EB 06.05

OTTERPOOL PARK

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TRANSPORT ASSESMENT | VOLUME 5

APPENDIX P PART 2

ARCADIS

Author: Arcadis

February 2019

www.otterpoolpark.org

P.25 J19_A20 Ashford Rd Bargrove

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947

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Filename: J19_A20 Ashford Rd Bargrove.j9
Path: \\hc-ukr-ln-fs-10\LN_Proj\UA008926 Otterpool\D-Calcs\Modelling\DM_it5\Appendix\Arcady Roundabout Analysis\J19 A20 Ashford Rd-Bargrove
Report generation date: 15/11/2018 10:13:12

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	Base							
Arm A	0.2	2.69	0.18	A	0.2	2.47	0.13	A
Arm B	0.4	3.09	0.28	A	0.5	3.26	0.32	A
Arm C	0.3	3.10	0.22	A	0.2	3.03	0.19	A
Arm D	0.1	2.61	0.07	A	0.1	2.54	0.06	A
	DM 2037							
Arm A	0.3	2.95	0.21	A	0.2	2.56	0.14	A
Arm B	0.4	3.47	0.31	A	0.5	3.52	0.34	A
Arm C	0.3	3.38	0.25	A	0.3	3.36	0.23	A
Arm D	0.2	3.02	0.16	A	0.1	2.65	0.07	A
	DM 2044							
Arm A	0.3	2.99	0.21	A	0.2	2.56	0.14	A
Arm B	0.4	3.51	0.31	A	0.5	3.58	0.35	A
Arm C	0.4	3.44	0.26	A	0.3	3.40	0.24	A
Arm D	0.2	3.04	0.15	A	0.1	2.65	0.07	A
	DM 2046							
Arm A	0.3	3.00	0.21	A	0.2	2.57	0.15	A
Arm B	0.4	3.50	0.31	A	0.5	3.58	0.35	A
Arm C	0.4	3.45	0.26	A	0.3	3.41	0.24	A
Arm D	0.2	3.05	0.16	A	0.1	2.65	0.07	A
	DS 2037							
Arm A	0.3	3.00	0.22	A	0.2	2.61	0.16	A
Arm B	0.4	3.49	0.31	A	0.5	3.56	0.34	A
Arm C	0.3	3.39	0.25	A	0.3	3.41	0.24	A
Arm D	0.2	3.09	0.18	A	0.1	2.73	0.10	A
	DS 2044							
Arm A	0.3	3.11	0.24	A	0.2	2.84	0.18	A
Arm B	0.4	3.49	0.30	A	0.6	3.67	0.36	A
Arm C	0.3	3.46	0.26	A	0.3	3.45	0.24	A
Arm D	0.2	3.11	0.18	A	0.3	3.12	0.21	A
	DS 2046							
Arm A	0.3	3.12	0.24	A	0.2	2.74	0.18	A
Arm B	0.4	3.48	0.30	A	0.6	3.68	0.36	A
Arm C	0.3	3.47	0.26	A	0.3	3.46	0.24	A
Arm D	0.2	3.14	0.19	A	0.2	2.91	0.15	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	J19 Otterpool Park_Base Model AM PEAK
Location	A20 Ashford Road - Bargrove
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 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	2.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	Beachborough	
B	A20 Ashford Road Westbound	
C	Bargrove	
D	A20 Ashford Road Eastbound	

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	3.46	7.03	21.6	31.6	57.0	13.0	
B	3.30	7.13	20.1	28.9	57.0	39.0	
C	3.42	6.24	22.4	30.4	57.0	23.0	
D	3.88	7.28	16.7	38.7	57.0	38.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.629	1891
B	0.568	1693
C	0.587	1713
D	0.589	1792

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	266	100.000
B		ONE HOUR	9	412	100.000
C		ONE HOUR	9	302	100.000
D		ONE HOUR	9	101	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	1	206	50	9
	%	137	1	169	105
	&	37	248	0	17
	'	5	86	9	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	1	0	1
	%	0	0	1	6
	&	0	4	0	1
	'	6	0	0	100

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	0.18	2.69	0.2	A	244	366
B	0.28	3.09	0.4	A	378	567
C	0.22	3.10	0.3	A	277	416
D	0.07	2.61	0.1	A	93	139

