0	32
	Tot.	608	133	968	147	559	19	2434

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

**Desired Flow :**

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	87	288	27	225	10	637
	B	40	8	146	22	70	1	287
	C	165	46	89	17	429	3	749
	D	72	27	20	11	110	4	244
	E	179	62	413	13	2	3	672
	F	13	1	18	0	4	0	36
	Tot.	469	231	974	90	840	21	2625

**Scenario 3: 'DS 2037 AM'** (FG3: 'DS 2037 AM', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	42	432	95	185	4	758
	B	22	0	78	21	34	4	159
	C	228	23	0	19	269	10	549
	D	159	21	18	0	111	3	312
	E	264	46	568	61	0	1	940
	F	6	1	23	0	5	0	35
	Tot.	679	133	1119	196	604	22	2753

Full Input Data And Results

**Scenario 4: 'DS 2037 PM'** (FG4: 'DS 2037 PM', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	89	440	66	225	10	830
	B	43	0	161	25	79	1	309
	C	232	55	0	20	492	3	802
	D	111	29	21	0	123	5	289
	E	188	69	423	14	0	3	697
	F	13	1	19	0	4	0	37
	Tot.	587	243	1064	125	923	22	2964

**Scenario 5: 'DS 2044 AM'** (FG5: 'DS 2044 AM', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	41	437	103	180	4	765
	B	24	0	79	22	34	4	163
	C	255	23	0	19	272	10	579
	D	189	21	17	0	110	3	340
	E	283	47	568	62	0	1	961
	F	7	1	23	0	5	0	36
	Tot.	758	133	1124	206	601	22	2844

**Scenario 6: 'DS 2044 PM'** (FG6: 'DS 2044 PM', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	94	428	73	239	11	845
	B	42	0	161	25	79	1	308
	C	287	55	0	20	494	3	859
	D	130	29	21	0	125	5	310
	E	183	69	427	14	0	3	696
	F	13	1	19	0	4	0	37
	Tot.	655	248	1056	132	941	23	3055

Full Input Data And Results

**Scenario 7: 'DS 2046 AM'** (FG7: 'DS 2046 AM', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	41	459	112	183	4	799
	B	24	0	80	22	35	4	165
	C	257	23	0	20	274	10	584
	D	190	21	18	0	111	3	343
	E	284	47	574	62	0	1	968
	F	7	1	24	0	5	0	37
	Tot.	762	133	1155	216	608	22	2896

**Scenario 8: 'DS 2046 PM'** (FG8: 'DS 2046 PM', Plan 1: 'Network Control Plan 1')

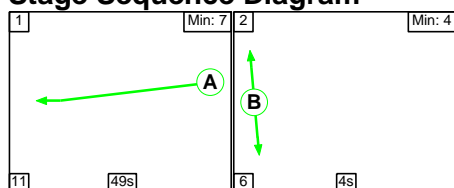
**Desired Flow :**

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	94	432	76	238	11	851
	B	42	0	162	25	80	1	310
	C	304	55	0	20	498	3	880
	D	138	29	22	0	125	5	319
	E	188	69	430	14	0	3	704
	F	13	1	19	0	4	0	37
	Tot.	685	248	1065	135	945	23	3101

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

**C1 - 14-0024**

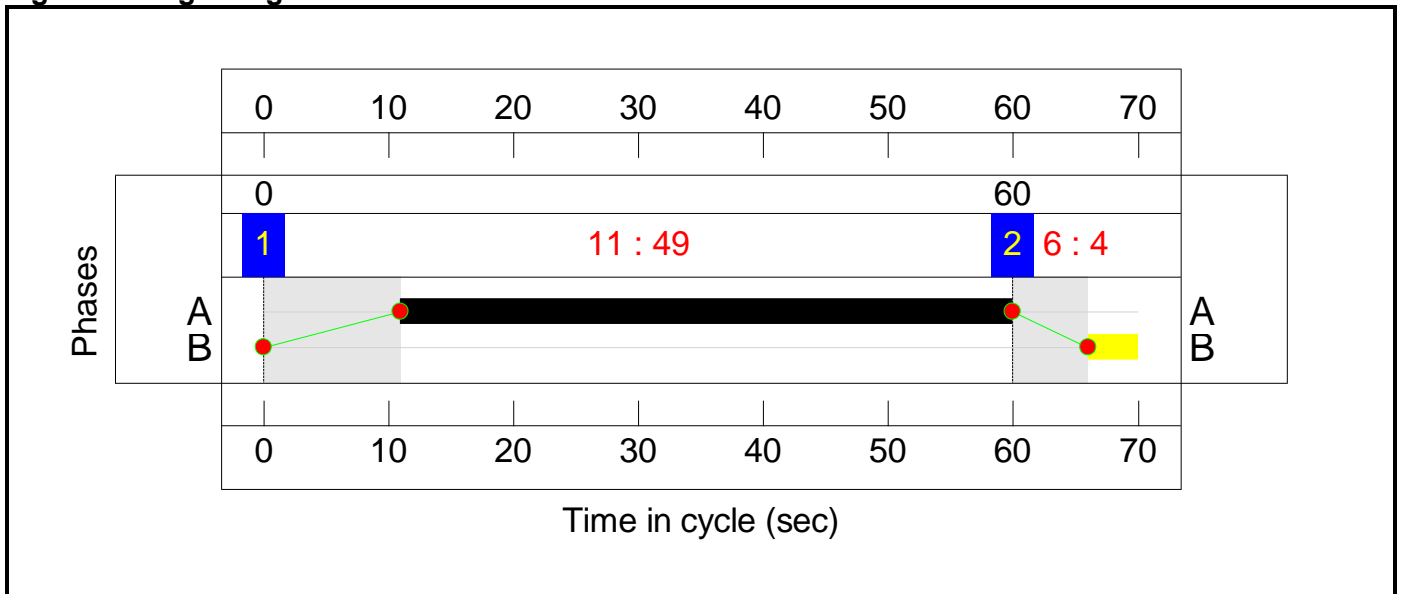
**Stage Sequence Diagram**



**Stage Timings**

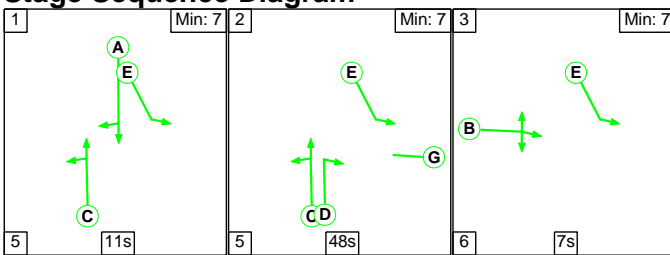
Stage	1	2
Duration	49	4
Change Point	0	60

**Signal Timings Diagram**



C2 - 14-0632

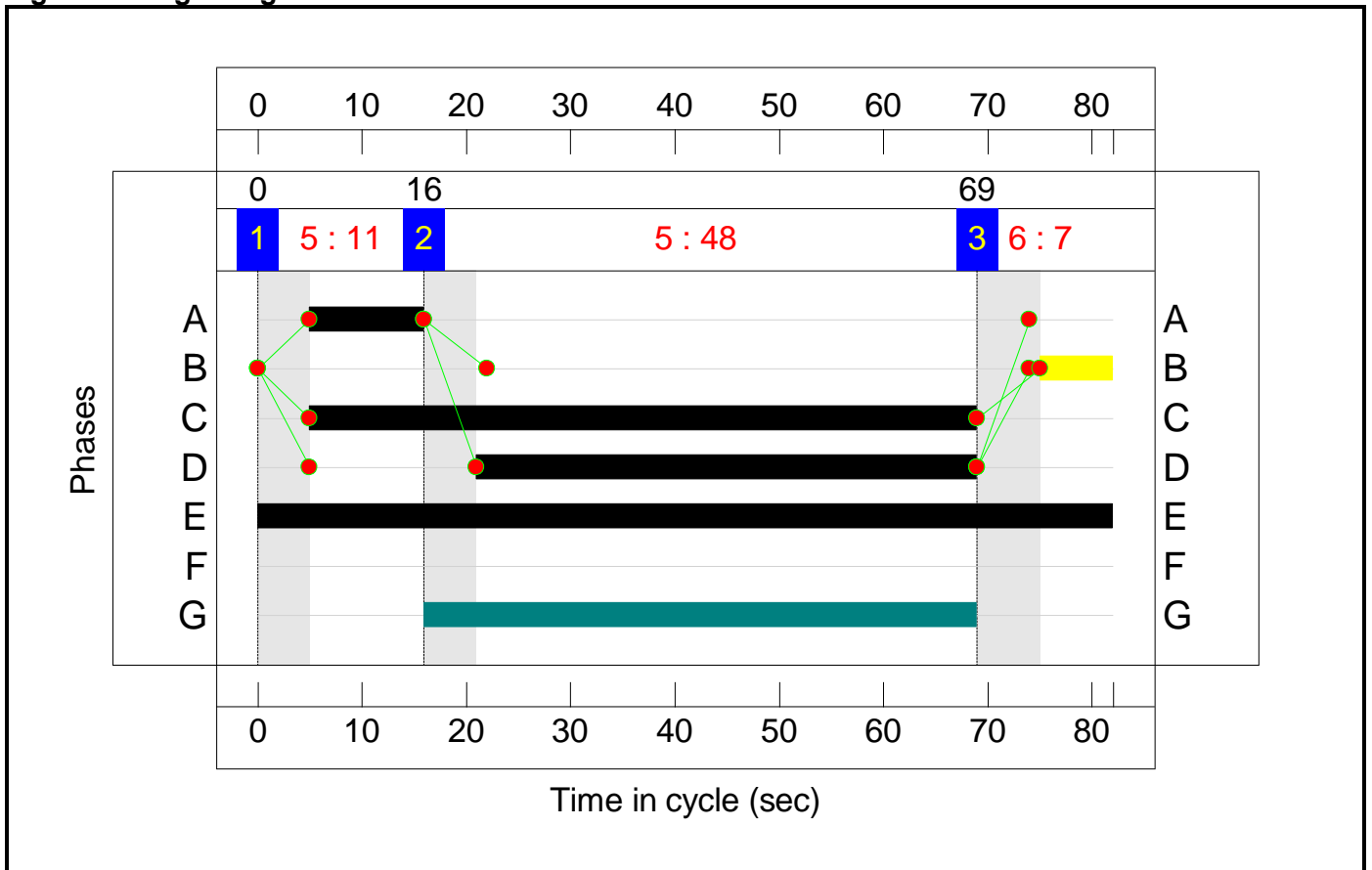
**Stage Sequence Diagram**



**Stage Timings**

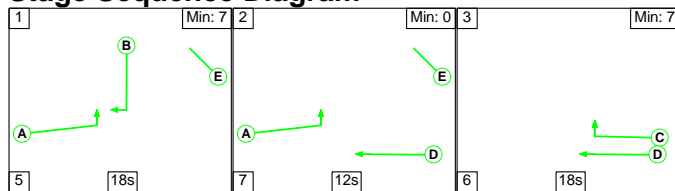
Stage	1	2	3
Duration	11	48	7
Change Point	0	16	69

**Signal Timings Diagram**



**C3 - 14-0633**

**Stage Sequence Diagram**

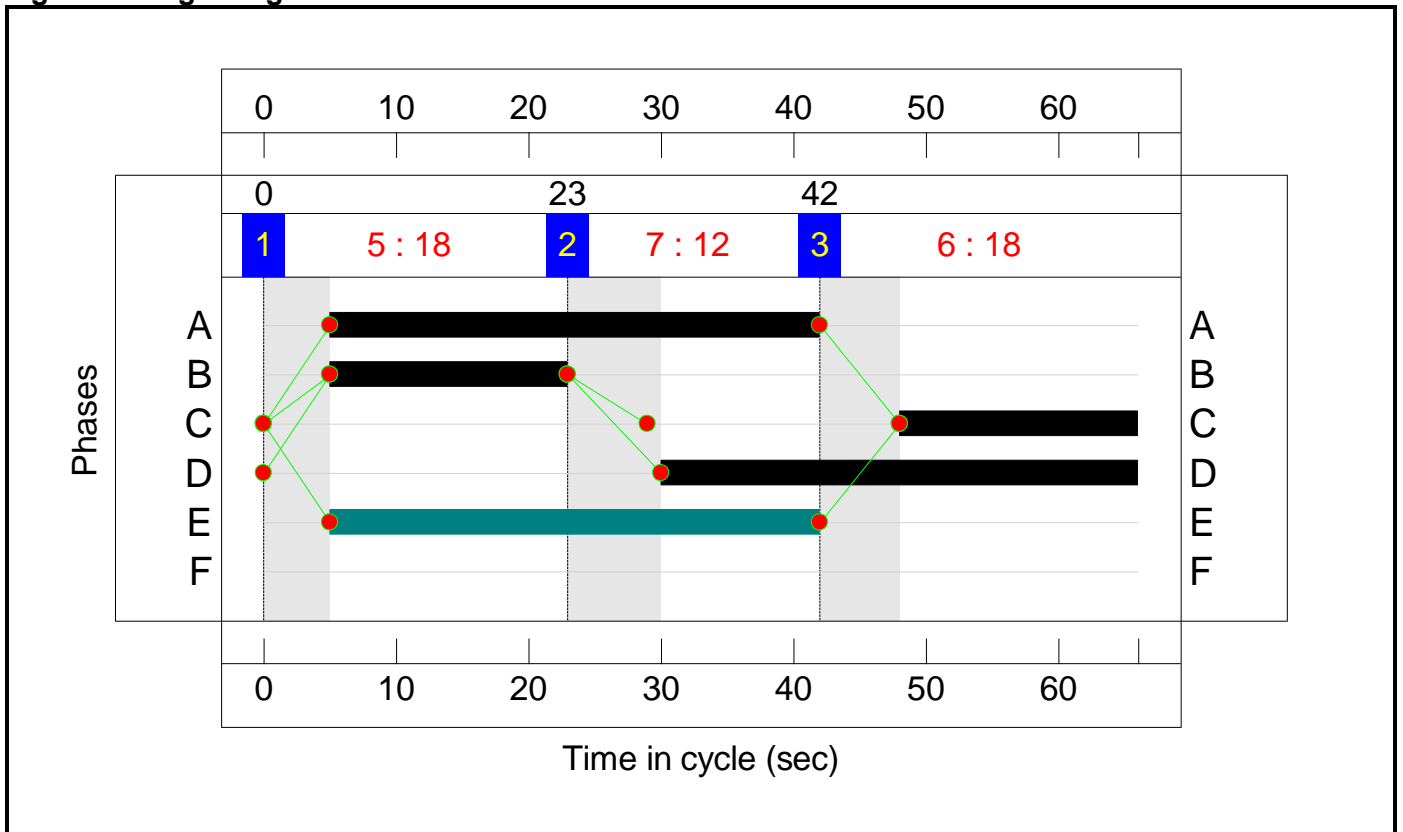


**Stage Timings**

Stage	1	2	3
Duration	18	12	18
Change Point	0	23	42

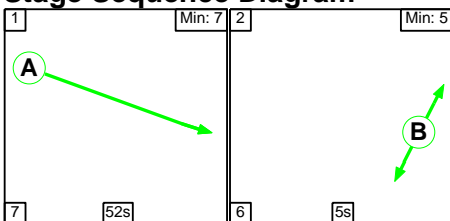


**Signal Timings Diagram**



C4 - 14-1129

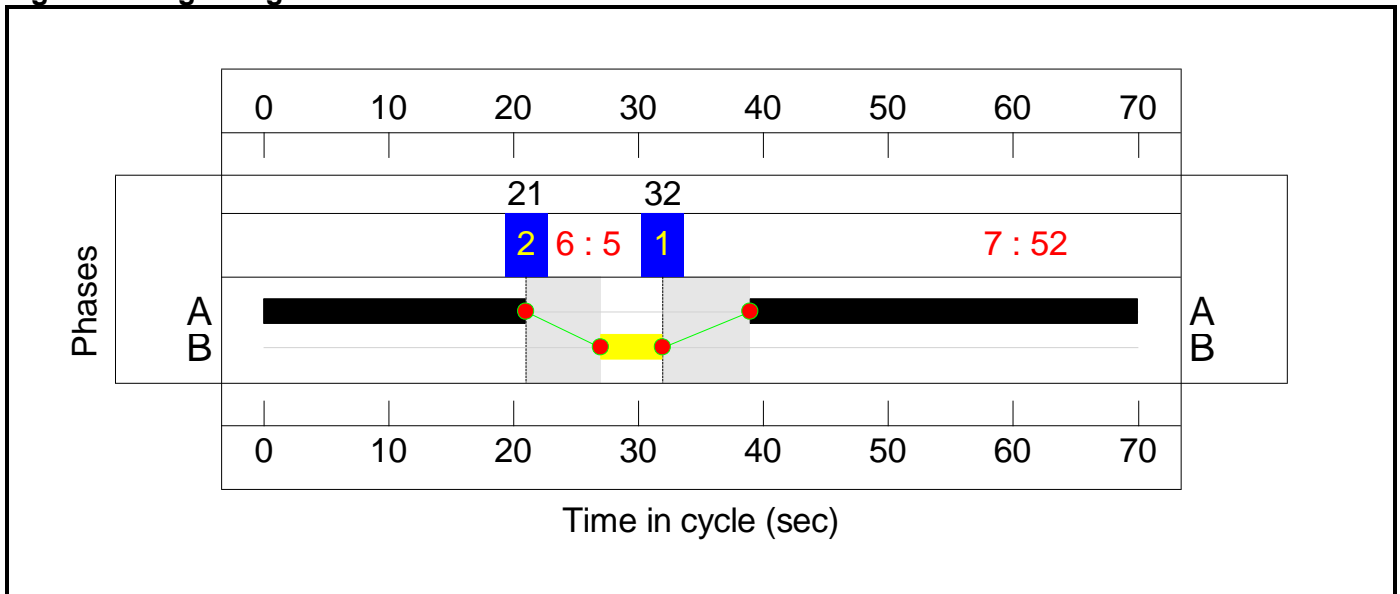
**Stage Sequence Diagram**



**Stage Timings**

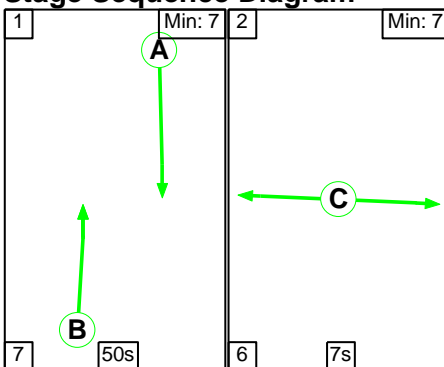
Stage	1	2
Duration	52	5
Change Point	32	21

**Signal Timings Diagram**



C5 - 14-1165

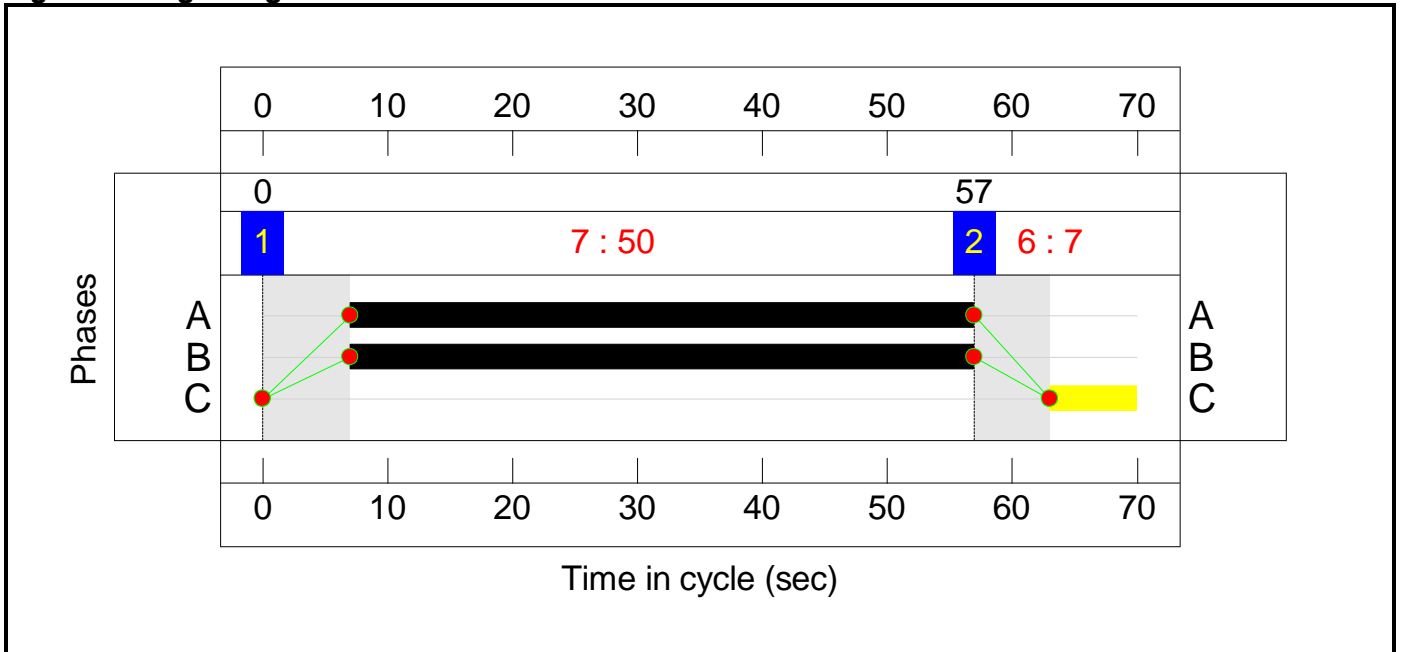
**Stage Sequence Diagram**



**Stage Timings**

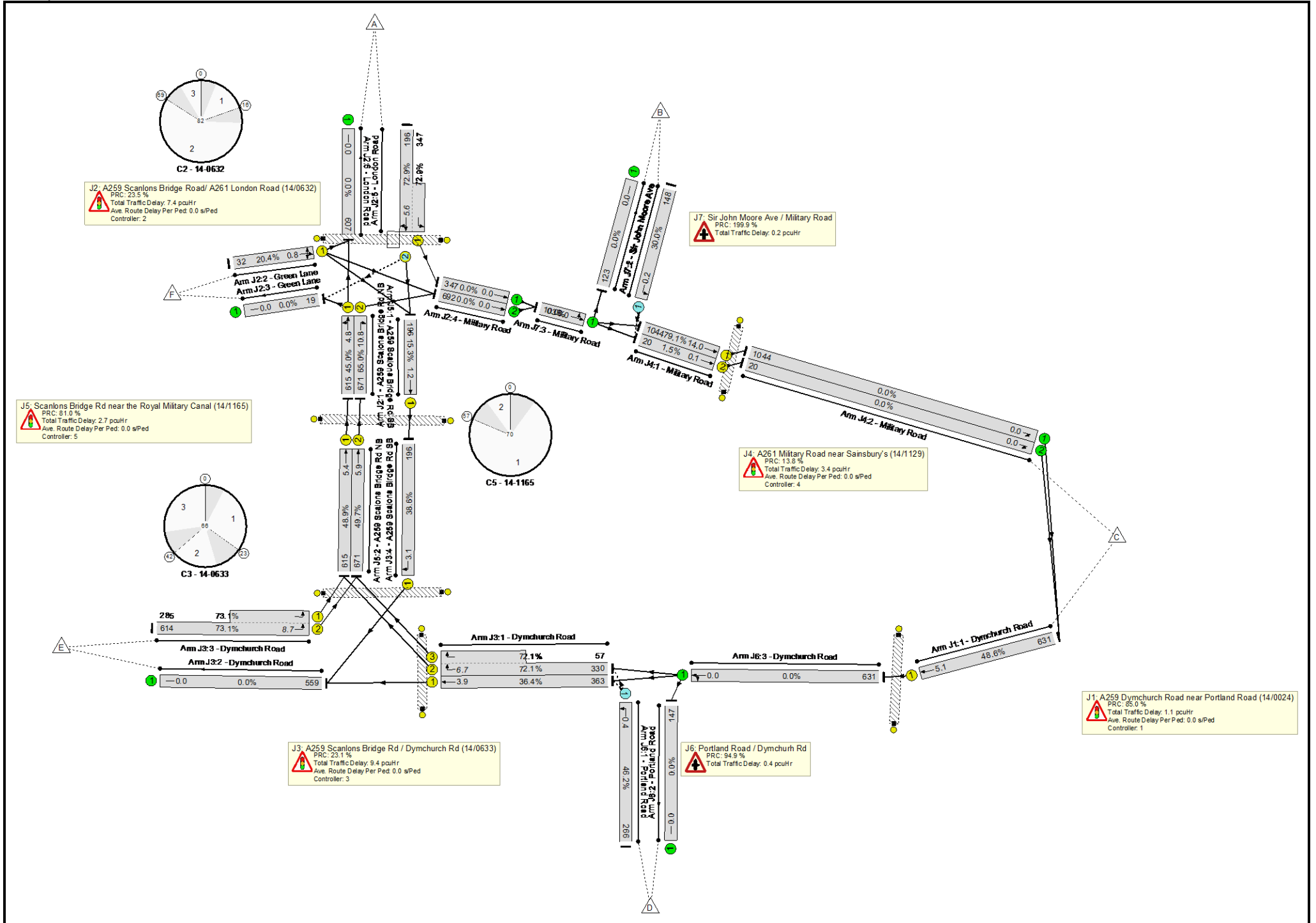
Stage	1	2
Duration	50	7
Change Point	0	57

Signal Timings Diagram



Full Input Data And Results  
**Network Layout Diagram**

# Full Input Data And Results



## Full Input Data And Results

Full Input Data And Results

**Network Results**

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

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J15 A259/ Dymchurch Rd/ Military Rd gyratory</b>	-	-	-	-	-	-	-	<b>79.1%</b>	-
<b>J1: A259 Dymchurch Road near Portland Road (14/0024)</b>	-	-	-	-	-	-	-	<b>48.6%</b>	-
1/1	Dymchurch Road Ahead	U	49	-	631	1816	1297	48.6%	631
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)</b>	-	-	-	-	-	-	-	<b>72.9%</b>	-
1/1	A259 Scanlons Bridge Rd NB Left Ahead	U	64	-	615	1725	1367	45.0%	615
1/2	A259 Scanlons Bridge Rd NB Right	U	48	-	671	1727	1032	65.0%	671
2/1	Green Lane Right Ahead Left	U	7	-	32	1609	157	20.4%	32
3/1	Green Lane	U	-	-	19	Inf	Inf	0.0%	19
4/1	Military Road Ahead	U	-	-	347	Inf	Inf	0.0%	347
4/2	Military Road Ahead	U	-	-	692	Inf	Inf	0.0%	692
5/2+5/1	London Road Ahead Right Left	O+U	11:82	-	543	1871:1807	269+476	72.9 : 72.9%	543
6/1	London Road	U	-	-	607	Inf	Inf	0.0%	607
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)</b>	-	-	-	-	-	-	-	<b>73.1%</b>	-
1/1	Dymchurch Road Ahead	U	36	-	363	1780	998	36.4%	363
1/2+1/3	Dymchurch Road Right	U	18	-	387	1589:1707	457+79	72.1 : 72.1%	387
2/1	Dymchurch Road	U	-	-	559	Inf	Inf	0.0%	559
3/2+3/1	Dymchurch Road Left	U	37	-	899	1690:1573	840+390	73.1 : 73.1%	899
4/1	A259 Scanlons Birdge Rd SB Right	U	18	-	196	1762	507	38.6%	196

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J4: A261 Military Road near Sainsbury's (14/1129)</b>	-	-	-	-	-	-	-	<b>79.1%</b>	-
1/1	Military Road Ahead	U	52	-	1044	1743	1320	79.1%	1044
1/2	Military Road Ahead	U	52	-	20	1743	1320	1.5%	20
2/1	Military Road U-Turn	U	-	-	1044	Inf	Inf	0.0%	1044
2/2	Military Road U-Turn	U	-	-	20	Inf	Inf	0.0%	20
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	-	-	-	-	-	-	<b>49.7%</b>	-
1/1	A259 Scalons Bridge Rd SB Ahead	U	50	-	196	1762	1284	15.3%	196
2/1	A259 Scalons Bridge Rd NB Ahead	U	50	-	615	1725	1257	48.9%	615
2/2	A259 Scalons Bridge Rd NB Ahead	U	50	-	671	1852	1349	49.7%	671
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J6: Portland Road / Dymchurch Rd</b>	-	-	-	-	-	-	-	<b>46.2%</b>	-
1/1	Portland Road Left	O	-	-	266	1598	576	46.2%	266
2/1	Portland Road	U	-	-	147	Inf	Inf	0.0%	147
3/1	Dymchurch Road Ahead Left	U	-	-	631	Inf	Inf	0.0%	631
<b>J7: Sir John Moore Ave / Military Road</b>	-	-	-	-	-	-	-	<b>30.0%</b>	-
1/1	Sir John Moore Ave Left	O	-	-	148	1634	493	30.0%	148
2/1	Sir John Moore Ave	U	-	-	123	Inf	Inf	0.0%	123
3/1	Military Road Ahead Left	U	-	-	1039	Inf	Inf	0.0%	1039



Full Input Data And Results

Item	Leaving (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: J15 A259/ Dymchurch Rd/ Military Rd gyratory</b>	-	<b>0</b>	<b>14.5</b>	<b>10.1</b>	<b>24.6</b>	-	-	-	-
<b>J1: A259 Dymchurch Road near Portland Road (14/0024)</b>	-	<b>0</b>	<b>0.6</b>	<b>0.5</b>	<b>1.1</b>	-	-	-	-
1/1	631	-	0.6	0.5	1.1	6.2	4.6	0.5	5.1
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
<b>J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)</b>	-	<b>0</b>	<b>4.6</b>	<b>2.8</b>	<b>7.4</b>	-	-	-	-
1/1	615	-	0.5	0.4	0.9	5.1	4.4	0.4	4.8
1/2	671	-	2.0	0.9	2.9	15.8	9.9	0.9	10.8
2/1	32	-	0.3	0.1	0.4	48.5	0.7	0.1	0.8
3/1	19	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/1	347	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/2	692	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2+5/1	543	0	1.8	1.3	3.1	20.9	4.2	1.3	5.6
6/1	607	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
<b>J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)</b>	-	<b>0</b>	<b>6.2</b>	<b>3.2</b>	<b>9.4</b>	-	-	-	-
1/1	363	-	0.8	0.3	1.1	10.8	3.6	0.3	3.9
1/2+1/3	387	-	2.2	1.3	3.5	32.4	5.4	1.3	6.7
2/1	559	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2+3/1	899	-	2.2	1.3	3.5	14.1	7.3	1.3	8.7
4/1	196	-	1.0	0.3	1.3	24.6	2.8	0.3	3.1
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
<b>J4: A261 Military Road near Sainsbury's (14/1129)</b>	-	<b>0</b>	<b>1.5</b>	<b>1.9</b>	<b>3.4</b>	-	-	-	-
1/1	1044	-	1.5	1.9	3.4	11.6	12.2	1.9	14.0
1/2	20	-	0.0	0.0	0.0	3.6	0.1	0.0	0.1

Full Input Data And Results

2/1	1044	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
2/2	20	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf																																										
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	<b>0</b>	<b>1.6</b>	<b>1.1</b>	<b>2.7</b>	-	-	-	-																																										
1/1	196	-	0.2	0.1	0.2	4.6	1.1	0.1	1.2																																										
2/1	615	-	0.7	0.5	1.2	6.8	5.0	0.5	5.4																																										
2/2	671	-	0.8	0.5	1.2	6.7	5.4	0.5	5.9																																										
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf																																										
<b>J6: Portland Road / Dymchurch Rd</b>	-	<b>0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.4</b>	-	-	-	-																																										
1/1	266	0	0.0	0.4	0.4	5.8	0.0	0.4	0.4																																										
2/1	147	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
3/1	631	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
<b>J7: Sir John Moore Ave / Military Road</b>	-	<b>0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.2</b>	-	-	-	-																																										
1/1	148	0	0.0	0.2	0.2	5.2	0.0	0.2	0.2																																										
2/1	123	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
3/1	1039	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
<table> <tbody> <tr> <td>C1 - 14-0024</td> <td>PRC for Signalled Lanes (%)</td> <td>85.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.09</td> <td>Cycle Time (s):</td> <td>70</td> </tr> <tr> <td>C2 - 14-0632</td> <td>PRC for Signalled Lanes (%)</td> <td>23.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>7.41</td> <td>Cycle Time (s):</td> <td>82</td> </tr> <tr> <td>C3 - 14-0633</td> <td>PRC for Signalled Lanes (%)</td> <td>23.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>9.43</td> <td>Cycle Time (s):</td> <td>66</td> </tr> <tr> <td>C4 - 14-1129</td> <td>PRC for Signalled Lanes (%)</td> <td>13.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>3.38</td> <td>Cycle Time (s):</td> <td>70</td> </tr> <tr> <td>C5 - 14-1165</td> <td>PRC for Signalled Lanes (%)</td> <td>81.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>2.66</td> <td>Cycle Time (s):</td> <td>70</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%)</td> <td>13.8</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>24.61</td> <td></td> <td></td> </tr> </tbody> </table>										C1 - 14-0024	PRC for Signalled Lanes (%)	85.0	Total Delay for Signalled Lanes (pcuHr):	1.09	Cycle Time (s):	70	C2 - 14-0632	PRC for Signalled Lanes (%)	23.5	Total Delay for Signalled Lanes (pcuHr):	7.41	Cycle Time (s):	82	C3 - 14-0633	PRC for Signalled Lanes (%)	23.1	Total Delay for Signalled Lanes (pcuHr):	9.43	Cycle Time (s):	66	C4 - 14-1129	PRC for Signalled Lanes (%)	13.8	Total Delay for Signalled Lanes (pcuHr):	3.38	Cycle Time (s):	70	C5 - 14-1165	PRC for Signalled Lanes (%)	81.0	Total Delay for Signalled Lanes (pcuHr):	2.66	Cycle Time (s):	70		PRC Over All Lanes (%)	13.8	Total Delay Over All Lanes(pcuHr):	24.61		
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Full Input Data And Results

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

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J15 A259/ Dymchurch Rd/ Military Rd gyratory</b>	-	-	-	-	-	-	-	<b>78.7%</b>	-
<b>J1: A259 Dymchurch Road near Portland Road (14/0024)</b>	-	-	-	-	-	-	-	<b>68.8%</b>	-
1/1	Dymchurch Road Ahead	U	41	-	846	1816	1230	68.8%	846
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J2: A259 Scamlons Bridge Road/ A261 London Road (14/0632)</b>	-	-	-	-	-	-	-	<b>70.3%</b>	-
1/1	A259 Scamlons Bridge Rd NB Left Ahead	U	48	-	467	1725	1281	36.5%	467
1/2	A259 Scamlons Bridge Rd NB Right	U	32	-	594	1727	863	68.8%	594
2/1	Green Lane Right Ahead Left	U	7	-	36	1609	195	18.5%	36
3/1	Green Lane	U	-	-	21	Inf	Inf	0.0%	21
4/1	Military Road Ahead	U	-	-	402	Inf	Inf	0.0%	402
4/2	Military Road Ahead	U	-	-	613	Inf	Inf	0.0%	613
5/2+5/1	London Road Ahead Right Left	O+U	11:66	-	637	1871:1807	334+572	70.3 : 70.3%	637
6/1	London Road	U	-	-	469	Inf	Inf	0.0%	469
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J3: A259 Scamlons Bridge Rd / Dymchurch Rd (14/0633)</b>	-	-	-	-	-	-	-	<b>58.5%</b>	-
1/1	Dymchurch Road Ahead	U	39	-	611	1780	1095	55.8%	611
1/2+1/3	Dymchurch Road Right	U	19	-	389	1589:1707	489+178	58.3 : 58.3%	389
2/1	Dymchurch Road	U	-	-	840	Inf	Inf	0.0%	840
3/2+3/1	Dymchurch Road Left	U	35	-	672	1690:1573	838+311	58.5 : 58.5%	672
4/1	A259 Scamlons Birdge Rd SB Right	U	14	-	229	1762	407	56.3%	229
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0

Full Input Data And Results

Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J4: A261 Military Road near Sainsbury's (14/1129)</b>	-	-	-	-	-	-	-	<b>78.7%</b>	-
1/1	Military Road Ahead	U	44	-	996	1743	1265	78.7%	996
1/2	Military Road Ahead	U	44	-	75	1743	1265	5.9%	75
2/1	Military Road U-Turn	U	-	-	996	Inf	Inf	0.0%	996
2/2	Military Road U-Turn	U	-	-	75	Inf	Inf	0.0%	75
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	-	-	-	-	-	-	<b>46.2%</b>	-
1/1	A259 Scalons Bridge Rd SB Ahead	U	42	-	229	1762	1222	18.7%	229
2/1	A259 Scalons Bridge Rd NB Ahead	U	42	-	467	1725	1196	39.0%	467
2/2	A259 Scalons Bridge Rd NB Ahead	U	42	-	594	1852	1284	46.2%	594
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J6: Portland Road / Dymchurch Rd</b>	-	-	-	-	-	-	-	<b>46.1%</b>	-
1/1	Portland Road Left	O	-	-	244	1598	529	46.1%	244
2/1	Portland Road	U	-	-	90	Inf	Inf	0.0%	90
3/1	Dymchurch Road Ahead Left	U	-	-	846	Inf	Inf	0.0%	846
<b>J7: Sir John Moore Ave / Military Road</b>	-	-	-	-	-	-	-	<b>52.8%</b>	-
1/1	Sir John Moore Ave Left	O	-	-	279	1634	529	52.8%	279
2/1	Sir John Moore Ave	U	-	-	223	Inf	Inf	0.0%	223
3/1	Military Road Ahead Left	U	-	-	1015	Inf	Inf	0.0%	1015

Full Input Data And Results

Item	Leaving (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: J15 A259/ Dymchurch Rd/ Military Rd gyratory</b>	-	<b>0</b>	<b>14.8</b>	<b>10.1</b>	<b>25.0</b>	-	-	-	-
<b>J1: A259 Dymchurch Road near Portland Road (14/0024)</b>	-	<b>0</b>	<b>1.2</b>	<b>1.1</b>	<b>2.3</b>	-	-	-	-
1/1	846	-	1.2	1.1	2.3	9.9	7.8	1.1	8.9
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
<b>J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)</b>	-	<b>0</b>	<b>4.4</b>	<b>2.7</b>	<b>7.0</b>	-	-	-	-
1/1	467	-	0.4	0.3	0.7	5.2	3.0	0.3	3.3
1/2	594	-	2.1	1.1	3.2	19.2	8.3	1.1	9.3
2/1	36	-	0.3	0.1	0.4	37.4	0.6	0.1	0.7
3/1	21	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/1	402	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/2	613	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2+5/1	637	0	1.6	1.2	2.8	16.0	4.0	1.2	5.2
6/1	469	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
<b>J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)</b>	-	<b>0</b>	<b>6.2</b>	<b>2.7</b>	<b>8.9</b>	-	-	-	-
1/1	611	-	1.2	0.6	1.9	11.0	6.4	0.6	7.1
1/2+1/3	389	-	2.0	0.7	2.7	24.8	4.3	0.7	5.0
2/1	840	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2+3/1	672	-	1.6	0.7	2.3	12.4	5.4	0.7	6.1
4/1	229	-	1.4	0.6	2.0	32.2	3.6	0.6	4.3
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
<b>J4: A261 Military Road near Sainsbury's (14/1129)</b>	-	<b>0</b>	<b>1.6</b>	<b>1.9</b>	<b>3.4</b>	-	-	-	-
1/1	996	-	1.5	1.8	3.3	12.0	10.8	1.8	12.6
1/2	75	-	0.1	0.0	0.1	4.0	0.4	0.0	0.4

Full Input Data And Results

2/1	996	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2/2	75	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	<b>0</b>	<b>1.4</b>	<b>0.9</b>	<b>2.3</b>	-	-	-	-
1/1	229	-	0.2	0.1	0.3	5.2	1.3	0.1	1.5
2/1	467	-	0.5	0.3	0.8	6.5	3.4	0.3	3.7
2/2	594	-	0.7	0.4	1.1	6.9	4.5	0.4	4.9
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
<b>J6: Portland Road / Dymchurch Rd</b>	-	<b>0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.4</b>	-	-	-	-
1/1	244	0	0.0	0.4	0.4	6.3	0.0	0.4	0.4
2/1	90	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/1	846	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>J7: Sir John Moore Ave / Military Road</b>	-	<b>0</b>	<b>0.0</b>	<b>0.6</b>	<b>0.6</b>	-	-	-	-
1/1	279	0	0.0	0.6	0.6	7.2	0.4	0.6	0.9
2/1	223	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/1	1015	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C1 - 14-0024	PRC for Signalled Lanes (%):	30.9	Total Delay for Signalled Lanes (pcuHr):	2.32	Cycle Time (s):	62		
	C2 - 14-0632	PRC for Signalled Lanes (%):	28.1	Total Delay for Signalled Lanes (pcuHr):	7.05	Cycle Time (s):	66		
	C3 - 14-0633	PRC for Signalled Lanes (%):	53.9	Total Delay for Signalled Lanes (pcuHr):	8.91	Cycle Time (s):	65		
	C4 - 14-1129	PRC for Signalled Lanes (%):	14.3	Total Delay for Signalled Lanes (pcuHr):	3.41	Cycle Time (s):	62		
	C5 - 14-1165	PRC for Signalled Lanes (%):	94.6	Total Delay for Signalled Lanes (pcuHr):	2.30	Cycle Time (s):	62		
		PRC Over All Lanes (%):	14.3	Total Delay Over All Lanes(pcuHr):	24.98				

Full Input Data And Results

**Scenario 3: 'DS 2037 AM'** (FG3: 'DS 2037 AM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J15 A259/ Dymchurch Rd/ Military Rd gyratory</b>	-	-	-	-	-	-	-	<b>84.1%</b>	-
<b>J1: A259 Dymchurch Road near Portland Road (14/0024)</b>	-	-	-	-	-	-	-	<b>60.6%</b>	-
1/1	Dymchurch Road Ahead	U	49	-	786	1816	1297	60.6%	786
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J2: A259 Scamlons Bridge Road/ A261 London Road (14/0632)</b>	-	-	-	-	-	-	-	<b>71.4%</b>	-
1/1	A259 Scamlons Bridge Rd NB Left Ahead	U	64	-	691	1725	1367	50.5%	691
1/2	A259 Scamlons Bridge Rd NB Right	U	48	-	737	1727	1032	71.4%	737
2/1	Green Lane Right Ahead Left	U	7	-	35	1609	157	22.3%	35
3/1	Green Lane	U	-	-	22	Inf	Inf	0.0%	22
4/1	Military Road Ahead	U	-	-	569	Inf	Inf	0.0%	569
4/2	Military Road Ahead	U	-	-	761	Inf	Inf	0.0%	761
5/2+5/1	London Road Ahead Right Left	O+U	11:82	-	758	1871:1807	266+802	71.0 : 71.0%	758
6/1	London Road	U	-	-	679	Inf	Inf	0.0%	679
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J3: A259 Scamlons Bridge Rd / Dymchurch Rd (14/0633)</b>	-	-	-	-	-	-	-	<b>84.1%</b>	-
1/1	Dymchurch Road Ahead	U	39	-	414	1780	1079	38.4%	414
1/2+1/3	Dymchurch Road Right	U	21	-	488	1589:1707	530+77	80.4 : 80.4%	488
2/1	Dymchurch Road	U	-	-	604	Inf	Inf	0.0%	604
3/2+3/1	Dymchurch Road Left	U	34	-	940	1690:1573	803+315	84.1 : 84.1%	940
4/1	A259 Scamlons Birdge Rd SB Right	U	15	-	190	1762	427	44.5%	190
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0

Full Input Data And Results

Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J4: A261 Military Road near Sainsbury's (14/1129)</b>	-	-	-	-	-	-	-	<b>80.2%</b>	-
1/1	Military Road Ahead	U	52	-	1059	1743	1320	80.2%	1059
1/2	Military Road Ahead	U	52	-	297	1743	1320	22.5%	297
2/1	Military Road U-Turn	U	-	-	1059	Inf	Inf	0.0%	1059
2/2	Military Road U-Turn	U	-	-	297	Inf	Inf	0.0%	297
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	-	-	-	-	-	-	<b>55.0%</b>	-
1/1	A259 Scalons Bridge Rd SB Ahead	U	50	-	190	1762	1284	14.8%	190
2/1	A259 Scalons Bridge Rd NB Ahead	U	50	-	691	1725	1257	55.0%	691
2/2	A259 Scalons Bridge Rd NB Ahead	U	50	-	737	1852	1349	54.6%	737
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J6: Portland Road / Dymchurch Rd</b>	-	-	-	-	-	-	-	<b>57.6%</b>	-
1/1	Portland Road Left	O	-	-	312	1598	542	57.6%	312
2/1	Portland Road	U	-	-	196	Inf	Inf	0.0%	196
3/1	Dymchurch Road Ahead Left	U	-	-	786	Inf	Inf	0.0%	786
<b>J7: Sir John Moore Ave / Military Road</b>	-	-	-	-	-	-	-	<b>32.7%</b>	-
1/1	Sir John Moore Ave Left	O	-	-	159	1634	486	32.7%	159
2/1	Sir John Moore Ave	U	-	-	133	Inf	Inf	0.0%	133
3/1	Military Road Ahead Left	U	-	-	1330	Inf	Inf	0.0%	1330



Full Input Data And Results

Item	Leaving (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: J15 A259/ Dymchurch Rd/ Military Rd gyratory</b>	-	<b>0</b>	<b>17.0</b>	<b>13.5</b>	<b>30.5</b>	-	-	-	-
<b>J1: A259 Dymchurch Road near Portland Road (14/0024)</b>	-	<b>0</b>	<b>0.9</b>	<b>0.8</b>	<b>1.7</b>	-	-	-	-
1/1	786	-	0.9	0.8	1.7	7.6	6.7	0.8	7.4
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
<b>J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)</b>	-	<b>0</b>	<b>5.0</b>	<b>3.1</b>	<b>8.1</b>	-	-	-	-
1/1	691	-	0.6	0.5	1.1	5.6	5.4	0.5	5.9
1/2	737	-	2.4	1.2	3.6	17.6	11.7	1.2	12.9
2/1	35	-	0.3	0.1	0.5	48.9	0.7	0.1	0.9
3/1	22	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/1	569	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/2	761	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2+5/1	758	0	1.7	1.2	3.0	14.1	4.0	1.2	5.3
6/1	679	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
<b>J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)</b>	-	<b>0</b>	<b>7.4</b>	<b>5.3</b>	<b>12.7</b>	-	-	-	-
1/1	414	-	0.8	0.3	1.1	9.4	3.8	0.3	4.1
1/2+1/3	488	-	2.6	2.0	4.6	34.1	7.1	2.0	9.1
2/1	604	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2+3/1	940	-	2.9	2.6	5.5	21.0	9.6	2.6	12.1
4/1	190	-	1.1	0.4	1.5	28.8	3.0	0.4	3.4
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
<b>J4: A261 Military Road near Sainsbury's (14/1129)</b>	-	<b>0</b>	<b>1.8</b>	<b>2.1</b>	<b>3.9</b>	-	-	-	-
1/1	1059	-	1.5	2.0	3.5	12.1	12.6	2.0	14.6
1/2	297	-	0.2	0.1	0.4	4.3	1.7	0.1	1.8

Full Input Data And Results

2/1	1059	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2/2	297	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	<b>0</b>	<b>1.9</b>	<b>1.3</b>	<b>3.2</b>	-	-	-	-
1/1	190	-	0.2	0.1	0.2	4.5	1.1	0.1	1.2
2/1	691	-	0.8	0.6	1.4	7.5	6.0	0.6	6.6
2/2	737	-	0.9	0.6	1.5	7.2	6.3	0.6	6.9
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
<b>J6: Portland Road / Dymchurch Rd</b>	-	<b>0</b>	<b>0.0</b>	<b>0.7</b>	<b>0.7</b>	-	-	-	-
1/1	312	0	0.0	0.7	0.7	7.8	0.0	0.7	0.7
2/1	196	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/1	786	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>J7: Sir John Moore Ave / Military Road</b>	-	<b>0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.2</b>	-	-	-	-
1/1	159	0	0.0	0.2	0.2	5.5	0.0	0.2	0.2
2/1	133	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/1	1330	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C1 - 14-0024	PRC for Signalled Lanes (%):	48.5	Total Delay for Signalled Lanes (pcuHr):	1.66	Cycle Time (s):	70		
	C2 - 14-0632	PRC for Signalled Lanes (%):	26.0	Total Delay for Signalled Lanes (pcuHr):	8.13	Cycle Time (s):	82		
	C3 - 14-0633	PRC for Signalled Lanes (%):	7.0	Total Delay for Signalled Lanes (pcuHr):	12.71	Cycle Time (s):	66		
	C4 - 14-1129	PRC for Signalled Lanes (%):	12.2	Total Delay for Signalled Lanes (pcuHr):	3.90	Cycle Time (s):	70		
	C5 - 14-1165	PRC for Signalled Lanes (%):	63.7	Total Delay for Signalled Lanes (pcuHr):	3.15	Cycle Time (s):	70		
		PRC Over All Lanes (%):	7.0	Total Delay Over All Lanes(pcuHr):	30.46				

Full Input Data And Results

**Scenario 4: 'DS 2037 PM'** (FG4: 'DS 2037 PM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J15 A259/ Dymchurch Rd/ Military Rd gyratory</b>	-	-	-	-	-	-	-	<b>83.7%</b>	-
<b>J1: A259 Dymchurch Road near Portland Road (14/0024)</b>	-	-	-	-	-	-	-	<b>83.7%</b>	-
1/1	Dymchurch Road Ahead	U	41	-	1030	1816	1230	83.7%	1030
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J2: A259 Scamlons Bridge Road/ A261 London Road (14/0632)</b>	-	-	-	-	-	-	-	<b>70.8%</b>	-
1/1	A259 Scamlons Bridge Rd NB Left Ahead	U	48	-	586	1725	1281	45.8%	586
1/2	A259 Scamlons Bridge Rd NB Right	U	32	-	611	1727	863	70.8%	611
2/1	Green Lane Right Ahead Left	U	7	-	37	1609	195	19.0%	37
3/1	Green Lane	U	-	-	22	Inf	Inf	0.0%	22
4/1	Military Road Ahead	U	-	-	595	Inf	Inf	0.0%	595
4/2	Military Road Ahead	U	-	-	631	Inf	Inf	0.0%	631
5/2+5/1	London Road Ahead Right Left	O+U	11:66	-	830	1871:1807	332+840	70.8 : 70.8%	830
6/1	London Road	U	-	-	587	Inf	Inf	0.0%	587
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J3: A259 Scamlons Bridge Rd / Dymchurch Rd (14/0633)</b>	-	-	-	-	-	-	-	<b>67.5%</b>	-
1/1	Dymchurch Road Ahead	U	40	-	694	1780	1123	61.8%	694
1/2+1/3	Dymchurch Road Right	U	23	-	500	1589:1707	585+156	67.5 : 67.5%	500
2/1	Dymchurch Road	U	-	-	923	Inf	Inf	0.0%	923
3/2+3/1	Dymchurch Road Left	U	31	-	697	1690:1573	763+288	66.4 : 66.4%	697
4/1	A259 Scamlons Birdge Rd SB Right	U	13	-	229	1762	380	60.3%	229
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0

Full Input Data And Results

Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J4: A261 Military Road near Sainsbury's (14/1129)</b>	-	-	-	-	-	-	-	<b>80.2%</b>	-
1/1	Military Road Ahead	U	44	-	1014	1743	1265	80.2%	1014
1/2	Military Road Ahead	U	44	-	278	1743	1265	22.0%	278
2/1	Military Road U-Turn	U	-	-	1014	Inf	Inf	0.0%	1014
2/2	Military Road U-Turn	U	-	-	278	Inf	Inf	0.0%	278
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	-	-	-	-	-	-	<b>49.0%</b>	-
1/1	A259 Scalons Bridge Rd SB Ahead	U	42	-	229	1762	1222	18.7%	229
2/1	A259 Scalons Bridge Rd NB Ahead	U	42	-	586	1725	1196	49.0%	586
2/2	A259 Scalons Bridge Rd NB Ahead	U	42	-	611	1852	1284	47.6%	611
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J6: Portland Road / Dymchurch Rd</b>	-	-	-	-	-	-	-	<b>59.2%</b>	-
1/1	Portland Road Left	O	-	-	289	1598	488	59.2%	289
2/1	Portland Road	U	-	-	125	Inf	Inf	0.0%	125
3/1	Dymchurch Road Ahead Left	U	-	-	1030	Inf	Inf	0.0%	1030
<b>J7: Sir John Moore Ave / Military Road</b>	-	-	-	-	-	-	-	<b>62.5%</b>	-
1/1	Sir John Moore Ave Left	O	-	-	309	1634	495	62.5%	309
2/1	Sir John Moore Ave	U	-	-	243	Inf	Inf	0.0%	243
3/1	Military Road Ahead Left	U	-	-	1226	Inf	Inf	0.0%	1226

Full Input Data And Results

Item	Leaving (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: J15 A259/ Dymchurch Rd/ Military Rd gyratory</b>	-	<b>0</b>	<b>17.3</b>	<b>13.7</b>	<b>31.1</b>	-	-	-	-
<b>J1: A259 Dymchurch Road near Portland Road (14/0024)</b>	-	<b>0</b>	<b>1.9</b>	<b>2.5</b>	<b>4.4</b>	-	-	-	-
1/1	1030	-	1.9	2.5	4.4	15.4	12.3	2.5	14.8
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
<b>J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)</b>	-	<b>0</b>	<b>4.6</b>	<b>2.9</b>	<b>7.6</b>	-	-	-	-
1/1	586	-	0.5	0.4	1.0	5.9	4.1	0.4	4.5
1/2	611	-	2.2	1.2	3.4	19.8	8.7	1.2	9.9
2/1	37	-	0.3	0.1	0.4	37.5	0.6	0.1	0.7
3/1	22	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/1	595	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/2	631	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2+5/1	830	0	1.6	1.2	2.9	12.4	4.0	1.2	5.2
6/1	587	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
<b>J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)</b>	-	<b>0</b>	<b>7.3</b>	<b>3.6</b>	<b>10.9</b>	-	-	-	-
1/1	694	-	1.4	0.8	2.2	11.4	7.5	0.8	8.3
1/2+1/3	500	-	2.3	1.0	3.3	23.9	5.9	1.0	7.0
2/1	923	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2+3/1	697	-	2.2	1.0	3.2	16.4	6.6	1.0	7.6
4/1	229	-	1.5	0.8	2.2	34.8	3.7	0.8	4.4
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
<b>J4: A261 Military Road near Sainsbury's (14/1129)</b>	-	<b>0</b>	<b>1.8</b>	<b>2.1</b>	<b>3.9</b>	-	-	-	-
1/1	1014	-	1.6	2.0	3.6	12.6	11.3	2.0	13.3
1/2	278	-	0.2	0.1	0.4	4.6	1.5	0.1	1.7

Full Input Data And Results

2/1	1014	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2/2	278	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	<b>0</b>	<b>1.7</b>	<b>1.0</b>	<b>2.7</b>	-	-	-	-
1/1	229	-	0.2	0.1	0.3	5.2	1.3	0.1	1.5
2/1	586	-	0.7	0.5	1.2	7.4	4.6	0.5	5.0
2/2	611	-	0.7	0.5	1.2	7.0	4.8	0.5	5.2
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
<b>J6: Portland Road / Dymchurch Rd</b>	-	<b>0</b>	<b>0.0</b>	<b>0.7</b>	<b>0.7</b>	-	-	-	-
1/1	289	0	0.0	0.7	0.7	9.0	0.0	0.7	0.7
2/1	125	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/1	1030	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>J7: Sir John Moore Ave / Military Road</b>	-	<b>0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.9</b>	-	-	-	-
1/1	309	0	0.0	0.8	0.9	10.0	1.6	0.8	2.5
2/1	243	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/1	1226	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C1 - 14-0024	PRC for Signalled Lanes (%):	7.5	Total Delay for Signalled Lanes (pcuHr):	4.40	Cycle Time (s):	62		
	C2 - 14-0632	PRC for Signalled Lanes (%):	27.1	Total Delay for Signalled Lanes (pcuHr):	7.58	Cycle Time (s):	66		
	C3 - 14-0633	PRC for Signalled Lanes (%):	33.3	Total Delay for Signalled Lanes (pcuHr):	10.91	Cycle Time (s):	65		
	C4 - 14-1129	PRC for Signalled Lanes (%):	12.3	Total Delay for Signalled Lanes (pcuHr):	3.91	Cycle Time (s):	62		
	C5 - 14-1165	PRC for Signalled Lanes (%):	83.7	Total Delay for Signalled Lanes (pcuHr):	2.72	Cycle Time (s):	62		
		PRC Over All Lanes (%):	7.5	Total Delay Over All Lanes(pcuHr):	31.10				

Full Input Data And Results

**Scenario 5: 'DS 2044 AM'** (FG5: 'DS 2044 AM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J15 A259/ Dymchurch Rd/ Military Rd gyratory</b>	-	-	-	-	-	-	-	<b>87.6%</b>	-
<b>J1: A259 Dymchurch Road near Portland Road (14/0024)</b>	-	-	-	-	-	-	-	<b>63.8%</b>	-
1/1	Dymchurch Road Ahead	U	49	-	828	1816	1297	63.8%	828
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J2: A259 Scamlons Bridge Road/ A261 London Road (14/0632)</b>	-	-	-	-	-	-	-	<b>71.5%</b>	-
1/1	A259 Scamlons Bridge Rd NB Left Ahead	U	64	-	769	1725	1367	56.2%	769
1/2	A259 Scamlons Bridge Rd NB Right	U	48	-	738	1727	1032	71.5%	738
2/1	Green Lane Right Ahead Left	U	7	-	36	1609	157	22.9%	36
3/1	Green Lane	U	-	-	22	Inf	Inf	0.0%	22
4/1	Military Road Ahead	U	-	-	581	Inf	Inf	0.0%	581
4/2	Military Road Ahead	U	-	-	762	Inf	Inf	0.0%	762
5/2+5/1	London Road Ahead Right Left	O+U	11:82	-	765	1871:1807	266+840	69.2 : 69.2%	765
6/1	London Road	U	-	-	758	Inf	Inf	0.0%	758
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J3: A259 Scamlons Bridge Rd / Dymchurch Rd (14/0633)</b>	-	-	-	-	-	-	-	<b>87.6%</b>	-
1/1	Dymchurch Road Ahead	U	39	-	416	1780	1079	38.6%	416
1/2+1/3	Dymchurch Road Right	U	22	-	546	1589:1707	554+70	87.6 : 87.6%	546
2/1	Dymchurch Road	U	-	-	601	Inf	Inf	0.0%	601
3/2+3/1	Dymchurch Road Left	U	33	-	961	1690:1573	779+327	86.9 : 86.9%	961
4/1	A259 Scamlons Birdge Rd SB Right	U	15	-	185	1762	427	43.3%	185
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0

Full Input Data And Results

Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J4: A261 Military Road near Sainsbury's (14/1129)</b>	-	-	-	-	-	-	-	<b>80.5%</b>	-
1/1	Military Road Ahead	U	52	-	1062	1743	1320	80.5%	1062
1/2	Military Road Ahead	U	52	-	311	1743	1320	23.6%	311
2/1	Military Road U-Turn	U	-	-	1062	Inf	Inf	0.0%	1062
2/2	Military Road U-Turn	U	-	-	311	Inf	Inf	0.0%	311
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	-	-	-	-	-	-	<b>61.2%</b>	-
1/1	A259 Scalons Bridge Rd SB Ahead	U	50	-	185	1762	1284	14.4%	185
2/1	A259 Scalons Bridge Rd NB Ahead	U	50	-	769	1725	1257	61.2%	769
2/2	A259 Scalons Bridge Rd NB Ahead	U	50	-	738	1852	1349	54.7%	738
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J6: Portland Road / Dymchurch Rd</b>	-	-	-	-	-	-	-	<b>63.8%</b>	-
1/1	Portland Road Left	O	-	-	340	1598	533	63.8%	340
2/1	Portland Road	U	-	-	206	Inf	Inf	0.0%	206
3/1	Dymchurch Road Ahead Left	U	-	-	828	Inf	Inf	0.0%	828
<b>J7: Sir John Moore Ave / Military Road</b>	-	-	-	-	-	-	-	<b>32.9%</b>	-
1/1	Sir John Moore Ave Left	O	-	-	163	1634	496	32.9%	163
2/1	Sir John Moore Ave	U	-	-	133	Inf	Inf	0.0%	133
3/1	Military Road Ahead Left	U	-	-	1343	Inf	Inf	0.0%	1343



Full Input Data And Results

Item	Leaving (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: J15 A259/ Dymchurch Rd/ Military Rd gyratory</b>	-	<b>0</b>	<b>17.9</b>	<b>15.9</b>	<b>33.8</b>	-	-	-	-
<b>J1: A259 Dymchurch Road near Portland Road (14/0024)</b>	-	<b>0</b>	<b>1.0</b>	<b>0.9</b>	<b>1.9</b>	-	-	-	-
1/1	828	-	1.0	0.9	1.9	8.1	7.3	0.9	8.2
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
<b>J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)</b>	-	<b>0</b>	<b>5.1</b>	<b>3.1</b>	<b>8.3</b>	-	-	-	-
1/1	769	-	0.7	0.6	1.3	6.2	6.4	0.6	7.0
1/2	738	-	2.4	1.2	3.6	17.7	11.7	1.2	12.9
2/1	36	-	0.3	0.1	0.5	49.1	0.7	0.1	0.9
3/1	22	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/1	581	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/2	762	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2+5/1	765	0	1.7	1.1	2.8	13.3	3.9	1.1	5.0
6/1	758	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
<b>J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)</b>	-	<b>0</b>	<b>8.0</b>	<b>7.1</b>	<b>15.1</b>	-	-	-	-
1/1	416	-	0.8	0.3	1.1	9.4	3.8	0.3	4.1
1/2+1/3	546	-	3.0	3.3	6.2	41.0	8.2	3.3	11.5
2/1	601	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2+3/1	961	-	3.2	3.2	6.3	23.8	10.1	3.2	13.3
4/1	185	-	1.1	0.4	1.5	28.6	2.8	0.4	3.2
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
<b>J4: A261 Military Road near Sainsbury's (14/1129)</b>	-	<b>0</b>	<b>1.8</b>	<b>2.2</b>	<b>4.0</b>	-	-	-	-
1/1	1062	-	1.6	2.0	3.6	12.2	12.7	2.0	14.7
1/2	311	-	0.2	0.2	0.4	4.3	1.7	0.2	1.9

Full Input Data And Results

2/1	1062	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2/2	311	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	<b>0</b>	<b>2.0</b>	<b>1.5</b>	<b>3.5</b>	-	-	-	-
1/1	185	-	0.1	0.1	0.2	4.5	1.1	0.1	1.2
2/1	769	-	1.0	0.8	1.8	8.3	7.3	0.8	8.0
2/2	738	-	0.9	0.6	1.5	7.2	6.4	0.6	7.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
<b>J6: Portland Road / Dymchurch Rd</b>	-	<b>0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.9</b>	-	-	-	-
1/1	340	0	0.0	0.9	0.9	9.3	0.0	0.9	0.9
2/1	206	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/1	828	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>J7: Sir John Moore Ave / Military Road</b>	-	<b>0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.2</b>	-	-	-	-
1/1	163	0	0.0	0.2	0.2	5.4	0.0	0.2	0.2
2/1	133	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/1	1343	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C1 - 14-0024	PRC for Signalled Lanes (%):	41.0	Total Delay for Signalled Lanes (pcuHr):	1.86	Cycle Time (s):	70		
	C2 - 14-0632	PRC for Signalled Lanes (%):	25.9	Total Delay for Signalled Lanes (pcuHr):	8.25	Cycle Time (s):	82		
	C3 - 14-0633	PRC for Signalled Lanes (%):	2.8	Total Delay for Signalled Lanes (pcuHr):	15.12	Cycle Time (s):	66		
	C4 - 14-1129	PRC for Signalled Lanes (%):	11.8	Total Delay for Signalled Lanes (pcuHr):	3.96	Cycle Time (s):	70		
	C5 - 14-1165	PRC for Signalled Lanes (%):	47.1	Total Delay for Signalled Lanes (pcuHr):	3.49	Cycle Time (s):	70		
		PRC Over All Lanes (%):	2.8	Total Delay Over All Lanes(pcuHr):	33.80				

Full Input Data And Results

**Scenario 6: 'DS 2044 PM'** (FG6: 'DS 2044 PM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J15 A259/ Dymchurch Rd/ Military Rd gyratory</b>	-	-	-	-	-	-	-	<b>88.8%</b>	-
<b>J1: A259 Dymchurch Road near Portland Road (14/0024)</b>	-	-	-	-	-	-	-	<b>88.8%</b>	-
1/1	Dymchurch Road Ahead	U	41	-	1093	1816	1230	88.8%	1093
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J2: A259 Scamlons Bridge Road/ A261 London Road (14/0632)</b>	-	-	-	-	-	-	-	<b>75.2%</b>	-
1/1	A259 Scamlons Bridge Rd NB Left Ahead	U	48	-	654	1725	1281	51.1%	654
1/2	A259 Scamlons Bridge Rd NB Right	U	32	-	615	1727	863	71.2%	615
2/1	Green Lane Right Ahead Left	U	7	-	37	1609	195	19.0%	37
3/1	Green Lane	U	-	-	23	Inf	Inf	0.0%	23
4/1	Military Road Ahead	U	-	-	595	Inf	Inf	0.0%	595
4/2	Military Road Ahead	U	-	-	635	Inf	Inf	0.0%	635
5/2+5/1	London Road Ahead Right Left	O+U	11:66	-	845	1871:1807	332+791	75.2 : 75.2%	845
6/1	London Road	U	-	-	655	Inf	Inf	0.0%	655
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J3: A259 Scamlons Bridge Rd / Dymchurch Rd (14/0633)</b>	-	-	-	-	-	-	-	<b>72.4%</b>	-
1/1	Dymchurch Road Ahead	U	39	-	698	1780	1095	63.7%	698
1/2+1/3	Dymchurch Road Right	U	26	-	573	1589:1707	646+145	72.4 : 72.4%	573
2/1	Dymchurch Road	U	-	-	941	Inf	Inf	0.0%	941
3/2+3/1	Dymchurch Road Left	U	28	-	696	1690:1573	709+259	72.0 : 72.0%	696
4/1	A259 Scamlons Birdge Rd SB Right	U	14	-	243	1762	407	59.8%	243
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0

Full Input Data And Results

Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J4: A261 Military Road near Sainsbury's (14/1129)</b>	-	-	-	-	-	-	-	<b>80.2%</b>	-
1/1	Military Road Ahead	U	44	-	1014	1743	1265	80.2%	1014
1/2	Military Road Ahead	U	44	-	276	1743	1265	21.8%	276
2/1	Military Road U-Turn	U	-	-	1014	Inf	Inf	0.0%	1014
2/2	Military Road U-Turn	U	-	-	276	Inf	Inf	0.0%	276
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	-	-	-	-	-	-	<b>54.7%</b>	-
1/1	A259 Scalons Bridge Rd SB Ahead	U	42	-	243	1762	1222	19.9%	243
2/1	A259 Scalons Bridge Rd NB Ahead	U	42	-	654	1725	1196	54.7%	654
2/2	A259 Scalons Bridge Rd NB Ahead	U	42	-	615	1852	1284	47.9%	615
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J6: Portland Road / Dymchurch Rd</b>	-	-	-	-	-	-	-	<b>65.3%</b>	-
1/1	Portland Road Left	O	-	-	310	1598	474	65.3%	310
2/1	Portland Road	U	-	-	132	Inf	Inf	0.0%	132
3/1	Dymchurch Road Ahead Left	U	-	-	1093	Inf	Inf	0.0%	1093
<b>J7: Sir John Moore Ave / Military Road</b>	-	-	-	-	-	-	-	<b>62.0%</b>	-
1/1	Sir John Moore Ave Left	O	-	-	308	1634	496	62.0%	308
2/1	Sir John Moore Ave	U	-	-	248	Inf	Inf	0.0%	248
3/1	Military Road Ahead Left	U	-	-	1230	Inf	Inf	0.0%	1230

Full Input Data And Results

Item	Leaving (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: J15 A259/ Dymchurch Rd/ Military Rd gyratory</b>	-	<b>0</b>	<b>18.7</b>	<b>16.4</b>	<b>35.1</b>	-	-	-	-
<b>J1: A259 Dymchurch Road near Portland Road (14/0024)</b>	-	<b>0</b>	<b>2.2</b>	<b>3.8</b>	<b>6.0</b>	-	-	-	-
1/1	1093	-	2.2	3.8	6.0	19.6	14.8	3.8	18.5
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
<b>J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)</b>	-	<b>0</b>	<b>4.9</b>	<b>3.4</b>	<b>8.3</b>	-	-	-	-
1/1	654	-	0.6	0.5	1.2	6.4	4.9	0.5	5.4
1/2	615	-	2.2	1.2	3.4	20.0	8.7	1.2	9.9
2/1	37	-	0.3	0.1	0.4	37.5	0.6	0.1	0.7
3/1	23	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/1	595	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/2	635	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2+5/1	845	0	1.8	1.5	3.3	14.0	4.3	1.5	5.8
6/1	655	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
<b>J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)</b>	-	<b>0</b>	<b>8.0</b>	<b>4.2</b>	<b>12.2</b>	-	-	-	-
1/1	698	-	1.5	0.9	2.4	12.4	7.9	0.9	8.8
1/2+1/3	573	-	2.4	1.3	3.7	23.2	6.9	1.3	8.2
2/1	941	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2+3/1	696	-	2.6	1.3	3.9	20.1	7.2	1.3	8.5
4/1	243	-	1.5	0.7	2.2	33.2	3.8	0.7	4.6
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
<b>J4: A261 Military Road near Sainsbury's (14/1129)</b>	-	<b>0</b>	<b>1.8</b>	<b>2.1</b>	<b>3.9</b>	-	-	-	-
1/1	1014	-	1.6	2.0	3.6	12.6	11.3	2.0	13.3
1/2	276	-	0.2	0.1	0.4	4.6	1.5	0.1	1.7

Full Input Data And Results

2/1	1014	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
2/2	276	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf																																										
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	<b>0</b>	<b>1.8</b>	<b>1.2</b>	<b>3.0</b>	-	-	-	-																																										
1/1	243	-	0.2	0.1	0.4	5.2	1.5	0.1	1.6																																										
2/1	654	-	0.9	0.6	1.5	8.0	5.5	0.6	6.1																																										
2/2	615	-	0.7	0.5	1.2	7.0	4.8	0.5	5.2																																										
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf																																										
<b>J6: Portland Road / Dymchurch Rd</b>	-	<b>0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.9</b>	-	-	-	-																																										
1/1	310	0	0.0	0.9	0.9	10.8	0.0	0.9	0.9																																										
2/1	132	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
3/1	1093	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
<b>J7: Sir John Moore Ave / Military Road</b>	-	<b>0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.8</b>	-	-	-	-																																										
1/1	308	0	0.0	0.8	0.8	9.8	1.6	0.8	2.4																																										
2/1	248	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
3/1	1230	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																										
<table> <tbody> <tr> <td>C1 - 14-0024</td> <td>PRC for Signalled Lanes (%):</td> <td>1.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>5.95</td> <td>Cycle Time (s):</td> <td>62</td> </tr> <tr> <td>C2 - 14-0632</td> <td>PRC for Signalled Lanes (%):</td> <td>19.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>8.26</td> <td>Cycle Time (s):</td> <td>66</td> </tr> <tr> <td>C3 - 14-0633</td> <td>PRC for Signalled Lanes (%):</td> <td>24.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>12.22</td> <td>Cycle Time (s):</td> <td>65</td> </tr> <tr> <td>C4 - 14-1129</td> <td>PRC for Signalled Lanes (%):</td> <td>12.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>3.91</td> <td>Cycle Time (s):</td> <td>62</td> </tr> <tr> <td>C5 - 14-1165</td> <td>PRC for Signalled Lanes (%):</td> <td>64.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>3.01</td> <td>Cycle Time (s):</td> <td>62</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%):</td> <td>1.3</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>35.12</td> <td></td> <td></td> </tr> </tbody> </table>										C1 - 14-0024	PRC for Signalled Lanes (%):	1.3	Total Delay for Signalled Lanes (pcuHr):	5.95	Cycle Time (s):	62	C2 - 14-0632	PRC for Signalled Lanes (%):	19.6	Total Delay for Signalled Lanes (pcuHr):	8.26	Cycle Time (s):	66	C3 - 14-0633	PRC for Signalled Lanes (%):	24.2	Total Delay for Signalled Lanes (pcuHr):	12.22	Cycle Time (s):	65	C4 - 14-1129	PRC for Signalled Lanes (%):	12.3	Total Delay for Signalled Lanes (pcuHr):	3.91	Cycle Time (s):	62	C5 - 14-1165	PRC for Signalled Lanes (%):	64.6	Total Delay for Signalled Lanes (pcuHr):	3.01	Cycle Time (s):	62		PRC Over All Lanes (%):	1.3	Total Delay Over All Lanes(pcuHr):	35.12		
C1 - 14-0024	PRC for Signalled Lanes (%):	1.3	Total Delay for Signalled Lanes (pcuHr):	5.95	Cycle Time (s):	62																																													
C2 - 14-0632	PRC for Signalled Lanes (%):	19.6	Total Delay for Signalled Lanes (pcuHr):	8.26	Cycle Time (s):	66																																													
C3 - 14-0633	PRC for Signalled Lanes (%):	24.2	Total Delay for Signalled Lanes (pcuHr):	12.22	Cycle Time (s):	65																																													
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	PRC Over All Lanes (%):	1.3	Total Delay Over All Lanes(pcuHr):	35.12																																															

Full Input Data And Results

**Scenario 7: 'DS 2046 AM'** (FG7: 'DS 2046 AM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J15 A259/ Dymchurch Rd/ Military Rd gyratory</b>	-	-	-	-	-	-	-	<b>89.1%</b>	-
<b>J1: A259 Dymchurch Road near Portland Road (14/0024)</b>	-	-	-	-	-	-	-	<b>59.7%</b>	-
1/1	Dymchurch Road Ahead	U	69	-	843	1816	1412	59.7%	843
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J2: A259 Scamlons Bridge Road/ A261 London Road (14/0632)</b>	-	-	-	-	-	-	-	<b>77.2%</b>	-
1/1	A259 Scamlons Bridge Rd NB Left Ahead	U	72	-	773	1725	1399	55.2%	773
1/2	A259 Scamlons Bridge Rd NB Right	U	56	-	745	1727	1094	68.1%	745
2/1	Green Lane Right Ahead Left	U	7	-	37	1609	143	25.9%	37
3/1	Green Lane	U	-	-	22	Inf	Inf	0.0%	22
4/1	Military Road Ahead	U	-	-	612	Inf	Inf	0.0%	612
4/2	Military Road Ahead	U	-	-	770	Inf	Inf	0.0%	770
5/2+5/1	London Road Ahead Right Left	O+U	11:90	-	799	1871:1807	242+793	77.2 : 77.2%	799
6/1	London Road	U	-	-	762	Inf	Inf	0.0%	762
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J3: A259 Scamlons Bridge Rd / Dymchurch Rd (14/0633)</b>	-	-	-	-	-	-	-	<b>89.1%</b>	-
1/1	Dymchurch Road Ahead	U	40	-	420	1780	811	51.8%	420
1/2+1/3	Dymchurch Road Right	U	31	-	550	1589:1707	550+70	88.8 : 88.8%	550
2/1	Dymchurch Road	U	-	-	608	Inf	Inf	0.0%	608
3/2+3/1	Dymchurch Road Left	U	48	-	968	1690:1573	766+320	89.1 : 89.1%	968
4/1	A259 Scamlons Birdge Rd SB Right	U	38	-	188	1762	764	24.6%	188
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0

Full Input Data And Results

Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J4: A261 Military Road near Sainsbury's (14/1129)</b>	-	-	-	-	-	-	-	<b>84.7%</b>	-
1/1	Military Road Ahead	U	72	-	1198	1743	1414	84.7%	1198
1/2	Military Road Ahead	U	72	-	216	1743	1414	15.3%	216
2/1	Military Road U-Turn	U	-	-	1198	Inf	Inf	0.0%	1198
2/2	Military Road U-Turn	U	-	-	216	Inf	Inf	0.0%	216
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	-	-	-	-	-	-	<b>56.8%</b>	-
1/1	A259 Scalons Bridge Rd SB Ahead	U	70	-	188	1762	1390	13.5%	188
2/1	A259 Scalons Bridge Rd NB Ahead	U	70	-	773	1725	1361	56.8%	773
2/2	A259 Scalons Bridge Rd NB Ahead	U	70	-	745	1852	1461	51.0%	745
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J6: Portland Road / Dymchurch Rd</b>	-	-	-	-	-	-	-	<b>64.8%</b>	-
1/1	Portland Road Left	O	-	-	343	1598	529	64.8%	343
2/1	Portland Road	U	-	-	216	Inf	Inf	0.0%	216
3/1	Dymchurch Road Ahead Left	U	-	-	843	Inf	Inf	0.0%	843
<b>J7: Sir John Moore Ave / Military Road</b>	-	-	-	-	-	-	-	<b>30.1%</b>	-
1/1	Sir John Moore Ave Left	O	-	-	165	1634	548	30.1%	165
2/1	Sir John Moore Ave	U	-	-	133	Inf	Inf	0.0%	133
3/1	Military Road Ahead Left	U	-	-	1382	Inf	Inf	0.0%	1382



Full Input Data And Results

Item	Leaving (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: J15 A259/ Dymchurch Rd/ Military Rd gyratory</b>	-	<b>0</b>	<b>17.7</b>	<b>17.6</b>	<b>35.3</b>	-	-	-	-
<b>J1: A259 Dymchurch Road near Portland Road (14/0024)</b>	-	<b>0</b>	<b>0.8</b>	<b>0.7</b>	<b>1.5</b>	-	-	-	-
1/1	843	-	0.8	0.7	1.5	6.4	7.2	0.7	7.9
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
<b>J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)</b>	-	<b>0</b>	<b>4.7</b>	<b>3.5</b>	<b>8.3</b>	-	-	-	-
1/1	773	-	0.3	0.6	0.9	4.4	1.7	0.6	2.4
1/2	745	-	2.1	1.1	3.1	15.1	17.5	1.1	18.5
2/1	37	-	0.4	0.2	0.6	55.2	0.9	0.2	1.0
3/1	22	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/1	612	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/2	770	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2+5/1	799	0	2.0	1.7	3.6	16.3	4.5	1.7	6.1
6/1	762	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
<b>J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)</b>	-	<b>0</b>	<b>9.7</b>	<b>8.1</b>	<b>17.8</b>	-	-	-	-
1/1	420	-	1.7	0.5	2.3	19.3	7.3	0.5	7.8
1/2+1/3	550	-	3.7	3.6	7.2	47.4	11.5	3.6	15.1
2/1	608	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2+3/1	968	-	4.0	3.8	7.9	29.3	15.9	3.8	19.8
4/1	188	-	0.2	0.2	0.4	7.9	0.5	0.2	0.6
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
<b>J4: A261 Military Road near Sainsbury's (14/1129)</b>	-	<b>0</b>	<b>0.9</b>	<b>2.8</b>	<b>3.7</b>	-	-	-	-
1/1	1198	-	0.8	2.7	3.6	10.7	18.1	2.7	20.8
1/2	216	-	0.1	0.1	0.2	2.6	0.6	0.1	0.7

Full Input Data And Results

2/1	1198	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2/2	216	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	<b>0</b>	<b>1.7</b>	<b>1.3</b>	<b>2.9</b>	-	-	-	-
1/1	188	-	0.0	0.1	0.1	1.6	0.1	0.1	0.2
2/1	773	-	0.8	0.7	1.5	6.8	6.0	0.7	6.6
2/2	745	-	0.8	0.5	1.4	6.6	14.2	0.5	14.7
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
<b>J6: Portland Road / Dymchurch Rd</b>	-	<b>0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.9</b>	-	-	-	-
1/1	343	0	0.0	0.9	0.9	9.6	0.0	0.9	0.9
2/1	216	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/1	843	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>J7: Sir John Moore Ave / Military Road</b>	-	<b>0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.2</b>	-	-	-	-
1/1	165	0	0.0	0.2	0.2	4.7	0.0	0.2	0.2
2/1	133	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/1	1382	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C1 - 14-0024	PRC for Signalled Lanes (%):	50.8	Total Delay for Signalled Lanes (pcuHr):	1.50	Cycle Time (s):	90		
	C2 - 14-0632	PRC for Signalled Lanes (%):	16.6	Total Delay for Signalled Lanes (pcuHr):	8.26	Cycle Time (s):	90		
	C3 - 14-0633	PRC for Signalled Lanes (%):	1.0	Total Delay for Signalled Lanes (pcuHr):	17.78	Cycle Time (s):	90		
	C4 - 14-1129	PRC for Signalled Lanes (%):	6.2	Total Delay for Signalled Lanes (pcuHr):	3.71	Cycle Time (s):	90		
	C5 - 14-1165	PRC for Signalled Lanes (%):	58.4	Total Delay for Signalled Lanes (pcuHr):	2.91	Cycle Time (s):	90		
		PRC Over All Lanes (%):	1.0	Total Delay Over All Lanes(pcuHr):	35.29				

Full Input Data And Results

**Scenario 8: 'DS 2046 PM'** (FG8: 'DS 2046 PM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
<b>Network: J15 A259/ Dymchurch Rd/ Military Rd gyratory</b>	-	-	-	-	-	-	-	<b>85.2%</b>	-
<b>J1: A259 Dymchurch Road near Portland Road (14/0024)</b>	-	-	-	-	-	-	-	<b>85.2%</b>	-
1/1	Dymchurch Road Ahead	U	51	-	1118	1816	1312	85.2%	1118
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J2: A259 Scamlons Bridge Road/ A261 London Road (14/0632)</b>	-	-	-	-	-	-	-	<b>74.5%</b>	-
1/1	A259 Scamlons Bridge Rd NB Left Ahead	U	54	-	684	1725	1318	51.9%	684
1/2	A259 Scamlons Bridge Rd NB Right	U	34	-	619	1727	840	73.7%	619
2/1	Green Lane Right Ahead Left	U	7	-	37	1609	179	20.7%	37
3/1	Green Lane	U	-	-	23	Inf	Inf	0.0%	23
4/1	Military Road Ahead	U	-	-	602	Inf	Inf	0.0%	602
4/2	Military Road Ahead	U	-	-	639	Inf	Inf	0.0%	639
5/2+5/1	London Road Ahead Right Left	O+U	15:72	-	851	1871:1807	334+808	74.5 : 74.5%	851
6/1	London Road	U	-	-	685	Inf	Inf	0.0%	685
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J3: A259 Scamlons Bridge Rd / Dymchurch Rd (14/0633)</b>	-	-	-	-	-	-	-	<b>81.9%</b>	-
1/1	Dymchurch Road Ahead	U	46	-	703	1780	1162	60.5%	703
1/2+1/3	Dymchurch Road Right	U	27	-	599	1589:1707	602+129	81.9 : 81.9%	599
2/1	Dymchurch Road	U	-	-	945	Inf	Inf	0.0%	945
3/2+3/1	Dymchurch Road Left	U	34	-	704	1690:1573	740+275	69.4 : 69.4%	704
4/1	A259 Scamlons Birdge Rd SB Right	U	14	-	242	1762	367	65.9%	242
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0

Full Input Data And Results

Ped Link: P2	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J4: A261 Military Road near Sainsbury's (14/1129)</b>	-	-	-	-	-	-	-	<b>83.4%</b>	-
1/1	Military Road Ahead	U	54	-	1111	1743	1331	83.4%	1111
1/2	Military Road Ahead	U	54	-	192	1743	1331	14.4%	192
2/1	Military Road U-Turn	U	-	-	1111	Inf	Inf	0.0%	1111
2/2	Military Road U-Turn	U	-	-	192	Inf	Inf	0.0%	192
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	-	-	-	-	-	-	<b>53.9%</b>	-
1/1	A259 Scalons Bridge Rd SB Ahead	U	52	-	242	1762	1297	18.7%	242
2/1	A259 Scalons Bridge Rd NB Ahead	U	52	-	684	1725	1270	53.9%	684
2/2	A259 Scalons Bridge Rd NB Ahead	U	52	-	619	1852	1363	45.4%	619
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0
<b>J6: Portland Road / Dymchurch Rd</b>	-	-	-	-	-	-	-	<b>68.0%</b>	-
1/1	Portland Road Left	O	-	-	319	1598	469	68.0%	319
2/1	Portland Road	U	-	-	135	Inf	Inf	0.0%	135
3/1	Dymchurch Road Ahead Left	U	-	-	1118	Inf	Inf	0.0%	1118
<b>J7: Sir John Moore Ave / Military Road</b>	-	-	-	-	-	-	-	<b>55.9%</b>	-
1/1	Sir John Moore Ave Left	O	-	-	310	1634	554	55.9%	310
2/1	Sir John Moore Ave	U	-	-	248	Inf	Inf	0.0%	248
3/1	Military Road Ahead Left	U	-	-	1241	Inf	Inf	0.0%	1241

Full Input Data And Results

Item	Leaving (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: J15 A259/ Dymchurch Rd/ Military Rd gyratory</b>	-	<b>0</b>	<b>20.1</b>	<b>16.7</b>	<b>36.8</b>	-	-	-	-
<b>J1: A259 Dymchurch Road near Portland Road (14/0024)</b>	-	<b>0</b>	<b>2.5</b>	<b>2.8</b>	<b>5.3</b>	-	-	-	-
1/1	1118	-	2.5	2.8	5.3	17.2	16.8	2.8	19.6
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
<b>J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)</b>	-	<b>0</b>	<b>8.0</b>	<b>3.5</b>	<b>11.5</b>	-	-	-	-
1/1	684	-	0.7	0.5	1.3	6.8	4.8	0.5	5.4
1/2	619	-	5.2	1.4	6.6	38.2	12.4	1.4	13.8
2/1	37	-	0.3	0.1	0.4	41.9	0.7	0.1	0.8
3/1	23	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/1	602	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/2	639	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2+5/1	851	0	1.7	1.4	3.2	13.5	4.4	1.4	5.9
6/1	685	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
<b>J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)</b>	-	<b>0</b>	<b>7.2</b>	<b>5.0</b>	<b>12.2</b>	-	-	-	-
1/1	703	-	0.7	0.8	1.5	7.5	4.5	0.8	5.2
1/2+1/3	599	-	2.3	2.2	4.5	27.2	8.5	2.2	10.7
2/1	945	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2+3/1	704	-	2.5	1.1	3.6	18.6	7.6	1.1	8.7
4/1	242	-	1.6	1.0	2.6	38.4	4.8	1.0	5.8
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	-	-	-	Inf	Inf	-	-	Inf
<b>J4: A261 Military Road near Sainsbury's (14/1129)</b>	-	<b>0</b>	<b>0.9</b>	<b>2.5</b>	<b>3.5</b>	-	-	-	-
1/1	1111	-	0.8	2.5	3.3	10.5	9.8	2.5	12.3
1/2	192	-	0.1	0.1	0.2	3.6	0.8	0.1	0.9

Full Input Data And Results

2/1	1111	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2/2	192	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
<b>J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)</b>	-	<b>0</b>	<b>1.5</b>	<b>1.1</b>	<b>2.7</b>	-	-	-	-
1/1	242	-	0.0	0.1	0.1	1.7	0.0	0.1	0.1
2/1	684	-	0.7	0.6	1.2	6.5	4.1	0.6	4.7
2/2	619	-	0.9	0.4	1.3	7.6	9.0	0.4	9.4
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf
<b>J6: Portland Road / Dymchurch Rd</b>	-	<b>0</b>	<b>0.0</b>	<b>1.0</b>	<b>1.0</b>	-	-	-	-
1/1	319	0	0.0	1.0	1.0	11.8	0.0	1.0	1.0
2/1	135	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/1	1118	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>J7: Sir John Moore Ave / Military Road</b>	-	<b>0</b>	<b>0.0</b>	<b>0.6</b>	<b>0.7</b>	-	-	-	-
1/1	310	0	0.0	0.6	0.7	7.6	1.7	0.6	2.4
2/1	248	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/1	1241	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C1 - 14-0024	PRC for Signalled Lanes (%):	5.6	Total Delay for Signalled Lanes (pcuHr):	5.33	Cycle Time (s):	72		
	C2 - 14-0632	PRC for Signalled Lanes (%):	20.8	Total Delay for Signalled Lanes (pcuHr):	11.48	Cycle Time (s):	72		
	C3 - 14-0633	PRC for Signalled Lanes (%):	9.9	Total Delay for Signalled Lanes (pcuHr):	12.22	Cycle Time (s):	72		
	C4 - 14-1129	PRC for Signalled Lanes (%):	7.9	Total Delay for Signalled Lanes (pcuHr):	3.45	Cycle Time (s):	72		
	C5 - 14-1165	PRC for Signalled Lanes (%):	67.1	Total Delay for Signalled Lanes (pcuHr):	2.65	Cycle Time (s):	72		
		PRC Over All Lanes (%):	5.6	Total Delay Over All Lanes(pcuHr):	36.83				

## **P.22 J16\_A259 Prospect Rd Station Rd**

<h1>Junctions 9</h1>
<h2>ARCADY 9 - Roundabout Module</h2>
Version: 9.0.2.5947 © Copyright TRL Limited, 2017
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**Filename:** J16\_A259 Prospect Rd Station Rd.j9

**Path:** \\hc-ukr-ln-fs-10\LN\_Proj\UA008926 Otterpool\D-Calcs\Modelling\DM\_it5\Appendix\Arcady Roundabout Analysis\J16 Prospect Rd - Seabrook Rd - Station Rd - High Street

**Report generation date:** 15/11/2018 10:09:01

- 
- »Base, AM
  - »Base, PM
  - »DM 2037, AM
  - »DM 2037, PM
  - »DM 2044, AM
  - »DM 2044, PM
  - »DM 2046, AM
  - »DM 2046, PM
  - »DS 2037, AM
  - »DS 2037, PM
  - »DS 2044, AM
  - »DS 2044, PM
  - »DS 2046, AM
  - »DS 2046, PM



### Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
<b>Base</b>								
Arm A	0.6	5.15	0.36	A	0.6	5.44	0.38	A
Arm B	0.7	4.10	0.40	A	1.0	4.82	0.50	A
Arm C	2.2	8.59	0.69	A	2.5	9.47	0.72	A
<b>DM 2037</b>								
Arm A	0.7	5.43	0.40	A	0.8	6.04	0.46	A
Arm B	0.7	4.16	0.42	A	1.1	5.13	0.53	A
Arm C	4.0	14.22	0.80	B	2.3	8.96	0.70	A
<b>DM 2044</b>								
Arm A	0.7	5.47	0.41	A	0.8	6.08	0.46	A
Arm B	0.7	4.26	0.43	A	1.1	5.09	0.53	A
Arm C	3.9	13.91	0.80	B	2.6	9.57	0.72	A
<b>DM 2046</b>								
Arm A	0.7	5.54	0.41	A	0.9	6.12	0.46	A
Arm B	0.8	4.28	0.43	A	1.1	5.15	0.53	A
Arm C	4.1	14.73	0.81	B	2.6	9.67	0.73	A
<b>DS 2037</b>								
Arm A	0.8	5.94	0.43	A	0.9	6.44	0.47	A
Arm B	0.8	4.34	0.44	A	1.2	5.31	0.54	A
Arm C	6.1	20.58	0.87	C	3.1	10.96	0.76	B
<b>DS 2044</b>								
Arm A	0.8	6.16	0.45	A	1.0	6.59	0.49	A
Arm B	0.8	4.53	0.46	A	1.4	5.85	0.58	A
Arm C	6.6	22.11	0.88	C	3.0	10.83	0.76	B
<b>DS 2046</b>								
Arm A	0.8	6.35	0.46	A	1.0	6.74	0.50	A
Arm B	0.9	4.57	0.46	A	1.5	6.07	0.60	A
Arm C	8.0	26.50	0.90	D	3.1	11.15	0.76	B

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

### File summary

#### File Description

Title	J16 Otterpool Park_Base Model AM PEAK
Location	A259 - High St - Station Rd - Prospect Rd
Site number	
Date	08/08/2017
Version	
Status	Base
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	

### Units

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

### Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	ONE HOUR	07:45	09:15	15	9
D2	Base	PM	ONE HOUR	16:30	18:00	15	9
D15	DM 2037	AM	ONE HOUR	07:45	09:15	15	9
D16	DM 2037	PM	ONE HOUR	16:30	18:00	15	9
D17	DM 2044	AM	ONE HOUR	07:45	09:15	15	9
D18	DM 2044	PM	ONE HOUR	16:30	18:00	15	9
D19	DM 2046	AM	ONE HOUR	07:45	09:15	15	9
D20	DM 2046	PM	ONE HOUR	16:30	18:00	15	9
D21	DS 2037	AM	ONE HOUR	07:45	09:15	15	9
D22	DS 2037	PM	ONE HOUR	16:30	18:00	15	9
D23	DS 2044	AM	ONE HOUR	07:45	09:15	15	9
D24	DS 2044	PM	ONE HOUR	16:30	18:00	15	9
D25	DS 2046	AM	ONE HOUR	07:45	09:15	15	9
D26	DS 2046	PM	ONE HOUR	16:30	18:00	15	9

### Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	9	100.000	100.000

# Base, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	6.48	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description
A	Station Road	
B	A259 Seabrook Rd	
C	Prospect Road	
D	High Street	

### Roundabout Geometry

Arm	V - Approach road half - width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A	3.02	5.90	18.6	23.0	29.1	34.0	
B	2.85	6.90	26.2	49.2	29.1	31.0	
C	2.91	5.20	26.4	46.0	29.1	20.0	
D							9

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.613	1487
B	0.672	1728
C	0.640	1514
D		

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	361	100.000
B		ONE HOUR	9	539	100.000
C		ONE HOUR	9	841	100.000
D					

### Origin -Destination Data

#### Demand (Veh/hr)

From	To			
	\$	%	&	'
	2	117	215	27
	145	14	350	30
	244	493	56	48
	Exit-only	Exit-only	Exit-only	Exit-only

### Vehicle Mix

#### Heavy Vehicle Percentages

From	To			
	\$	%	&	'
	0	0	1	0
	1	0	3	0
	0	1	2	6
	Exit-only	Exit-only	Exit-only	Exit-only

### Results

#### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.36	5.15	0.6	A	331	497
B	0.40	4.10	0.7	A	495	742
C	0.69	8.59	2.2	A	772	1158
D						

#### Main Results for each time segment

##### 07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	272	68	422	1219	0.223	271	293	0.0	0.3	3.791	A
B	406	101	225	1541	0.263	404	467	0.0	0.4	3.164	A
C	633	158	164	1394	0.454	630	466	0.0	0.8	4.695	A
D			715				79				

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	325	81	505	1167	0.278	324	351	0.3	0.4	4.266	A
B	485	121	269	1511	0.321	484	560	0.4	0.5	3.503	A
C	756	189	196	1373	0.551	755	558	0.8	1.2	5.807	A
D			856				94				

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	397	99	617	1098	0.362	397	429	0.4	0.6	5.125	A
B	593	148	330	1471	0.403	593	685	0.5	0.7	4.095	A
C	926	231	240	1345	0.688	922	683	1.2	2.1	8.439	A
D			1047				115				

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	397	99	620	1097	0.362	397	430	0.6	0.6	5.146	A
B	593	148	330	1471	0.404	593	687	0.7	0.7	4.104	A
C	926	231	240	1345	0.689	926	684	2.1	2.2	8.587	A
D			1050				116				

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	325	81	509	1165	0.278	325	353	0.6	0.4	4.288	A
B	485	121	270	1510	0.321	485	563	0.7	0.5	3.514	A
C	756	189	196	1373	0.551	760	559	2.2	1.2	5.911	A
D			861				95				

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	272	68	425	1217	0.223	272	295	0.4	0.3	3.811	A
B	406	101	226	1540	0.264	406	471	0.5	0.4	3.179	A
C	633	158	164	1393	0.455	635	468	1.2	0.8	4.757	A
D			720				79				

# Base, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	7.05	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base	PM	ONE HOUR	16:30	18:00	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	369	100.000
B		ONE HOUR	9	683	100.000
C		ONE HOUR	9	876	100.000
D					

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	'
From	\$	4	126	224	15
	%	134	26	476	48
	&	229	539	50	58
	'	Exit-only	Exit-only	Exit-only	Exit-only

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	'
From	\$	0	0	0	0
	%	0	0	1	0
	&	0	1	2	0
	'	Exit-only	Exit-only	Exit-only	Exit-only

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.38	5.44	0.6	A	339	508
B	0.50	4.82	1.0	A	627	941
C	0.72	9.47	2.5	A	804	1206
D						

### Main Results for each time segment

#### 16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	278	69	460	1202	0.231	277	275	0.0	0.3	3.884	A
B	515	129	219	1569	0.328	513	517	0.0	0.5	3.403	A
C	659	165	170	1395	0.473	656	562	0.0	0.9	4.850	A
D			735				91				

#### 16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	332	83	551	1146	0.289	331	330	0.3	0.4	4.416	A
B	614	154	263	1540	0.399	614	620	0.5	0.7	3.886	A
C	788	197	204	1373	0.573	786	673	0.9	1.3	6.108	A
D			881				109				

#### 17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	406	102	673	1070	0.380	405	403	0.4	0.6	5.407	A
B	752	188	322	1500	0.502	751	757	0.7	1.0	4.796	A
C	964	241	249	1344	0.717	960	823	1.3	2.5	9.256	A
D			1076				133				

#### 17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	406	102	676	1069	0.380	406	404	0.6	0.6	5.435	A
B	752	188	322	1500	0.502	752	760	1.0	1.0	4.817	A
C	964	241	250	1344	0.718	964	825	2.5	2.5	9.468	A
D			1081				133				

#### 17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	332	83	555	1143	0.290	333	332	0.6	0.4	4.445	A
B	614	154	264	1539	0.399	616	624	1.0	0.7	3.906	A
C	788	197	204	1373	0.574	792	675	2.5	1.4	6.246	A
D			887				109				

17:45 - 18:00

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	278	69	464	1200	0.231	278	277	0.4	0.3	3.908	A
B	515	129	221	1568	0.328	515	521	0.7	0.5	3.421	A
C	659	165	171	1394	0.473	661	565	1.4	0.9	4.926	A
D			741				91				



# DM 2037, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	9.36	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	DM 2037	AM	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	408	100.000
B		ONE HOUR	9	562	100.000
C		ONE HOUR	9	939	100.000
D					

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	'
From	\$	0	122	210	76
	%	141	0	331	90
	&	255	542	0	142
	'	Exit-only	Exit-only	Exit-only	Exit-only

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	'
From	\$	0	0	1	0
	%	1	0	3	0
	&	0	1	0	2
	'	Exit-only	Exit-only	Exit-only	Exit-only

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.40	5.43	0.7	A	374	562
B	0.42	4.16	0.7	A	516	774
C	0.80	14.22	4.0	B	862	1292
D						

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	307	77	406	1230	0.250	306	297	0.0	0.3	3.890	A
B	423	106	214	1551	0.273	422	497	0.0	0.4	3.183	A
C	707	177	230	1354	0.522	703	406	0.0	1.1	5.493	A
D			702				231				

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	367	92	486	1181	0.311	366	355	0.3	0.4	4.419	A
B	505	126	257	1523	0.332	505	595	0.4	0.5	3.533	A
C	844	211	276	1325	0.637	842	486	1.1	1.7	7.410	A
D			841				276				

#### 08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	449	112	592	1115	0.403	448	433	0.4	0.7	5.392	A
B	619	155	314	1485	0.417	618	726	0.5	0.7	4.148	A
C	1034	258	337	1285	0.804	1025	595	1.7	3.8	13.425	B
D			1025				338				

#### 08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	449	112	596	1112	0.404	449	436	0.7	0.7	5.427	A
B	619	155	315	1484	0.417	619	731	0.7	0.7	4.158	A
C	1034	258	338	1285	0.805	1033	596	3.8	4.0	14.217	B
D			1032				339				

#### 08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	367	92	492	1177	0.312	368	359	0.7	0.5	4.456	A
B	505	126	258	1522	0.332	506	602	0.7	0.5	3.544	A
C	844	211	276	1324	0.637	853	487	4.0	1.8	7.769	A
D			851				278				

09:00 - 09:15

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	307	77	410	1227	0.250	308	299	0.5	0.3	3.917	A
B	423	106	216	1550	0.273	424	502	0.5	0.4	3.195	A
C	707	177	231	1353	0.522	710	408	1.8	1.1	5.619	A
D			709				232				

# DM 2037, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	6.97	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	DM 2037	PM	ONE HOUR	16:30	18:00	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	462	100.000
B		ONE HOUR	9	712	100.000
C		ONE HOUR	9	868	100.000
D					

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	'
From	\$	0	149	295	18
	%	143	0	520	49
	&	243	562	0	63
	'	Exit-only	Exit-only	Exit-only	Exit-only

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	'
From	\$	0	0	0	0
	%	0	0	1	0
	&	0	1	0	0
	'	Exit-only	Exit-only	Exit-only	Exit-only

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.46	6.04	0.8	A	424	636
B	0.53	5.13	1.1	A	653	980
C	0.70	8.96	2.3	A	796	1195
D						

### Main Results for each time segment

#### 16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	348	87	421	1227	0.284	346	289	0.0	0.4	4.080	A
B	536	134	235	1559	0.344	534	533	0.0	0.5	3.506	A
C	653	163	157	1404	0.466	650	611	0.0	0.9	4.754	A
D			710				97				

#### 16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	415	104	504	1175	0.353	415	346	0.4	0.5	4.729	A
B	640	160	281	1528	0.419	639	638	0.5	0.7	4.049	A
C	780	195	189	1384	0.564	779	732	0.9	1.3	5.929	A
D			851				117				

#### 17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	509	127	616	1106	0.460	507	424	0.5	0.8	6.002	A
B	784	196	344	1486	0.528	782	780	0.7	1.1	5.108	A
C	956	239	231	1357	0.704	952	895	1.3	2.3	8.784	A
D			1040				143				

#### 17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	509	127	619	1104	0.461	509	425	0.8	0.8	6.042	A
B	784	196	345	1485	0.528	784	783	1.1	1.1	5.133	A
C	956	239	231	1357	0.704	956	897	2.3	2.3	8.959	A
D			1044				143				

#### 17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	415	104	508	1173	0.354	417	348	0.8	0.6	4.766	A
B	640	160	282	1527	0.419	642	642	1.1	0.7	4.073	A
C	780	195	189	1384	0.564	784	735	2.3	1.3	6.050	A
D			856				117				

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	348	87	424	1225	0.284	348	291	0.6	0.4	4.110	A
B	536	134	236	1558	0.344	537	537	0.7	0.5	3.531	A
C	653	163	158	1403	0.466	655	615	1.3	0.9	4.823	A
D			715				98				

# DM 2044, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	9.19	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	DM 2044	AM	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	410	100.000
B		ONE HOUR	9	577	100.000
C		ONE HOUR	9	932	100.000
D					

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	'
From	\$	0	121	214	75
	%	144	0	342	91
	&	255	537	0	140
	'	Exit-only	Exit-only	Exit-only	Exit-only

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	'
From	\$	0	0	2	0
	%	1	0	3	0
	&	0	1	0	2
	'	Exit-only	Exit-only	Exit-only	Exit-only

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.41	5.47	0.7	A	376	564
B	0.43	4.26	0.7	A	529	794
C	0.80	13.91	3.9	B	855	1283
D						

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	309	77	402	1226	0.252	307	299	0.0	0.3	3.914	A
B	434	109	217	1548	0.281	433	493	0.0	0.4	3.223	A
C	702	175	233	1352	0.519	697	417	0.0	1.1	5.462	A
D			701				229				

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	369	92	481	1177	0.313	368	358	0.3	0.5	4.446	A
B	519	130	259	1520	0.341	518	590	0.4	0.5	3.592	A
C	838	209	278	1323	0.633	835	499	1.1	1.7	7.342	A
D			839				275				

#### 08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	451	113	587	1113	0.406	451	437	0.5	0.7	5.431	A
B	635	159	318	1481	0.429	634	720	0.5	0.7	4.248	A
C	1026	257	341	1283	0.800	1018	611	1.7	3.7	13.177	B
D			1023				335				

#### 08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	451	113	591	1110	0.407	451	439	0.7	0.7	5.466	A
B	635	159	318	1480	0.429	635	724	0.7	0.7	4.258	A
C	1026	257	341	1283	0.800	1026	612	3.7	3.9	13.914	B
D			1030				337				

#### 08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	369	92	488	1173	0.314	369	361	0.7	0.5	4.484	A
B	519	130	260	1519	0.341	520	597	0.7	0.5	3.606	A
C	838	209	279	1323	0.634	846	501	3.9	1.8	7.683	A
D			849				277				



09:00 - 09:15

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	309	77	406	1223	0.252	309	301	0.5	0.3	3.941	A
B	434	109	218	1548	0.281	435	497	0.5	0.4	3.236	A
C	702	175	234	1352	0.519	704	419	1.8	1.1	5.584	A
D			707				231				

# DM 2044, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	7.24	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	DM 2044	PM	ONE HOUR	16:30	18:00	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	457	100.000
B		ONE HOUR	9	711	100.000
C		ONE HOUR	9	890	100.000
D					

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	'
From	\$	0	151	287	19
	%	143	0	518	50
	&	250	575	0	65
	'	Exit-only	Exit-only	Exit-only	Exit-only

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	'
From	\$	0	0	0	0
	%	0	0	1	0
	&	0	1	0	0
	'	Exit-only	Exit-only	Exit-only	Exit-only

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.46	6.08	0.8	A	419	629
B	0.53	5.09	1.1	A	652	979
C	0.72	9.57	2.6	A	817	1225
D						

### Main Results for each time segment

#### 16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	344	86	431	1221	0.282	342	294	0.0	0.4	4.091	A
B	535	134	229	1562	0.343	533	544	0.0	0.5	3.491	A
C	670	168	159	1403	0.478	666	604	0.0	0.9	4.865	A
D			725				100				

#### 16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	411	103	516	1168	0.352	410	353	0.4	0.5	4.746	A
B	639	160	275	1532	0.417	638	651	0.5	0.7	4.026	A
C	800	200	190	1383	0.579	798	723	0.9	1.4	6.139	A
D			868				120				

#### 17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	503	126	630	1097	0.459	502	431	0.5	0.8	6.034	A
B	783	196	336	1491	0.525	781	796	0.7	1.1	5.062	A
C	980	245	233	1356	0.723	975	884	1.4	2.5	9.344	A
D			1061				147				

#### 17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	503	126	633	1096	0.459	503	433	0.8	0.8	6.076	A
B	783	196	337	1490	0.525	783	799	1.1	1.1	5.088	A
C	980	245	233	1356	0.723	980	886	2.5	2.6	9.566	A
D			1066				148				

#### 17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	411	103	520	1166	0.352	412	355	0.8	0.5	4.784	A
B	639	160	276	1531	0.417	641	656	1.1	0.7	4.050	A
C	800	200	191	1382	0.579	805	726	2.6	1.4	6.279	A
D			875				121				

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	344	86	434	1219	0.282	345	297	0.5	0.4	4.123	A
B	535	134	231	1561	0.343	536	548	0.7	0.5	3.514	A
C	670	168	160	1402	0.478	672	607	1.4	0.9	4.941	A
D			731				101				

# DM 2046, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	9.62	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	DM 2046	AM	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	414	100.000
B		ONE HOUR	9	579	100.000
C		ONE HOUR	9	944	100.000
D					

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	'
From	\$	0	123	215	76
	%	145	0	343	91
	&	258	544	0	142
	'	Exit-only	Exit-only	Exit-only	Exit-only

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	'
From	\$	0	0	2	0
	%	1	0	3	0
	&	0	1	0	2
	'	Exit-only	Exit-only	Exit-only	Exit-only

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.41	5.54	0.7	A	380	570
B	0.43	4.28	0.8	A	531	797
C	0.81	14.73	4.1	B	866	1299
D						

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	312	78	407	1223	0.255	310	302	0.0	0.3	3.940	A
B	436	109	218	1547	0.282	434	499	0.0	0.4	3.230	A
C	711	178	234	1351	0.526	706	418	0.0	1.1	5.543	A
D			709				231				

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	372	93	488	1173	0.317	372	361	0.3	0.5	4.487	A
B	521	130	261	1519	0.343	520	598	0.4	0.5	3.603	A
C	849	212	280	1322	0.642	846	501	1.1	1.8	7.521	A
D			849				277				

#### 08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	456	114	594	1108	0.411	455	441	0.5	0.7	5.502	A
B	637	159	320	1479	0.431	637	729	0.5	0.8	4.267	A
C	1039	260	343	1282	0.811	1030	613	1.8	4.0	13.846	B
D			1035				339				

#### 08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	456	114	599	1105	0.412	456	444	0.7	0.7	5.542	A
B	637	159	320	1479	0.431	637	734	0.8	0.8	4.277	A
C	1039	260	344	1282	0.811	1039	614	4.0	4.1	14.731	B
D			1042				340				

#### 08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	372	93	494	1169	0.318	373	365	0.7	0.5	4.526	A
B	521	130	262	1518	0.343	521	605	0.8	0.5	3.617	A
C	849	212	281	1321	0.642	858	503	4.1	1.8	7.912	A
D			859				279				

09:00 - 09:15

Am	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	312	78	411	1220	0.255	312	304	0.5	0.3	3.968	A
B	436	109	219	1547	0.282	436	504	0.5	0.4	3.246	A
C	711	178	235	1351	0.526	714	421	1.8	1.1	5.675	A
D			716				233				

# DM 2046, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	7.32	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	DM 2046	PM	ONE HOUR	16:30	18:00	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	460	100.000
B		ONE HOUR	9	717	100.000
C		ONE HOUR	9	893	100.000
D					

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	'
From	\$	0	152	289	19
	%	144	0	523	50
	&	251	577	0	65
	'	Exit-only	Exit-only	Exit-only	Exit-only

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	'
From	\$	0	0	0	0
	%	0	0	1	0
	&	0	1	0	0
	'	Exit-only	Exit-only	Exit-only	Exit-only



## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.46	6.12	0.9	A	422	633
B	0.53	5.15	1.1	A	658	987
C	0.73	9.67	2.6	A	819	1229
D						

### Main Results for each time segment

#### 16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	346	87	432	1220	0.284	345	296	0.0	0.4	4.106	A
B	540	135	231	1561	0.346	538	546	0.0	0.5	3.510	A
C	672	168	160	1402	0.479	669	609	0.0	0.9	4.882	A
D			728				100				

#### 16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	414	103	518	1167	0.354	413	354	0.4	0.5	4.770	A
B	645	161	276	1531	0.421	644	654	0.5	0.7	4.056	A
C	803	201	191	1382	0.581	801	729	0.9	1.4	6.172	A
D			872				120				

#### 17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	506	127	632	1096	0.462	505	433	0.5	0.8	6.082	A
B	789	197	338	1489	0.530	788	799	0.7	1.1	5.121	A
C	983	246	234	1355	0.726	978	892	1.4	2.5	9.438	A
D			1065				147				

#### 17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	506	127	635	1094	0.463	506	435	0.8	0.9	6.124	A
B	789	197	339	1489	0.530	789	803	1.1	1.1	5.147	A
C	983	246	235	1355	0.726	983	894	2.5	2.6	9.669	A
D			1070				148				

#### 17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	414	103	522	1164	0.355	415	357	0.9	0.6	4.811	A
B	645	161	278	1530	0.421	646	659	1.1	0.7	4.080	A
C	803	201	192	1382	0.581	808	732	2.6	1.4	6.317	A
D			879				121				

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	346	87	436	1218	0.284	347	298	0.6	0.4	4.137	A
B	540	135	232	1560	0.346	541	550	0.7	0.5	3.536	A
C	672	168	161	1402	0.480	674	612	1.4	0.9	4.962	A
D			734				101				

# DS 2037, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	12.79	B

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	DS 2037	AM	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	420	100.000
B		ONE HOUR	9	587	100.000
C		ONE HOUR	9	1013	100.000
D					

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	'
From	\$	0	122	222	76
	%	141	0	356	90
	&	263	608	0	142
	'	Exit-only	Exit-only	Exit-only	Exit-only

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	'
From	\$	0	0	1	0
	%	1	0	3	0
	&	0	1	0	2
	'	Exit-only	Exit-only	Exit-only	Exit-only

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.43	5.94	0.8	A	385	578
B	0.44	4.34	0.8	A	539	808
C	0.87	20.58	6.1	C	930	1394
D						

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	316	79	455	1200	0.264	315	302	0.0	0.4	4.062	A
B	442	110	223	1545	0.286	440	546	0.0	0.4	3.256	A
C	763	191	230	1354	0.563	758	433	0.0	1.3	5.989	A
D			757				231				

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	378	94	545	1144	0.330	377	362	0.4	0.5	4.689	A
B	528	132	268	1515	0.348	527	654	0.4	0.5	3.641	A
C	911	228	276	1325	0.687	907	519	1.3	2.1	8.548	A
D			907				276				

#### 08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	462	116	661	1073	0.431	461	441	0.5	0.7	5.881	A
B	646	162	327	1475	0.438	645	795	0.5	0.8	4.330	A
C	1115	279	337	1285	0.868	1101	635	2.1	5.7	18.258	C
D			1102				337				

#### 08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	462	116	669	1068	0.433	462	444	0.7	0.8	5.945	A
B	646	162	328	1475	0.438	646	803	0.8	0.8	4.343	A
C	1115	279	338	1285	0.868	1114	636	5.7	6.1	20.578	C
D			1113				339				

#### 08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	378	94	556	1137	0.332	379	367	0.8	0.5	4.752	A
B	528	132	269	1514	0.348	529	666	0.8	0.5	3.657	A
C	911	228	277	1324	0.688	926	521	6.1	2.3	9.361	A
D			923				279				

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	316	79	460	1196	0.264	317	305	0.5	0.4	4.097	A
B	442	110	225	1544	0.286	442	552	0.5	0.4	3.270	A
C	763	191	231	1353	0.564	766	436	2.3	1.3	6.176	A
D			765				233				

# DS 2037, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	8.04	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	DS 2037	PM	ONE HOUR	16:30	18:00	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	458	100.000
B		ONE HOUR	9	736	100.000
C		ONE HOUR	9	943	100.000
D					

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	'
From	\$	0	149	291	18
	%	143	0	544	49
	&	251	629	0	63
	'	Exit-only	Exit-only	Exit-only	Exit-only

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	'
From	\$	0	0	0	0
	%	0	0	1	0
	&	0	0	0	0
	'	Exit-only	Exit-only	Exit-only	Exit-only

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.47	6.44	0.9	A	420	630
B	0.54	5.31	1.2	A	675	1013
C	0.76	10.96	3.1	B	865	1298
D						

### Main Results for each time segment

#### 16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	345	86	471	1199	0.288	343	295	0.0	0.4	4.200	A
B	554	139	232	1560	0.355	552	583	0.0	0.5	3.562	A
C	710	177	157	1413	0.502	706	626	0.0	1.0	5.064	A
D			766				97				

#### 16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	412	103	564	1142	0.361	411	353	0.4	0.6	4.923	A
B	662	165	277	1530	0.433	661	698	0.5	0.8	4.139	A
C	848	212	189	1393	0.609	846	750	1.0	1.5	6.556	A
D			918				117				

#### 17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	504	126	689	1065	0.473	503	432	0.6	0.9	6.381	A
B	810	203	339	1488	0.544	809	852	0.8	1.2	5.283	A
C	1038	260	231	1366	0.760	1032	917	1.5	3.0	10.596	B
D			1120				143				

#### 17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	504	126	692	1063	0.474	504	434	0.9	0.9	6.442	A
B	810	203	340	1488	0.545	810	856	1.2	1.2	5.312	A
C	1038	260	231	1366	0.760	1038	919	3.0	3.1	10.959	B
D			1126				143				

#### 17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	412	103	569	1138	0.362	413	356	0.9	0.6	4.973	A
B	662	165	279	1529	0.433	663	704	1.2	0.8	4.168	A
C	848	212	189	1393	0.609	854	753	3.1	1.6	6.753	A
D			926				117				

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	345	86	475	1196	0.288	345	297	0.6	0.4	4.234	A
B	554	139	233	1559	0.355	555	587	0.8	0.6	3.589	A
C	710	177	158	1412	0.503	712	630	1.6	1.0	5.157	A
D			772				98				



# DS 2044, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	13.56	B

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D23	DS 2044	AM	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	427	100.000
B		ONE HOUR	9	611	100.000
C		ONE HOUR	9	1023	100.000
D					

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	'
From	\$	0	121	231	75
	%	144	0	376	91
	&	264	619	0	140
	'	Exit-only	Exit-only	Exit-only	Exit-only

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	'
From	\$	0	0	2	0
	%	1	0	3	0
	&	0	1	0	2
	'	Exit-only	Exit-only	Exit-only	Exit-only

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.45	6.16	0.8	A	392	588
B	0.46	4.53	0.8	A	561	841
C	0.88	22.11	6.6	C	939	1408
D						

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	321	80	463	1188	0.271	320	305	0.0	0.4	4.141	A
B	460	115	229	1539	0.299	458	554	0.0	0.4	3.331	A
C	770	193	232	1352	0.570	765	455	0.0	1.3	6.076	A
D			768				229				

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	384	96	554	1132	0.339	383	366	0.4	0.5	4.805	A
B	549	137	275	1509	0.364	549	663	0.4	0.6	3.748	A
C	920	230	278	1323	0.695	916	545	1.3	2.2	8.764	A
D			920				274				

#### 08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	470	118	672	1060	0.444	469	445	0.5	0.8	6.082	A
B	673	168	336	1468	0.458	672	805	0.6	0.8	4.517	A
C	1126	282	341	1283	0.878	1111	667	2.2	6.1	19.314	C
D			1117				334				

#### 08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	470	118	680	1055	0.446	470	449	0.8	0.8	6.157	A
B	673	168	337	1467	0.459	673	814	0.8	0.8	4.531	A
C	1126	282	341	1283	0.878	1125	668	6.1	6.6	22.111	C
D			1129				337				

#### 08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	384	96	567	1124	0.341	385	371	0.8	0.5	4.875	A
B	549	137	276	1508	0.364	550	676	0.8	0.6	3.762	A
C	920	230	279	1322	0.695	936	547	6.6	2.4	9.707	A
D			938				278				

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	321	80	468	1185	0.271	322	308	0.5	0.4	4.178	A
B	460	115	231	1538	0.299	461	560	0.6	0.4	3.344	A
C	770	193	234	1352	0.570	774	458	2.4	1.3	6.277	A
D			777				231				

# DS 2044, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	8.13	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D24	DS 2044	PM	ONE HOUR	16:30	18:00	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	475	100.000
B		ONE HOUR	9	782	100.000
C		ONE HOUR	9	930	100.000
D					

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	'
From	\$	0	151	305	19
	%	143	0	589	50
	&	251	614	0	65
	'	Exit-only	Exit-only	Exit-only	Exit-only

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	'
From	\$	0	0	0	0
	%	0	0	1	0
	&	0	1	0	0
	'	Exit-only	Exit-only	Exit-only	Exit-only

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.49	6.59	1.0	A	436	654
B	0.58	5.85	1.4	A	718	1076
C	0.76	10.83	3.0	B	853	1280
D						

### Main Results for each time segment

#### 16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	358	89	460	1203	0.297	356	295	0.0	0.4	4.242	A
B	589	147	243	1553	0.379	586	573	0.0	0.6	3.716	A
C	700	175	159	1403	0.499	696	670	0.0	1.0	5.067	A
D			755				100				

#### 16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	427	107	551	1147	0.372	426	353	0.4	0.6	4.995	A
B	703	176	291	1521	0.462	702	686	0.6	0.9	4.392	A
C	836	209	190	1383	0.605	834	803	1.0	1.5	6.535	A
D			904				120				

#### 17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	523	131	672	1071	0.488	522	432	0.6	0.9	6.532	A
B	861	215	356	1477	0.583	859	838	0.9	1.4	5.801	A
C	1024	256	233	1356	0.755	1018	982	1.5	2.9	10.486	B
D			1104				147				

#### 17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	523	131	676	1069	0.489	523	434	0.9	1.0	6.592	A
B	861	215	357	1477	0.583	861	842	1.4	1.4	5.846	A
C	1024	256	233	1355	0.755	1024	984	2.9	3.0	10.830	B
D			1110				148				

#### 17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	427	107	556	1143	0.374	428	356	1.0	0.6	5.045	A
B	703	176	292	1520	0.463	705	692	1.4	0.9	4.430	A
C	836	209	191	1382	0.605	842	806	3.0	1.6	6.731	A
D			912				121				

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	358	89	464	1200	0.298	358	297	0.6	0.4	4.280	A
B	589	147	244	1552	0.379	590	578	0.9	0.6	3.745	A
C	700	175	160	1402	0.499	702	674	1.6	1.0	5.160	A
D			761				101				

# DS 2046, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	15.87	C

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D25	DS 2046	AM	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	432	100.000
B		ONE HOUR	✓	615	100.000
C		ONE HOUR	✓	1049	100.000
D					

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	123	233	76
	B	145	0	379	91
	C	269	638	0	142
	D	Exit-only	Exit-only	Exit-only	Exit-only

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	0
	B	1	0	3	0
	C	0	1	0	2
	D	Exit-only	Exit-only	Exit-only	Exit-only

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.46	6.35	0.8	A	396	595
B	0.46	4.57	0.9	A	564	846
C	0.90	26.50	8.0	D	963	1444
D						

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	325	81	477	1179	0.276	324	310	0.0	0.4	4.201	A
B	463	116	232	1538	0.301	461	569	0.0	0.4	3.339	A
C	790	197	234	1351	0.584	784	459	0.0	1.4	6.289	A
D			787				231				

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	388	97	571	1122	0.346	388	371	0.4	0.5	4.900	A
B	553	138	277	1507	0.367	552	681	0.4	0.6	3.769	A
C	943	236	280	1322	0.713	939	549	1.4	2.4	9.298	A
D			942				277				

#### 08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	476	119	691	1049	0.454	474	451	0.5	0.8	6.258	A
B	677	169	339	1465	0.462	676	826	0.6	0.9	4.553	A
C	1155	289	343	1282	0.901	1136	673	2.4	7.3	22.120	C
D			1141				337				

#### 08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	476	119	701	1042	0.456	476	455	0.8	0.8	6.351	A
B	677	169	340	1465	0.462	677	836	0.9	0.9	4.569	A
C	1155	289	344	1282	0.901	1152	674	7.3	8.0	26.496	D
D			1156				340				

#### 08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	388	97	587	1112	0.349	390	378	0.8	0.5	4.989	A
B	553	138	279	1506	0.367	554	698	0.9	0.6	3.787	A
C	943	236	281	1321	0.714	965	551	8.0	2.6	10.662	B
D			965				281				



09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	325	81	483	1176	0.277	326	313	0.5	0.4	4.241	A
B	463	116	233	1537	0.301	464	576	0.6	0.4	3.359	A
C	790	197	235	1351	0.585	794	461	2.6	1.4	6.526	A
D			796				233				

# DS 2046, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	8.36	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D26	DS 2046	PM	ONE HOUR	16:30	18:00	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	482	100.000
B		ONE HOUR	✓	799	100.000
C		ONE HOUR	✓	938	100.000
D					

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	152	311	19
	B	144	0	605	50
	C	253	620	0	65
	D	Exit-only	Exit-only	Exit-only	Exit-only

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	1	0
	C	0	1	0	0
	D	Exit-only	Exit-only	Exit-only	Exit-only

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.50	6.74	1.0	A	442	663
B	0.60	6.07	1.5	A	733	1100
C	0.76	11.15	3.1	B	861	1291
D						

### Main Results for each time segment

#### 16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	363	91	464	1200	0.302	361	297	0.0	0.4	4.283	A
B	602	150	247	1550	0.388	599	578	0.0	0.6	3.778	A
C	706	177	160	1402	0.504	702	687	0.0	1.0	5.115	A
D			761				100				

#### 16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	433	108	556	1143	0.379	433	356	0.4	0.6	5.060	A
B	718	180	296	1517	0.473	717	692	0.6	0.9	4.496	A
C	843	211	191	1382	0.610	841	822	1.0	1.5	6.626	A
D			912				120				

#### 17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	531	133	679	1067	0.497	529	435	0.6	1.0	6.671	A
B	880	220	362	1473	0.597	877	846	0.9	1.5	6.023	A
C	1033	258	234	1355	0.762	1027	1006	1.5	3.1	10.766	B
D			1114				147				

#### 17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	531	133	682	1065	0.498	531	437	1.0	1.0	6.737	A
B	880	220	363	1472	0.598	880	850	1.5	1.5	6.075	A
C	1033	258	235	1355	0.762	1032	1008	3.1	3.1	11.146	B
D			1119				148				

#### 17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	433	108	561	1140	0.380	435	359	1.0	0.6	5.118	A
B	718	180	298	1516	0.474	721	699	1.5	0.9	4.538	A
C	843	211	192	1382	0.610	849	826	3.1	1.6	6.841	A
D			920				121				

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	363	91	468	1197	0.303	364	300	0.6	0.4	4.322	A
B	602	150	249	1549	0.388	603	583	0.9	0.6	3.812	A
C	706	177	161	1402	0.504	708	691	1.6	1.0	5.212	A
D			768				101				

## **P.23 J17\_A20 Ashford Rd**

<h1>Junctions 9</h1>
<h2>PICADY 9 - Priority Intersection Module</h2>
Version: 9.0.2.5947 © Copyright TRL Limited, 2017
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**Filename:** J17\_A20 Ashford Rd.j9

**Path:** \\hc-ukr-ln-fs-10\LN\_Proj\UA008926 Otterpool\D-Calcs\Modelling\DM\_it5\Appendix\Picady Junction Analysis\J17 A20-Ashford Rd A20 M20-J11

**Report generation date:** 19/11/2018 10:49:02

- 
- »Base, AM
  - »Base, PM
  - »DM 2037, AM
  - »DM 2037, PM
  - »DM 2044, AM
  - »DM 2044, PM
  - »DM 2046, AM
  - »DM 2046, PM
  - »DS 2037, AM
  - »DS 2037, PM
  - »DS 2044, AM
  - »DS 2044, PM
  - »DS 2046, AM
  - »DS 2046, PM

### Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
<b>Base</b>								
Stream B -C	1.0	11.64	0.51	B	0.5	8.45	0.32	A
Stream B -A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C -B	0.0	0.00	0.00	A	0.0	0.00	0.00	A
<b>DM 2037</b>								
Stream B -C	1.4	15.32	0.58	C	0.3	7.75	0.23	A
Stream B -A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C -B	0.0	0.00	0.00	A	0.0	0.00	0.00	A
<b>DM 2044</b>								
Stream B -C	1.6	16.76	0.62	C	0.4	8.97	0.30	A
Stream B -A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C -B	0.0	0.00	0.00	A	0.0	0.00	0.00	A
<b>DM 2046</b>								
Stream B -C	1.6	17.01	0.62	C	0.5	9.17	0.31	A
Stream B -A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C -B	0.0	0.00	0.00	A	0.0	0.00	0.00	A
<b>DS 2037</b>								
Stream B -C	2.1	23.18	0.68	C	0.6	12.50	0.39	B
Stream B -A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C -B	0.0	0.00	0.00	A	0.0	0.00	0.00	A
<b>DS 2044</b>								
Stream B -C	3.7	43.74	0.80	E	0.8	16.63	0.45	C
Stream B -A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C -B	0.0	0.00	0.00	A	0.0	0.00	0.00	A
<b>DS 2046</b>								
Stream B -C	4.4	51.49	0.84	F	0.8	17.37	0.45	C
Stream B -A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C -B	0.0	0.00	0.00	A	0.0	0.00	0.00	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	J17 Otterpool Park_Base Model
Location	A20 Ashford Road - A20 - M20Junction 11
Site number	
Date	19/06/2017
Version	
Status	Base
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	

### Units

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

### Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

### Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D2	Base	PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D15	DM 2037	AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D16	DM 2037	PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D17	DM 2044	AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D18	DM 2044	PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D19	DM 2046	AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D20	DM 2046	PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D21	DS 2037	AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D22	DS 2037	PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D23	DS 2044	AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D24	DS 2044	PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D25	DS 2046	AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D26	DS 2046	PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

### Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	9	100.000	100.000



# Base, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.55	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm type
A	A20 Southbound		Major
B	A20 Ashford Road		Minor
C	A20 Northbound		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	14.18	9	3.44		180.0		-

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

### Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	8.00	5.80	5.00	4.90	4.90	9	3.00	100	88

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	463	0.050	0.128	0.080	0.182
1	B-C	813	0.080	0.203	-	-
1	C-B	678	0.169	0.169	-	-

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

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

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	869	100.000
B		ONE HOUR	9	295	100.000
C		ONE HOUR	9	975	100.000

## Origin -Destination Data

### Demand (Veh/hr)

From	To			
	\$	%	&	
	0	244	625	
	0	0	295	
	975	0	0	

## Vehicle Mix

### Heavy Vehicle Percentages

From	To			
	\$	%	&	
	0	1	8	
	0	0	1	
	4	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.51	11.64	1.0	B	271	406
B-A	0.00	0.00	0.0	A	0	0
C-A					895	1342
C-B	0.00	0.00	0.0	A	0	0
A-B					224	336
A-C					574	860

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	222	56	688	0.323	220	0.0	0.5	7.669	A
B-A	0	0	328	0.000	0	0.0	0.0	0.000	A
C-A	734	184			734				
C-B	0	0	561	0.000	0	0.0	0.0	0.000	A
A-B	184	46			184				
A-C	471	118			471				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	265	66	665	0.399	264	0.5	0.7	8.969	A
B-A	0	0	302	0.000	0	0.0	0.0	0.000	A
C-A	877	219			877				
C-B	0	0	538	0.000	0	0.0	0.0	0.000	A
A-B	219	55			219				
A-C	562	140			562				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	325	81	634	0.512	323	0.7	1.0	11.538	B
B-A	0	0	265	0.000	0	0.0	0.0	0.000	A
C-A	1073	268			1073				
C-B	0	0	506	0.000	0	0.0	0.0	0.000	A
A-B	269	67			269				
A-C	688	172			688				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	325	81	634	0.512	325	1.0	1.0	11.642	B
B-A	0	0	265	0.000	0	0.0	0.0	0.000	A
C-A	1073	268			1073				
C-B	0	0	506	0.000	0	0.0	0.0	0.000	A
A-B	269	67			269				
A-C	688	172			688				

#### 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	265	66	665	0.399	267	1.0	0.7	9.066	A
B-A	0	0	302	0.000	0	0.0	0.0	0.000	A
C-A	877	219			877				
C-B	0	0	538	0.000	0	0.0	0.0	0.000	A
A-B	219	55			219				
A-C	562	140			562				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	222	56	688	0.323	223	0.7	0.5	7.756	A
B-A	0	0	328	0.000	0	0.0	0.0	0.000	A
C-A	734	184			734				
C-B	0	0	561	0.000	0	0.0	0.0	0.000	A
A-B	184	46			184				
A-C	471	118			471				

# Base, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.72	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base	PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	1020	100.000
B		ONE HOUR	9	179	100.000
C		ONE HOUR	9	846	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	328	692	
	%	0	0	179	
	&	846	0	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	0	4	
	%	0	0	0	
	&	2	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.32	8.45	0.5	A	164	246
B-A	0.00	0.00	0.0	A	0	0
C-A					776	1164
C-B	0.00	0.00	0.0	A	0	0
A-B					301	451
A-C					635	952

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	135	34	683	0.197	134	0.0	0.2	6.545	A
B-A	0	0	330	0.000	0	0.0	0.0	0.000	A
C-A	637	159			637				
C-B	0	0	545	0.000	0	0.0	0.0	0.000	A
A-B	247	62			247				
A-C	521	130			521				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	161	40	658	0.245	161	0.2	0.3	7.236	A
B-A	0	0	304	0.000	0	0.0	0.0	0.000	A
C-A	761	190			761				
C-B	0	0	519	0.000	0	0.0	0.0	0.000	A
A-B	295	74			295				
A-C	622	156			622				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	197	49	623	0.316	197	0.3	0.5	8.431	A
B-A	0	0	268	0.000	0	0.0	0.0	0.000	A
C-A	931	233			931				
C-B	0	0	483	0.000	0	0.0	0.0	0.000	A
A-B	361	90			361				
A-C	762	190			762				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	197	49	623	0.316	197	0.5	0.5	8.452	A
B-A	0	0	268	0.000	0	0.0	0.0	0.000	A
C-A	931	233			931				
C-B	0	0	483	0.000	0	0.0	0.0	0.000	A
A-B	361	90			361				
A-C	762	190			762				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	161	40	658	0.245	161	0.5	0.3	7.263	A
B-A	0	0	304	0.000	0	0.0	0.0	0.000	A
C-A	761	190			761				
C-B	0	0	519	0.000	0	0.0	0.0	0.000	A
A-B	295	74			295				
A-C	622	156			622				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	135	34	683	0.197	135	0.3	0.2	6.574	A
B-A	0	0	330	0.000	0	0.0	0.0	0.000	A
C-A	637	159			637				
C-B	0	0	545	0.000	0	0.0	0.0	0.000	A
A-B	247	62			247				
A-C	521	130			521				

# DM 2037, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.85	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	DM 2037	AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	1084	100.000
B		ONE HOUR	9	299	100.000
C		ONE HOUR	9	1075	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	335	749	
	%	0	0	299	
	&	1075	0	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	5	10	
	%	0	0	6	
	&	5	0	0	



## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.58	15.32	1.4	C	274	412
B-A	0.00	0.00	0.0	A	0	0
C-A					986	1480
C-B	0.00	0.00	0.0	A	0	0
A-B					307	461
A-C					687	1031

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	225	56	628	0.358	223	0.0	0.6	8.842	A
B-A	0	0	303	0.000	0	0.0	0.0	0.000	A
C-A	809	202			809				
C-B	0	0	528	0.000	0	0.0	0.0	0.000	A
A-B	252	63			252				
A-C	564	141			564				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	269	67	601	0.447	268	0.6	0.8	10.772	B
B-A	0	0	271	0.000	0	0.0	0.0	0.000	A
C-A	966	242			966				
C-B	0	0	499	0.000	0	0.0	0.0	0.000	A
A-B	301	75			301				
A-C	673	168			673				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	329	82	564	0.584	327	0.8	1.4	15.058	C
B-A	0	0	228	0.000	0	0.0	0.0	0.000	A
C-A	1184	296			1184				
C-B	0	0	459	0.000	0	0.0	0.0	0.000	A
A-B	369	92			369				
A-C	825	206			825				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	329	82	564	0.584	329	1.4	1.4	15.322	C
B-A	0	0	228	0.000	0	0.0	0.0	0.000	A
C-A	1184	296			1184				
C-B	0	0	459	0.000	0	0.0	0.0	0.000	A
A-B	369	92			369				
A-C	825	206			825				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	269	67	601	0.447	271	1.4	0.8	10.981	B
B-A	0	0	271	0.000	0	0.0	0.0	0.000	A
C-A	966	242			966				
C-B	0	0	499	0.000	0	0.0	0.0	0.000	A
A-B	301	75			301				
A-C	673	168			673				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	225	56	628	0.358	226	0.8	0.6	8.982	A
B-A	0	0	303	0.000	0	0.0	0.0	0.000	A
C-A	809	202			809				
C-B	0	0	528	0.000	0	0.0	0.0	0.000	A
A-B	252	63			252				
A-C	564	141			564				

# DM 2037, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.44	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	DM 2037	PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	1129	100.000
B		ONE HOUR	9	125	100.000
C		ONE HOUR	9	867	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	360	769	
	%	0	0	125	
	&	867	0	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	0	4	
	%	0	0	0	
	&	3	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.23	7.75	0.3	A	115	172
B-A	0.00	0.00	0.0	A	0	0
C-A					796	1193
C-B	0.00	0.00	0.0	A	0	0
A-B					330	496
A-C					706	1058

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	94	24	669	0.141	93	0.0	0.2	6.251	A
B-A	0	0	319	0.000	0	0.0	0.0	0.000	A
C-A	653	163			653				
C-B	0	0	530	0.000	0	0.0	0.0	0.000	A
A-B	271	68			271				
A-C	579	145			579				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	112	28	641	0.175	112	0.2	0.2	6.808	A
B-A	0	0	291	0.000	0	0.0	0.0	0.000	A
C-A	779	195			779				
C-B	0	0	502	0.000	0	0.0	0.0	0.000	A
A-B	324	81			324				
A-C	691	173			691				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	138	34	602	0.229	137	0.2	0.3	7.737	A
B-A	0	0	252	0.000	0	0.0	0.0	0.000	A
C-A	955	239			955				
C-B	0	0	462	0.000	0	0.0	0.0	0.000	A
A-B	396	99			396				
A-C	847	212			847				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	138	34	602	0.229	138	0.3	0.3	7.747	A
B-A	0	0	252	0.000	0	0.0	0.0	0.000	A
C-A	955	239			955				
C-B	0	0	462	0.000	0	0.0	0.0	0.000	A
A-B	396	99			396				
A-C	847	212			847				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	112	28	641	0.175	113	0.3	0.2	6.819	A
B-A	0	0	291	0.000	0	0.0	0.0	0.000	A
C-A	779	195			779				
C-B	0	0	502	0.000	0	0.0	0.0	0.000	A
A-B	324	81			324				
A-C	691	173			691				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	94	24	669	0.141	94	0.2	0.2	6.270	A
B-A	0	0	319	0.000	0	0.0	0.0	0.000	A
C-A	653	163			653				
C-B	0	0	530	0.000	0	0.0	0.0	0.000	A
A-B	271	68			271				
A-C	579	145			579				

# DM 2044, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.07	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	DM 2044	AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	1076	100.000
B		ONE HOUR	9	316	100.000
C		ONE HOUR	9	1139	100.000

## Origin -Destination Data

### Demand (Veh/hr)

	To			
	\$	%	&	
From	\$	0	324	752
	%	0	0	316
	&	1139	0	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
	\$	%	&	
From	\$	0	6	11
	%	0	0	6
	&	5	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.62	16.76	1.6	C	290	435
B-A	0.00	0.00	0.0	A	0	0
C-A					1045	1568
C-B	0.00	0.00	0.0	A	0	0
A-B					297	446
A-C					690	1035

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	238	59	627	0.380	235	0.0	0.6	9.145	A
B-A	0	0	298	0.000	0	0.0	0.0	0.000	A
C-A	857	214			857				
C-B	0	0	528	0.000	0	0.0	0.0	0.000	A
A-B	244	61			244				
A-C	566	142			566				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	284	71	600	0.474	283	0.6	0.9	11.325	B
B-A	0	0	266	0.000	0	0.0	0.0	0.000	A
C-A	1024	256			1024				
C-B	0	0	499	0.000	0	0.0	0.0	0.000	A
A-B	291	73			291				
A-C	676	169			676				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	348	87	562	0.619	345	0.9	1.6	16.386	C
B-A	0	0	221	0.000	0	0.0	0.0	0.000	A
C-A	1254	314			1254				
C-B	0	0	459	0.000	0	0.0	0.0	0.000	A
A-B	357	89			357				
A-C	828	207			828				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	348	87	562	0.619	348	1.6	1.6	16.762	C
B-A	0	0	221	0.000	0	0.0	0.0	0.000	A
C-A	1254	314			1254				
C-B	0	0	459	0.000	0	0.0	0.0	0.000	A
A-B	357	89			357				
A-C	828	207			828				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	284	71	600	0.474	287	1.6	0.9	11.597	B
B-A	0	0	266	0.000	0	0.0	0.0	0.000	A
C-A	1024	256			1024				
C-B	0	0	499	0.000	0	0.0	0.0	0.000	A
A-B	291	73			291				
A-C	676	169			676				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	238	59	627	0.380	239	0.9	0.6	9.312	A
B-A	0	0	298	0.000	0	0.0	0.0	0.000	A
C-A	857	214			857				
C-B	0	0	528	0.000	0	0.0	0.0	0.000	A
A-B	244	61			244				
A-C	566	142			566				



# DM 2044, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.59	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	DM 2044	PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	1276	100.000
B		ONE HOUR	9	155	100.000
C		ONE HOUR	9	865	100.000

## Origin -Destination Data

### Demand (Veh/hr)

	To			
		\$	%	&
From	\$	0	372	904
	%	0	0	155
	&	865	0	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
		\$	%	&
From	\$	0	0	3
	%	0	0	0
	&	3	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.30	8.97	0.4	A	142	213
B-A	0.00	0.00	0.0	A	0	0
C-A					794	1191
C-B	0.00	0.00	0.0	A	0	0
A-B					341	512
A-C					830	1244

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	117	29	648	0.180	116	0.0	0.2	6.753	A
B-A	0	0	306	0.000	0	0.0	0.0	0.000	A
C-A	651	163			651				
C-B	0	0	512	0.000	0	0.0	0.0	0.000	A
A-B	280	70			280				
A-C	681	170			681				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	139	35	616	0.226	139	0.2	0.3	7.542	A
B-A	0	0	275	0.000	0	0.0	0.0	0.000	A
C-A	778	194			778				
C-B	0	0	480	0.000	0	0.0	0.0	0.000	A
A-B	334	84			334				
A-C	813	203			813				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	171	43	572	0.298	170	0.3	0.4	8.949	A
B-A	0	0	233	0.000	0	0.0	0.0	0.000	A
C-A	952	238			952				
C-B	0	0	435	0.000	0	0.0	0.0	0.000	A
A-B	410	102			410				
A-C	995	249			995				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	171	43	572	0.298	171	0.4	0.4	8.972	A
B-A	0	0	233	0.000	0	0.0	0.0	0.000	A
C-A	952	238			952				
C-B	0	0	435	0.000	0	0.0	0.0	0.000	A
A-B	410	102			410				
A-C	995	249			995				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	139	35	616	0.226	140	0.4	0.3	7.567	A
B-A	0	0	275	0.000	0	0.0	0.0	0.000	A
C-A	778	194			778				
C-B	0	0	480	0.000	0	0.0	0.0	0.000	A
A-B	334	84			334				
A-C	813	203			813				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	117	29	648	0.180	117	0.3	0.2	6.785	A
B-A	0	0	306	0.000	0	0.0	0.0	0.000	A
C-A	651	163			651				
C-B	0	0	512	0.000	0	0.0	0.0	0.000	A
A-B	280	70			280				
A-C	681	170			681				

# DM 2046, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.08	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	DM 2046	AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	1095	100.000
B		ONE HOUR	9	316	100.000
C		ONE HOUR	9	1146	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	331	764	
	%	0	0	316	
	&	1146	0	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	5	11	
	%	0	0	6	
	&	5	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.62	17.01	1.6	C	290	435
B-A	0.00	0.00	0.0	A	0	0
C-A					1052	1577
C-B	0.00	0.00	0.0	A	0	0
A-B					304	456
A-C					701	1052

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	238	59	625	0.381	235	0.0	0.6	9.194	A
B-A	0	0	296	0.000	0	0.0	0.0	0.000	A
C-A	863	216			863				
C-B	0	0	526	0.000	0	0.0	0.0	0.000	A
A-B	249	62			249				
A-C	575	144			575				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	284	71	597	0.476	283	0.6	0.9	11.415	B
B-A	0	0	263	0.000	0	0.0	0.0	0.000	A
C-A	1030	258			1030				
C-B	0	0	496	0.000	0	0.0	0.0	0.000	A
A-B	298	74			298				
A-C	687	172			687				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	348	87	559	0.622	345	0.9	1.6	16.616	C
B-A	0	0	218	0.000	0	0.0	0.0	0.000	A
C-A	1262	315			1262				
C-B	0	0	455	0.000	0	0.0	0.0	0.000	A
A-B	364	91			364				
A-C	841	210			841				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	348	87	559	0.622	348	1.6	1.6	17.011	C
B-A	0	0	218	0.000	0	0.0	0.0	0.000	A
C-A	1262	315			1262				
C-B	0	0	455	0.000	0	0.0	0.0	0.000	A
A-B	364	91			364				
A-C	841	210			841				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	284	71	597	0.476	287	1.6	0.9	11.701	B
B-A	0	0	263	0.000	0	0.0	0.0	0.000	A
C-A	1030	258			1030				
C-B	0	0	496	0.000	0	0.0	0.0	0.000	A
A-B	298	74			298				
A-C	687	172			687				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	238	59	625	0.381	239	0.9	0.6	9.367	A
B-A	0	0	296	0.000	0	0.0	0.0	0.000	A
C-A	863	216			863				
C-B	0	0	526	0.000	0	0.0	0.0	0.000	A
A-B	249	62			249				
A-C	575	144			575				

# DM 2046, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.63	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	DM 2046	PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	1276	100.000
B		ONE HOUR	9	163	100.000
C		ONE HOUR	9	876	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	373	903	
	%	0	0	163	
	&	876	0	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	0	3	
	%	0	0	0	
	&	3	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.31	9.17	0.5	A	150	224
B-A	0.00	0.00	0.0	A	0	0
C-A					804	1206
C-B	0.00	0.00	0.0	A	0	0
A-B					342	513
A-C					829	1243

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	123	31	648	0.189	122	0.0	0.2	6.829	A
B-A	0	0	305	0.000	0	0.0	0.0	0.000	A
C-A	659	165			659				
C-B	0	0	512	0.000	0	0.0	0.0	0.000	A
A-B	281	70			281				
A-C	680	170			680				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	147	37	616	0.238	146	0.2	0.3	7.655	A
B-A	0	0	275	0.000	0	0.0	0.0	0.000	A
C-A	788	197			788				
C-B	0	0	480	0.000	0	0.0	0.0	0.000	A
A-B	335	84			335				
A-C	812	203			812				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	179	45	572	0.314	179	0.3	0.5	9.143	A
B-A	0	0	232	0.000	0	0.0	0.0	0.000	A
C-A	964	241			964				
C-B	0	0	435	0.000	0	0.0	0.0	0.000	A
A-B	411	103			411				
A-C	994	249			994				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	179	45	572	0.314	179	0.5	0.5	9.170	A
B-A	0	0	232	0.000	0	0.0	0.0	0.000	A
C-A	964	241			964				
C-B	0	0	435	0.000	0	0.0	0.0	0.000	A
A-B	411	103			411				
A-C	994	249			994				



17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	147	37	616	0.238	147	0.5	0.3	7.685	A
B-A	0	0	275	0.000	0	0.0	0.0	0.000	A
C-A	788	197			788				
C-B	0	0	480	0.000	0	0.0	0.0	0.000	A
A-B	335	84			335				
A-C	812	203			812				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	123	31	648	0.189	123	0.3	0.2	6.859	A
B-A	0	0	305	0.000	0	0.0	0.0	0.000	A
C-A	659	165			659				
C-B	0	0	512	0.000	0	0.0	0.0	0.000	A
A-B	281	70			281				
A-C	680	170			680				

# DS 2037, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.91	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	DS 2037	AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	1555	100.000
B		ONE HOUR	9	299	100.000
C		ONE HOUR	9	1722	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	371	1184	
	%	0	0	299	
	&	1722	0	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	5	6	
	%	0	0	3	
	&	4	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.68	23.18	2.1	C	274	412
B-A	0.00	0.00	0.0	A	0	0
C-A					1580	2370
C-B	0.00	0.00	0.0	A	0	0
A-B					340	511
A-C					1086	1630

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	225	56	580	0.388	223	0.0	0.6	10.004	B
B-A	0	0	220	0.000	0	0.0	0.0	0.000	A
C-A	1296	324			1296				
C-B	0	0	469	0.000	0	0.0	0.0	0.000	A
A-B	279	70			279				
A-C	891	223			891				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	269	67	540	0.498	267	0.6	1.0	13.160	B
B-A	0	0	172	0.000	0	0.0	0.0	0.000	A
C-A	1548	387			1548				
C-B	0	0	428	0.000	0	0.0	0.0	0.000	A
A-B	334	83			334				
A-C	1064	266			1064				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	329	82	483	0.681	325	1.0	2.0	22.172	C
B-A	0	0	107	0.000	0	0.0	0.0	0.000	A
C-A	1896	474			1896				
C-B	0	0	372	0.000	0	0.0	0.0	0.000	A
A-B	408	102			408				
A-C	1304	326			1304				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	329	82	483	0.681	329	2.0	2.1	23.181	C
B-A	0	0	107	0.000	0	0.0	0.0	0.000	A
C-A	1896	474			1896				
C-B	0	0	372	0.000	0	0.0	0.0	0.000	A
A-B	408	102			408				
A-C	1304	326			1304				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	269	67	540	0.498	273	2.1	1.0	13.703	B
B-A	0	0	172	0.000	0	0.0	0.0	0.000	A
C-A	1548	387			1548				
C-B	0	0	428	0.000	0	0.0	0.0	0.000	A
A-B	334	83			334				
A-C	1064	266			1064				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	225	56	580	0.388	227	1.0	0.6	10.226	B
B-A	0	0	220	0.000	0	0.0	0.0	0.000	A
C-A	1296	324			1296				
C-B	0	0	469	0.000	0	0.0	0.0	0.000	A
A-B	279	70			279				
A-C	891	223			891				

# DS 2037, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.62	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	DS 2037	PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	1734	100.000
B		ONE HOUR	9	169	100.000
C		ONE HOUR	9	1468	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	403	1331	
	%	0	0	169	
	&	1468	0	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	0	2	
	%	0	0	0	
	&	2	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.39	12.50	0.6	B	155	233
B-A	0.00	0.00	0.0	A	0	0
C-A					1347	2021
C-B	0.00	0.00	0.0	A	0	0
A-B					370	555
A-C					1221	1832

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	127	32	581	0.219	126	0.0	0.3	7.895	A
B-A	0	0	227	0.000	0	0.0	0.0	0.000	A
C-A	1105	276			1105				
C-B	0	0	454	0.000	0	0.0	0.0	0.000	A
A-B	303	76			303				
A-C	1002	251			1002				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	152	38	536	0.283	151	0.3	0.4	9.349	A
B-A	0	0	181	0.000	0	0.0	0.0	0.000	A
C-A	1320	330			1320				
C-B	0	0	410	0.000	0	0.0	0.0	0.000	A
A-B	362	91			362				
A-C	1197	299			1197				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	186	47	474	0.393	185	0.4	0.6	12.424	B
B-A	0	0	118	0.000	0	0.0	0.0	0.000	A
C-A	1616	404			1616				
C-B	0	0	350	0.000	0	0.0	0.0	0.000	A
A-B	444	111			444				
A-C	1465	366			1465				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	186	47	474	0.393	186	0.6	0.6	12.504	B
B-A	0	0	118	0.000	0	0.0	0.0	0.000	A
C-A	1616	404			1616				
C-B	0	0	350	0.000	0	0.0	0.0	0.000	A
A-B	444	111			444				
A-C	1465	366			1465				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	152	38	536	0.283	153	0.6	0.4	9.419	A
B-A	0	0	181	0.000	0	0.0	0.0	0.000	A
C-A	1320	330			1320				
C-B	0	0	410	0.000	0	0.0	0.0	0.000	A
A-B	362	91			362				
A-C	1197	299			1197				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	127	32	581	0.219	128	0.4	0.3	7.951	A
B-A	0	0	227	0.000	0	0.0	0.0	0.000	A
C-A	1105	276			1105				
C-B	0	0	454	0.000	0	0.0	0.0	0.000	A
A-B	303	76			303				
A-C	1002	251			1002				

# DS 2044, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.94	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D23	DS 2044	AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	1969	100.000
B		ONE HOUR	9	291	100.000
C		ONE HOUR	9	1940	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	366	1603	
	%	0	0	291	
	&	1940	0	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	5	5	
	%	0	0	1	
	&	4	0	0	



## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.80	43.74	3.7	E	267	401
B-A	0.00	0.00	0.0	A	0	0
C-A					1780	2670
C-B	0.00	0.00	0.0	A	0	0
A-B					336	504
A-C					1471	2206

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	219	55	527	0.416	216	0.0	0.7	11.481	B
B-A	0	0	165	0.000	0	0.0	0.0	0.000	A
C-A	1461	365			1461				
C-B	0	0	415	0.000	0	0.0	0.0	0.000	A
A-B	276	69			276				
A-C	1207	302			1207				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	262	65	473	0.553	260	0.7	1.2	16.689	C
B-A	0	0	107	0.000	0	0.0	0.0	0.000	A
C-A	1744	436			1744				
C-B	0	0	364	0.000	0	0.0	0.0	0.000	A
A-B	329	82			329				
A-C	1441	360			1441				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	320	80	399	0.803	312	1.2	3.4	38.029	E
B-A	0	0	27	0.000	0	0.0	0.0	0.000	A
C-A	2136	534			2136				
C-B	0	0	293	0.000	0	0.0	0.0	0.000	A
A-B	403	101			403				
A-C	1765	441			1765				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	320	80	399	0.803	319	3.4	3.7	43.741	E
B-A	0	0	27	0.000	0	0.0	0.0	0.000	A
C-A	2136	534			2136				
C-B	0	0	293	0.000	0	0.0	0.0	0.000	A
A-B	403	101			403				
A-C	1765	441			1765				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	262	65	473	0.553	271	3.7	1.3	18.559	C
B-A	0	0	107	0.000	0	0.0	0.0	0.000	A
C-A	1744	436			1744				
C-B	0	0	364	0.000	0	0.0	0.0	0.000	A
A-B	329	82			329				
A-C	1441	360			1441				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	219	55	527	0.416	221	1.3	0.7	11.856	B
B-A	0	0	165	0.000	0	0.0	0.0	0.000	A
C-A	1461	365			1461				
C-B	0	0	415	0.000	0	0.0	0.0	0.000	A
A-B	276	69			276				
A-C	1207	302			1207				

# DS 2044, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.64	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D24	DS 2044	PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	2176	100.000
B		ONE HOUR	9	159	100.000
C		ONE HOUR	9	1752	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	559	1617	
	%	0	0	159	
	&	1752	0	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	0	3	
	%	0	0	0	
	&	1	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.45	16.63	0.8	C	146	219
B-A	0.00	0.00	0.0	A	0	0
C-A					1608	2411
C-B	0.00	0.00	0.0	A	0	0
A-B					513	769
A-C					1484	2226

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	120	30	525	0.228	119	0.0	0.3	8.840	A
B-A	0	0	175	0.000	0	0.0	0.0	0.000	A
C-A	1319	330			1319				
C-B	0	0	395	0.000	0	0.0	0.0	0.000	A
A-B	421	105			421				
A-C	1217	304			1217				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	143	36	469	0.305	142	0.3	0.4	11.014	B
B-A	0	0	119	0.000	0	0.0	0.0	0.000	A
C-A	1575	394			1575				
C-B	0	0	340	0.000	0	0.0	0.0	0.000	A
A-B	503	126			503				
A-C	1454	363			1454				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	175	44	391	0.447	174	0.4	0.8	16.428	C
B-A	0	0	42	0.000	0	0.0	0.0	0.000	A
C-A	1929	482			1929				
C-B	0	0	264	0.000	0	0.0	0.0	0.000	A
A-B	615	154			615				
A-C	1780	445			1780				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	175	44	391	0.447	175	0.8	0.8	16.630	C
B-A	0	0	42	0.000	0	0.0	0.0	0.000	A
C-A	1929	482			1929				
C-B	0	0	264	0.000	0	0.0	0.0	0.000	A
A-B	615	154			615				
A-C	1780	445			1780				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	143	36	469	0.305	144	0.8	0.4	11.148	B
B-A	0	0	119	0.000	0	0.0	0.0	0.000	A
C-A	1575	394			1575				
C-B	0	0	340	0.000	0	0.0	0.0	0.000	A
A-B	503	126			503				
A-C	1454	363			1454				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	120	30	525	0.228	120	0.4	0.3	8.918	A
B-A	0	0	175	0.000	0	0.0	0.0	0.000	A
C-A	1319	330			1319				
C-B	0	0	395	0.000	0	0.0	0.0	0.000	A
A-B	421	105			421				
A-C	1217	304			1217				

# DS 2046, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	3.46	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D25	DS 2046	AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	1994	100.000
B		ONE HOUR	9	300	100.000
C		ONE HOUR	9	2033	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	378	1616	
	%	0	0	300	
	&	2033	0	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	5	5	
	%	0	0	1	
	&	4	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.84	51.49	4.4	F	275	413
B-A	0.00	0.00	0.0	A	0	0
C-A					1866	2798
C-B	0.00	0.00	0.0	A	0	0
A-B					347	520
A-C					1483	2224

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	226	56	524	0.431	223	0.0	0.7	11.831	B
B-A	0	0	157	0.000	0	0.0	0.0	0.000	A
C-A	1531	383			1531				
C-B	0	0	411	0.000	0	0.0	0.0	0.000	A
A-B	285	71			285				
A-C	1217	304			1217				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	270	67	470	0.574	267	0.7	1.3	17.586	C
B-A	0	0	98	0.000	0	0.0	0.0	0.000	A
C-A	1828	457			1828				
C-B	0	0	360	0.000	0	0.0	0.0	0.000	A
A-B	340	85			340				
A-C	1453	363			1453				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	330	83	395	0.837	320	1.3	4.0	42.958	E
B-A	0	0	16	0.000	0	0.0	0.0	0.000	A
C-A	2238	560			2238				
C-B	0	0	288	0.000	0	0.0	0.0	0.000	A
A-B	416	104			416				
A-C	1779	445			1779				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	330	83	395	0.837	329	4.0	4.4	51.491	F
B-A	0	0	16	0.000	0	0.0	0.0	0.000	A
C-A	2238	560			2238				
C-B	0	0	288	0.000	0	0.0	0.0	0.000	A
A-B	416	104			416				
A-C	1779	445			1779				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	270	67	470	0.574	282	4.4	1.4	20.211	C
B-A	0	0	98	0.000	0	0.0	0.0	0.000	A
C-A	1828	457			1828				
C-B	0	0	360	0.000	0	0.0	0.0	0.000	A
A-B	340	85			340				
A-C	1453	363			1453				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	226	56	524	0.431	228	1.4	0.8	12.264	B
B-A	0	0	157	0.000	0	0.0	0.0	0.000	A
C-A	1531	383			1531				
C-B	0	0	411	0.000	0	0.0	0.0	0.000	A
A-B	285	71			285				
A-C	1217	304			1217				



# DS 2046, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.64	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D26	DS 2046	PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	2183	100.000
B		ONE HOUR	9	156	100.000
C		ONE HOUR	9	1800	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	482	1701	
	%	0	0	156	
	&	1800	0	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	0	3	
	%	0	0	0	
	&	2	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.45	17.37	0.8	C	143	215
B-A	0.00	0.00	0.0	A	0	0
C-A					1652	2478
C-B	0.00	0.00	0.0	A	0	0
A-B					442	663
A-C					1561	2341

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	117	29	516	0.228	116	0.0	0.3	8.980	A
B-A	0	0	166	0.000	0	0.0	0.0	0.000	A
C-A	1355	339			1355				
C-B	0	0	394	0.000	0	0.0	0.0	0.000	A
A-B	363	91			363				
A-C	1281	320			1281				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	140	35	458	0.306	140	0.3	0.4	11.273	B
B-A	0	0	108	0.000	0	0.0	0.0	0.000	A
C-A	1618	405			1618				
C-B	0	0	338	0.000	0	0.0	0.0	0.000	A
A-B	433	108			433				
A-C	1529	382			1529				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	172	43	379	0.453	170	0.4	0.8	17.139	C
B-A	0	0	28	0.000	0	0.0	0.0	0.000	A
C-A	1982	495			1982				
C-B	0	0	262	0.000	0	0.0	0.0	0.000	A
A-B	531	133			531				
A-C	1873	468			1873				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	172	43	379	0.453	172	0.8	0.8	17.366	C
B-A	0	0	28	0.000	0	0.0	0.0	0.000	A
C-A	1982	495			1982				
C-B	0	0	262	0.000	0	0.0	0.0	0.000	A
A-B	531	133			531				
A-C	1873	468			1873				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	140	35	458	0.306	142	0.8	0.4	11.416	B
B-A	0	0	108	0.000	0	0.0	0.0	0.000	A
C-A	1618	405			1618				
C-B	0	0	338	0.000	0	0.0	0.0	0.000	A
A-B	433	108			433				
A-C	1529	382			1529				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	117	29	516	0.228	118	0.4	0.3	9.060	A
B-A	0	0	166	0.000	0	0.0	0.0	0.000	A
C-A	1355	339			1355				
C-B	0	0	394	0.000	0	0.0	0.0	0.000	A
A-B	363	91			363				
A-C	1281	320			1281				

**P.24 J18\_A20 Sandling Rd**

<h1>Junctions 9</h1>
<h2>PICADY 9 - Priority Intersection Module</h2>
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**Filename:** J18\_A20 Sandling Rd.j9

**Path:** \\hc-ukr-ln-fs-10\LN\_Proj\UA008926 Otterpool\D-Calcs\Modelling\DM\_it5\Appendix\Picady Junction Analysis\J18 A20 Ashford Rd - Sandling Rd

**Report generation date:** 19/11/2018 10:51:33

- 
- »Base, AM
  - »Base, PM
  - »DM 2037, AM
  - »DM 2037, PM
  - »DM 2044, AM
  - »DM 2044, PM
  - »DM 2046, AM
  - »DM 2046, PM
  - »DS 2037, AM
  - »DS 2037, PM
  - »DS 2044, AM
  - »DS 2044, PM
  - »DS 2046, AM
  - »DS 2046, PM

## Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
<b>Base</b>								
Stream B -AC	0.9	12.90	0.49	B	0.5	8.47	0.32	A
Stream C -AB	0.4	6.77	0.23	A	0.7	7.87	0.36	A
<b>DM 2037</b>								
Stream B -AC	1.4	16.48	0.59	C	0.4	10.16	0.31	B
Stream C -AB	0.7	7.80	0.34	A	1.0	9.86	0.47	A
<b>DM 2044</b>								
Stream B -AC	1.5	17.36	0.61	C	0.5	10.50	0.35	B
Stream C -AB	0.6	7.66	0.33	A	1.1	10.37	0.50	B
<b>DM 2046</b>								
Stream B -AC	1.6	17.61	0.61	C	0.6	10.66	0.36	B
Stream C -AB	0.6	7.76	0.34	A	1.1	10.41	0.50	B
<b>DS 2037</b>								
Stream B -AC	1.2	15.44	0.56	C	0.5	10.75	0.35	B
Stream C -AB	0.7	7.68	0.36	A	1.2	10.19	0.51	B
<b>DS 2044</b>								
Stream B -AC	1.1	14.96	0.54	B	0.5	11.30	0.33	B
Stream C -AB	0.7	7.56	0.34	A	1.8	10.48	0.58	B
<b>DS 2046</b>								
Stream B -AC	1.2	15.34	0.55	C	0.5	10.99	0.32	B
Stream C -AB	0.7	7.63	0.36	A	1.5	10.44	0.55	B

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

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

## File summary

### File Description

Title	J18 Otterpool Park_Base Model
Location	A20 Ashfrod Road - Sandling Road
Site number	
Date	19/06/2017
Version	
Status	Base
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	

## Units

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

## Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

### Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	J18 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D2	Base	PM	J18 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D15	DM 2037	AM	J18 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D16	DM 2037	PM	J18 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D17	DM 2044	AM	J18 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D18	DM 2044	PM	J18 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D19	DM 2046	AM	J18 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D20	DM 2046	PM	J18 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D21	DS 2037	AM	J18 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D22	DS 2037	PM	J18 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D23	DS 2044	AM	J18 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D24	DS 2044	PM	J18 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D25	DS 2046	AM	J18 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D26	DS 2046	PM	J18 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

### Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	9	100.000	100.000

# Base, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	6.21	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm type
A	A20 Ashford Rd SB		Major
B	Sandling Road		Minor
C	A20 Ashford Rd NB		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.20			100.0	9	0.00

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

### Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.12	41	92

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	543	0.094	0.237	0.149	0.338
1	B-C	690	0.100	0.253	-	-
1	C-B	632	0.232	0.232	-	-

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

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

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	J18 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9



Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	174	100.000
B		ONE HOUR	9	242	100.000
C		ONE HOUR	9	244	100.000

## Origin -Destination Data

### Demand (Veh/hr)

From	To			
	\$	%	&	
\$	0	52	122	
%	69	0	173	
&	134	110	0	

## Vehicle Mix

### Heavy Vehicle Percentages

From	To			
	\$	%	&	
\$	0	0	1	
%	12	0	1	
&	0	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.49	12.90	0.9	B	222	333
C-AB	0.23	6.77	0.4	A	124	186
C-A					100	150
A-B					48	72
A-C					112	168

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	182	46	567	0.321	180	0.0	0.5	9.263	A
C-AB	98	24	668	0.146	97	0.0	0.2	6.288	A
C-A	86	22			86				
A-B	39	10			39				
A-C	92	23			92				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	218	54	558	0.390	217	0.5	0.6	10.536	B
C-AB	120	30	676	0.178	120	0.2	0.3	6.479	A
C-A	99	25			99				
A-B	47	12			47				
A-C	110	27			110				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	266	67	545	0.489	265	0.6	0.9	12.789	B
C-AB	154	39	687	0.225	154	0.3	0.4	6.761	A
C-A	114	29			114				
A-B	57	14			57				
A-C	134	34			134				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	266	67	545	0.489	266	0.9	0.9	12.897	B
C-AB	155	39	687	0.225	155	0.4	0.4	6.772	A
C-A	114	29			114				
A-B	57	14			57				
A-C	134	34			134				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	218	54	558	0.390	219	0.9	0.7	10.647	B
C-AB	121	30	676	0.178	121	0.4	0.3	6.494	A
C-A	99	25			99				
A-B	47	12			47				
A-C	110	27			110				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	182	46	567	0.321	183	0.7	0.5	9.390	A
C-AB	98	24	669	0.146	98	0.3	0.2	6.315	A
C-A	86	22			86				
A-B	39	10			39				
A-C	92	23			92				

# Base, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	5.44	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base	PM	J18 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	97	100.000
B		ONE HOUR	9	178	100.000
C		ONE HOUR	9	328	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To				
From		\$	%	&		
		\$	0	68	29	
		%	28	0	150	
		&	148	180	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
From		\$	%	&		
		\$	0	0	0	
		%	0	0	0	
		&	0	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.32	8.47	0.5	A	163	245
C-AB	0.36	7.87	0.7	A	206	310
C-A					95	142
A-B					62	94
A-C					27	40

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	134	34	635	0.211	133	0.0	0.3	7.156	A
C-AB	162	40	688	0.235	160	0.0	0.4	6.806	A
C-A	85	21			85				
A-B	51	13			51				
A-C	22	5			22				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	160	40	629	0.254	160	0.3	0.3	7.662	A
C-AB	200	50	700	0.286	200	0.4	0.5	7.198	A
C-A	95	24			95				
A-B	61	15			61				
A-C	26	7			26				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	196	49	621	0.316	196	0.3	0.5	8.449	A
C-AB	257	64	715	0.359	256	0.5	0.7	7.844	A
C-A	104	26			104				
A-B	75	19			75				
A-C	32	8			32				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	196	49	621	0.316	196	0.5	0.5	8.468	A
C-AB	257	64	715	0.360	257	0.7	0.7	7.869	A
C-A	104	26			104				
A-B	75	19			75				
A-C	32	8			32				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	160	40	629	0.254	160	0.5	0.3	7.688	A
C-AB	200	50	700	0.286	201	0.7	0.5	7.238	A
C-A	95	24			95				
A-B	61	15			61				
A-C	26	7			26				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	134	34	635	0.211	134	0.3	0.3	7.198	A
C-AB	162	40	689	0.235	162	0.5	0.4	6.856	A
C-A	85	21			85				
A-B	51	13			51				
A-C	22	5			22				

# DM 2037, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	8.26	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	DM 2037	AM	J18 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	134	100.000
B		ONE HOUR	9	281	100.000
C		ONE HOUR	9	335	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	19	115	
	%	96	0	185	
	&	176	159	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	5	7	
	%	2	0	5	
	&	8	3	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.59	16.48	1.4	C	258	387
C-AB	0.34	7.80	0.7	A	192	289
C-A					115	172
A-B					17	26
A-C					106	158

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	212	53	555	0.381	209	0.0	0.6	10.347	B
C-AB	149	37	675	0.221	148	0.0	0.3	6.817	A
C-A	103	26			103				
A-B	14	4			14				
A-C	87	22			87				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	253	63	543	0.465	252	0.6	0.8	12.297	B
C-AB	186	47	687	0.271	186	0.3	0.5	7.169	A
C-A	115	29			115				
A-B	17	4			17				
A-C	103	26			103				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	309	77	528	0.587	307	0.8	1.4	16.192	C
C-AB	242	61	705	0.343	241	0.5	0.7	7.758	A
C-A	127	32			127				
A-B	21	5			21				
A-C	127	32			127				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	309	77	527	0.587	309	1.4	1.4	16.482	C
C-AB	242	61	705	0.344	242	0.7	0.7	7.796	A
C-A	127	32			127				
A-B	21	5			21				
A-C	127	32			127				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	253	63	543	0.465	255	1.4	0.9	12.563	B
C-AB	186	47	688	0.271	187	0.7	0.5	7.226	A
C-A	115	29			115				
A-B	17	4			17				
A-C	103	26			103				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	212	53	554	0.382	213	0.9	0.6	10.566	B
C-AB	149	37	675	0.221	150	0.5	0.3	6.875	A
C-A	103	26			103				
A-B	14	4			14				
A-C	87	22			87				



# DM 2037, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	7.42	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	DM 2037	PM	J18 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	80	100.000
B		ONE HOUR	9	146	100.000
C		ONE HOUR	9	359	100.000

## Origin -Destination Data

### Demand (Veh/hr)

	To			
		\$	%	&
From	\$	0	29	51
	%	72	0	74
	&	115	244	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
		\$	%	&
From	\$	0	0	0
	%	0	0	0
	&	1	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.31	10.16	0.4	B	134	201
C-AB	0.47	9.86	1.0	A	266	400
C-A					63	95
A-B					27	40
A-C					47	70

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	110	27	547	0.201	109	0.0	0.2	8.198	A
C-AB	211	53	674	0.312	209	0.0	0.5	7.705	A
C-A	60	15			60				
A-B	22	5			22				
A-C	38	10			38				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	131	33	534	0.246	131	0.2	0.3	8.929	A
C-AB	259	65	683	0.379	258	0.5	0.7	8.467	A
C-A	64	16			64				
A-B	26	7			26				
A-C	46	11			46				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	161	40	516	0.312	160	0.3	0.4	10.119	B
C-AB	329	82	695	0.474	328	0.7	1.0	9.791	A
C-A	66	17			66				
A-B	32	8			32				
A-C	56	14			56				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	161	40	515	0.312	161	0.4	0.4	10.155	B
C-AB	329	82	695	0.474	329	1.0	1.0	9.861	A
C-A	66	16			66				
A-B	32	8			32				
A-C	56	14			56				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	131	33	533	0.246	132	0.4	0.3	8.972	A
C-AB	259	65	683	0.379	260	1.0	0.7	8.551	A
C-A	64	16			64				
A-B	26	7			26				
A-C	46	11			46				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	110	27	546	0.201	110	0.3	0.3	8.259	A
C-AB	211	53	675	0.313	212	0.7	0.5	7.797	A
C-A	59	15			59				
A-B	22	5			22				
A-C	38	10			38				

# DM 2044, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	8.66	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	DM 2044	AM	J18 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	138	100.000
B		ONE HOUR	9	294	100.000
C		ONE HOUR	9	324	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	19	119	
	%	97	0	197	
	&	172	152	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	5	8	
	%	2	0	5	
	&	8	3	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.61	17.36	1.5	C	270	405
C-AB	0.33	7.66	0.6	A	183	274
C-A					114	172
A-B					17	26
A-C					109	164

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	221	55	557	0.397	219	0.0	0.6	10.559	B
C-AB	142	35	672	0.211	140	0.0	0.3	6.760	A
C-A	102	26			102				
A-B	14	4			14				
A-C	90	22			90				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	264	66	546	0.484	263	0.6	0.9	12.675	B
C-AB	177	44	684	0.259	176	0.3	0.4	7.087	A
C-A	114	29			114				
A-B	17	4			17				
A-C	107	27			107				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	324	81	531	0.610	321	0.9	1.5	17.005	C
C-AB	230	57	701	0.328	229	0.4	0.6	7.628	A
C-A	127	32			127				
A-B	21	5			21				
A-C	131	33			131				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	324	81	531	0.610	324	1.5	1.5	17.362	C
C-AB	230	58	701	0.328	230	0.6	0.6	7.659	A
C-A	127	32			127				
A-B	21	5			21				
A-C	131	33			131				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	264	66	546	0.484	267	1.5	1.0	12.989	B
C-AB	177	44	684	0.259	178	0.6	0.4	7.137	A
C-A	114	29			114				
A-B	17	4			17				
A-C	107	27			107				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	221	55	557	0.397	223	1.0	0.7	10.804	B
C-AB	142	36	672	0.211	143	0.4	0.3	6.813	A
C-A	102	25			102				
A-B	14	4			14				
A-C	90	22			90				

# DM 2044, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	7.86	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	DM 2044	PM	J18 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	87	100.000
B		ONE HOUR	9	168	100.000
C		ONE HOUR	9	372	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	28	59	
	%	71	0	97	
	&	116	256	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	0	0	0
	%	0	0	0	0
	&	1	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.35	10.50	0.5	B	154	231
C-AB	0.50	10.37	1.1	B	280	420
C-A					61	92
A-B					26	39
A-C					54	81

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	126	32	559	0.226	125	0.0	0.3	8.277	A
C-AB	221	55	674	0.329	219	0.0	0.5	7.892	A
C-A	59	15			59				
A-B	21	5			21				
A-C	44	11			44				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	151	38	546	0.277	151	0.3	0.4	9.095	A
C-AB	272	68	682	0.399	271	0.5	0.7	8.752	A
C-A	62	16			62				
A-B	25	6			25				
A-C	53	13			53				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	185	46	528	0.350	184	0.4	0.5	10.461	B
C-AB	346	87	694	0.499	345	0.7	1.1	10.285	B
C-A	64	16			64				
A-B	31	8			31				
A-C	65	16			65				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	185	46	528	0.351	185	0.5	0.5	10.505	B
C-AB	346	87	694	0.499	346	1.1	1.1	10.372	B
C-A	63	16			63				
A-B	31	8			31				
A-C	65	16			65				



17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	151	38	546	0.277	152	0.5	0.4	9.151	A
C-AB	272	68	683	0.399	274	1.1	0.8	8.853	A
C-A	62	16			62				
A-B	25	6			25				
A-C	53	13			53				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	126	32	559	0.226	127	0.4	0.3	8.347	A
C-AB	222	55	674	0.329	223	0.8	0.5	7.999	A
C-A	58	15			58				
A-B	21	5			21				
A-C	44	11			44				

# DM 2046, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	8.76	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	DM 2046	AM	J18 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	138	100.000
B		ONE HOUR	9	295	100.000
C		ONE HOUR	9	331	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	19	119	
	%	98	0	197	
	&	175	156	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	5	8	
	%	2	0	5	
	&	9	3	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.61	17.61	1.6	C	271	406
C-AB	0.34	7.76	0.6	A	189	283
C-A					115	173
A-B					17	26
A-C					109	164

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	222	56	556	0.400	219	0.0	0.7	10.621	B
C-AB	146	37	673	0.217	145	0.0	0.3	6.802	A
C-A	103	26			103				
A-B	14	4			14				
A-C	90	22			90				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	265	66	545	0.487	264	0.7	0.9	12.782	B
C-AB	182	46	685	0.266	182	0.3	0.4	7.145	A
C-A	115	29			115				
A-B	17	4			17				
A-C	107	27			107				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	325	81	529	0.614	322	0.9	1.5	17.232	C
C-AB	237	59	702	0.338	236	0.4	0.6	7.721	A
C-A	127	32			127				
A-B	21	5			21				
A-C	131	33			131				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	325	81	529	0.614	325	1.5	1.6	17.609	C
C-AB	237	59	702	0.338	237	0.6	0.6	7.759	A
C-A	127	32			127				
A-B	21	5			21				
A-C	131	33			131				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	265	66	544	0.487	268	1.6	1.0	13.108	B
C-AB	183	46	686	0.266	183	0.6	0.5	7.205	A
C-A	115	29			115				
A-B	17	4			17				
A-C	107	27			107				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	222	56	556	0.400	223	1.0	0.7	10.870	B
C-AB	146	37	673	0.217	147	0.5	0.3	6.861	A
C-A	103	26			103				
A-B	14	4			14				
A-C	90	22			90				

# DM 2046, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	7.95	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	DM 2046	PM	J18 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	87	100.000
B		ONE HOUR	9	175	100.000
C		ONE HOUR	9	373	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	28	59	
	%	72	0	103	
	&	116	257	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	0	0	
	%	0	0	0	
	&	1	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.36	10.66	0.6	B	161	241
C-AB	0.50	10.41	1.1	B	281	422
C-A					61	92
A-B					26	39
A-C					54	81

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	132	33	562	0.235	131	0.0	0.3	8.329	A
C-AB	222	56	674	0.330	220	0.0	0.5	7.906	A
C-A	59	15			59				
A-B	21	5			21				
A-C	44	11			44				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	157	39	549	0.287	157	0.3	0.4	9.180	A
C-AB	273	68	682	0.400	272	0.5	0.7	8.775	A
C-A	62	16			62				
A-B	25	6			25				
A-C	53	13			53				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	193	48	531	0.363	192	0.4	0.6	10.611	B
C-AB	347	87	694	0.501	346	0.7	1.1	10.323	B
C-A	63	16			63				
A-B	31	8			31				
A-C	65	16			65				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	193	48	530	0.363	193	0.6	0.6	10.660	B
C-AB	348	87	694	0.501	348	1.1	1.1	10.413	B
C-A	63	16			63				
A-B	31	8			31				
A-C	65	16			65				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	157	39	548	0.287	158	0.6	0.4	9.241	A
C-AB	273	68	683	0.401	275	1.1	0.8	8.875	A
C-A	62	15			62				
A-B	25	6			25				
A-C	53	13			53				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	132	33	561	0.235	132	0.4	0.3	8.403	A
C-AB	223	56	674	0.330	224	0.8	0.6	8.013	A
C-A	58	15			58				
A-B	21	5			21				
A-C	44	11			44				

# DS 2037, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	7.36	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	DS 2037	AM	J18 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	143	100.000
B		ONE HOUR	9	268	100.000
C		ONE HOUR	9	372	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	17	126	
	%	96	0	172	
	&	209	163	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	6	6	
	%	2	0	1	
	&	7	2	0	



## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.56	15.44	1.2	C	246	369
C-AB	0.36	7.68	0.7	A	207	311
C-A					134	201
A-B					16	23
A-C					116	173

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	202	50	559	0.361	200	0.0	0.6	9.956	A
C-AB	159	40	695	0.228	157	0.0	0.4	6.677	A
C-A	121	30			121				
A-B	13	3			13				
A-C	95	24			95				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	241	60	546	0.441	240	0.6	0.8	11.729	B
C-AB	200	50	711	0.281	199	0.4	0.5	7.030	A
C-A	135	34			135				
A-B	15	4			15				
A-C	113	28			113				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	295	74	528	0.559	293	0.8	1.2	15.216	C
C-AB	262	66	732	0.358	262	0.5	0.7	7.640	A
C-A	147	37			147				
A-B	19	5			19				
A-C	139	35			139				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	295	74	528	0.559	295	1.2	1.2	15.445	C
C-AB	263	66	733	0.359	263	0.7	0.7	7.682	A
C-A	147	37			147				
A-B	19	5			19				
A-C	139	35			139				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	241	60	546	0.441	243	1.2	0.8	11.940	B
C-AB	200	50	711	0.281	201	0.7	0.5	7.093	A
C-A	134	34			134				
A-B	15	4			15				
A-C	113	28			113				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	202	50	559	0.361	203	0.8	0.6	10.141	B
C-AB	159	40	696	0.229	160	0.5	0.4	6.737	A
C-A	121	30			121				
A-B	13	3			13				
A-C	95	24			95				

# DS 2037, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	7.40	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	DS 2037	PM	J18 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	105	100.000
B		ONE HOUR	9	163	100.000
C		ONE HOUR	9	404	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	27	78	
	%	72	0	91	
	&	153	251	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	0	0	
	%	0	0	0	
	&	1	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.35	10.75	0.5	B	150	224
C-AB	0.51	10.19	1.2	B	290	435
C-A					80	121
A-B					25	37
A-C					72	107

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	123	31	549	0.223	122	0.0	0.3	8.395	A
C-AB	227	57	689	0.329	225	0.0	0.6	7.725	A
C-A	77	19			77				
A-B	20	5			20				
A-C	59	15			59				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	147	37	535	0.274	146	0.3	0.4	9.255	A
C-AB	281	70	701	0.401	280	0.6	0.8	8.562	A
C-A	82	20			82				
A-B	24	6			24				
A-C	70	18			70				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	179	45	514	0.349	179	0.4	0.5	10.705	B
C-AB	362	91	717	0.505	360	0.8	1.2	10.093	B
C-A	83	21			83				
A-B	30	7			30				
A-C	86	21			86				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	179	45	514	0.349	179	0.5	0.5	10.754	B
C-AB	362	91	717	0.506	362	1.2	1.2	10.188	B
C-A	82	21			82				
A-B	30	7			30				
A-C	86	21			86				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	147	37	534	0.274	147	0.5	0.4	9.314	A
C-AB	282	70	701	0.402	283	1.2	0.8	8.669	A
C-A	81	20			81				
A-B	24	6			24				
A-C	70	18			70				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	123	31	549	0.224	123	0.4	0.3	8.466	A
C-AB	227	57	689	0.330	228	0.8	0.6	7.834	A
C-A	77	19			77				
A-B	20	5			20				
A-C	59	15			59				

# DS 2044, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	6.90	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D23	DS 2044	AM	J18 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	157	100.000
B		ONE HOUR	9	253	100.000
C		ONE HOUR	9	366	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	19	138	
	%	99	0	154	
	&	212	154	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	5	1	
	%	2	0	1	
	&	7	3	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.54	14.96	1.1	B	232	348
C-AB	0.34	7.56	0.7	A	197	296
C-A					139	208
A-B					17	26
A-C					127	190

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	190	48	551	0.346	188	0.0	0.5	9.869	A
C-AB	151	38	690	0.218	149	0.0	0.3	6.644	A
C-A	125	31			125				
A-B	14	4			14				
A-C	104	26			104				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	227	57	538	0.423	227	0.5	0.7	11.541	B
C-AB	190	48	706	0.269	190	0.3	0.5	6.968	A
C-A	139	35			139				
A-B	17	4			17				
A-C	124	31			124				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	279	70	519	0.537	277	0.7	1.1	14.769	B
C-AB	250	63	728	0.344	249	0.5	0.7	7.519	A
C-A	153	38			153				
A-B	21	5			21				
A-C	152	38			152				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	279	70	519	0.537	278	1.1	1.1	14.962	B
C-AB	251	63	728	0.344	251	0.7	0.7	7.556	A
C-A	152	38			152				
A-B	21	5			21				
A-C	152	38			152				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	227	57	538	0.423	229	1.1	0.7	11.726	B
C-AB	190	48	706	0.269	191	0.7	0.5	7.018	A
C-A	139	35			139				
A-B	17	4			17				
A-C	124	31			124				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	190	48	551	0.346	191	0.7	0.5	10.037	B
C-AB	151	38	691	0.219	152	0.5	0.4	6.699	A
C-A	124	31			124				
A-B	14	4			14				
A-C	104	26			104				



# DS 2044, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	7.18	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D24	DS 2044	PM	J18 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	113	100.000
B		ONE HOUR	9	145	100.000
C		ONE HOUR	9	559	100.000

## Origin -Destination Data

### Demand (Veh/hr)

	To			
		\$	%	&
From	\$	0	28	85
	%	71	0	74
	&	301	258	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
		\$	%	&
From	\$	0	0	0
	%	0	0	0
	&	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.33	11.30	0.5	B	133	200
C-AB	0.58	10.48	1.8	B	370	555
C-A					143	214
A-B					26	39
A-C					78	117

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	109	27	524	0.208	108	0.0	0.3	8.637	A
C-AB	276	69	762	0.363	274	0.0	0.7	7.352	A
C-A	144	36			144				
A-B	21	5			21				
A-C	64	16			64				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	130	33	505	0.258	130	0.3	0.3	9.588	A
C-AB	354	89	788	0.450	353	0.7	1.0	8.289	A
C-A	148	37			148				
A-B	25	6			25				
A-C	76	19			76				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	160	40	479	0.334	159	0.3	0.5	11.240	B
C-AB	477	119	824	0.579	474	1.0	1.8	10.303	B
C-A	138	35			138				
A-B	31	8			31				
A-C	94	23			94				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	160	40	478	0.334	160	0.5	0.5	11.301	B
C-AB	479	120	825	0.580	479	1.8	1.8	10.479	B
C-A	137	34			137				
A-B	31	8			31				
A-C	94	23			94				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	130	33	504	0.258	131	0.5	0.4	9.658	A
C-AB	356	89	789	0.451	359	1.8	1.1	8.454	A
C-A	147	37			147				
A-B	25	6			25				
A-C	76	19			76				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	109	27	523	0.209	110	0.4	0.3	8.714	A
C-AB	278	69	763	0.364	279	1.1	0.7	7.486	A
C-A	143	36			143				
A-B	21	5			21				
A-C	64	16			64				

# DS 2046, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	7.08	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D25	DS 2046	AM	J18 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
9	9	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	9	157	100.000
B		ONE HOUR	9	260	100.000
C		ONE HOUR	9	378	100.000

## Origin -Destination Data

### Demand (Veh/hr)

		To			
		\$	%	&	
From	\$	0	19	138	
	%	98	0	162	
	&	220	158	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		\$	%	&	
From	\$	0	5	1	
	%	2	0	1	
	&	7	3	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.55	15.34	1.2	C	239	358
C-AB	0.36	7.63	0.7	A	205	307
C-A					142	213
A-B					17	26
A-C					127	190

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	196	49	553	0.354	194	0.0	0.5	9.957	A
C-AB	156	39	694	0.225	155	0.0	0.4	6.663	A
C-A	128	32			128				
A-B	14	4			14				
A-C	104	26			104				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	234	58	540	0.433	233	0.5	0.7	11.700	B
C-AB	197	49	711	0.277	197	0.4	0.5	7.001	A
C-A	143	36			143				
A-B	17	4			17				
A-C	124	31			124				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	286	72	521	0.550	285	0.7	1.2	15.122	C
C-AB	260	65	734	0.355	260	0.5	0.7	7.587	A
C-A	156	39			156				
A-B	21	5			21				
A-C	152	38			152				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	286	72	521	0.550	286	1.2	1.2	15.339	C
C-AB	261	65	734	0.355	261	0.7	0.7	7.627	A
C-A	155	39			155				
A-B	21	5			21				
A-C	152	38			152				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	234	58	539	0.433	235	1.2	0.8	11.905	B
C-AB	198	49	711	0.278	198	0.7	0.5	7.055	A
C-A	142	36			142				
A-B	17	4			17				
A-C	124	31			124				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	196	49	553	0.354	197	0.8	0.6	10.133	B
C-AB	157	39	695	0.226	157	0.5	0.4	6.719	A
C-A	128	32			128				
A-B	14	4			14				
A-C	104	26			104				

# DS 2046, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	7.19	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D26	DS 2046	PM	J18 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	116	100.000
B		ONE HOUR	✓	138	100.000
C		ONE HOUR	✓	481	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	27	89
	B	72	0	66
	C	223	258	0

## Vehicle Mix

### Heavy Vehicle Percentages

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

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.32	10.99	0.5	B	127	190
C-AB	0.55	10.44	1.5	B	331	496
C-A					111	166
A-B					25	37
A-C					82	123

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	104	26	522	0.199	103	0.0	0.2	8.562	A
C-AB	253	63	722	0.350	250	0.0	0.6	7.602	A
C-A	109	27			109				
A-B	20	5			20				
A-C	67	17			67				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	124	31	505	0.246	124	0.2	0.3	9.444	A
C-AB	319	80	741	0.430	318	0.6	0.9	8.512	A
C-A	114	28			114				
A-B	24	6			24				
A-C	80	20			80				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	152	38	480	0.317	151	0.3	0.5	10.943	B
C-AB	419	105	766	0.547	417	0.9	1.5	10.313	B
C-A	110	28			110				
A-B	30	7			30				
A-C	98	24			98				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	152	38	479	0.317	152	0.5	0.5	10.994	B
C-AB	420	105	767	0.548	420	1.5	1.5	10.444	B
C-A	109	27			109				
A-B	30	7			30				
A-C	98	24			98				



17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	124	31	504	0.246	125	0.5	0.3	9.504	A
C-AB	320	80	742	0.431	322	1.5	0.9	8.645	A
C-A	113	28			113				
A-B	24	6			24				
A-C	80	20			80				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	104	26	522	0.199	104	0.3	0.3	8.631	A
C-AB	254	63	723	0.351	255	0.9	0.7	7.724	A
C-A	108	27			108				
A-B	20	5			20				
A-C	67	17			67				