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	200	50	259	1709	0.117	200	135	0.0	0.1	2.385	A
B	310	78	53	1631	0.190	309	406	0.0	0.2	2.722	A
C	227	57	191	1546	0.147	227	171	0.0	0.2	2.727	A
D	76	19	318	1580	0.048	76	99	0.0	0.1	2.393	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	239	60	310	1676	0.143	239	162	0.1	0.2	2.504	A
B	370	93	63	1625	0.228	370	486	0.2	0.3	2.868	A
C	271	68	228	1524	0.178	271	205	0.2	0.2	2.873	A
D	91	23	381	1543	0.059	91	119	0.1	0.1	2.479	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	293	73	380	1632	0.179	293	198	0.2	0.2	2.688	A
B	454	113	77	1617	0.281	453	595	0.3	0.4	3.093	A
C	333	83	279	1494	0.223	332	251	0.2	0.3	3.098	A
D	111	28	466	1492	0.075	111	145	0.1	0.1	2.607	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	293	73	380	1632	0.180	293	198	0.2	0.2	2.688	A
B	454	113	77	1617	0.281	454	596	0.4	0.4	3.093	A
C	333	83	280	1494	0.223	333	251	0.3	0.3	3.098	A
D	111	28	467	1491	0.075	111	145	0.1	0.1	2.607	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	239	60	310	1676	0.143	239	162	0.2	0.2	2.507	A
B	370	93	63	1625	0.228	371	487	0.4	0.3	2.872	A
C	271	68	229	1524	0.178	272	205	0.3	0.2	2.875	A
D	91	23	382	1542	0.059	91	119	0.1	0.1	2.482	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	200	50	260	1709	0.117	200	136	0.2	0.1	2.386	A
B	310	78	53	1631	0.190	310	408	0.3	0.2	2.728	A
C	227	57	191	1546	0.147	228	172	0.2	0.2	2.733	A
D	76	19	319	1579	0.048	76	99	0.1	0.1	2.394	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	2.99	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	205	100.000
B		ONE HOUR	9	471	100.000
C		ONE HOUR	9	259	100.000
D		ONE HOUR	9	75	100.000

Origin -Destination Data

Demand (Veh/hr)

		To				
			$	%	&	'
From	$	1	149	49	6
	%	190	2	206	73
	&	46	203	0	10
	'	7	57	10	1

Vehicle Mix

Heavy Vehicle Percentages

		To				
			$	%	&	'
From	$	0	1	0	0
	%	0	0	0	11
	&	0	5	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	0.13	2.47	0.2	A	188	282
B	0.32	3.26	0.5	A	432	648
C	0.19	3.03	0.2	A	238	356
D	0.06	2.54	0.1	A	69	103

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	154	39	205	1745	0.088	154	183	0.0	0.1	2.263	A
B	355	89	50	1637	0.217	353	309	0.0	0.3	2.803	A
C	195	49	205	1529	0.128	194	199	0.0	0.1	2.695	A
D	56	14	332	1592	0.035	56	68	0.0	0.0	2.343	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	184	46	245	1719	0.107	184	219	0.1	0.1	2.345	A
B	423	106	60	1631	0.260	423	369	0.3	0.3	2.980	A
C	233	58	245	1506	0.155	233	238	0.1	0.2	2.827	A
D	67	17	397	1553	0.043	67	81	0.0	0.0	2.423	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	226	56	300	1683	0.134	226	268	0.1	0.2	2.469	A
B	519	130	74	1623	0.319	518	452	0.3	0.5	3.255	A
C	285	71	300	1474	0.194	285	292	0.2	0.2	3.028	A
D	83	21	486	1499	0.055	83	99	0.0	0.1	2.540	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	226	56	301	1683	0.134	226	269	0.2	0.2	2.470	A
B	519	130	74	1623	0.319	519	453	0.5	0.5	3.257	A
C	285	71	301	1473	0.194	285	292	0.2	0.2	3.028	A
D	83	21	487	1499	0.055	83	99	0.1	0.1	2.541	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	184	46	246	1718	0.107	184	220	0.2	0.1	2.346	A
B	423	106	60	1631	0.260	424	370	0.5	0.4	2.982	A
C	233	58	246	1505	0.155	233	238	0.2	0.2	2.831	A
D	67	17	398	1552	0.043	67	81	0.1	0.0	2.425	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	154	39	206	1744	0.088	154	184	0.1	0.1	2.265	A
B	355	89	50	1636	0.217	355	310	0.4	0.3	2.809	A
C	195	49	206	1529	0.128	195	200	0.2	0.1	2.701	A
D	56	14	333	1591	0.035	56	68	0.0	0.0	2.345	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	3.26	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	290	100.000
B		ONE HOUR	9	414	100.000
C		ONE HOUR	9	321	100.000
D		ONE HOUR	9	199	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	226	56	8
	%	124	0	204	86
	&	36	276	0	9
	'	35	139	25	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	0	0	50
	%	0	0	0	45
	&	0	10	0	11
	'	3	6	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	0.21	2.95	0.3	A	266	399
B	0.31	3.47	0.4	A	380	570
C	0.25	3.38	0.3	A	295	442
D	0.16	3.02	0.2	A	183	274

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	218	55	330	1643	0.133	218	146	0.0	0.2	2.524	A
B	312	78	67	1511	0.206	311	481	0.0	0.3	2.995	A
C	242	60	164	1467	0.165	241	214	0.0	0.2	2.934	A
D	150	37	327	1501	0.100	149	77	0.0	0.1	2.663	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	261	65	395	1599	0.163	261	175	0.2	0.2	2.689	A
B	372	93	80	1504	0.247	372	576	0.3	0.3	3.180	A
C	289	72	196	1447	0.199	288	256	0.2	0.2	3.108	A
D	179	45	392	1463	0.122	179	93	0.1	0.1	2.802	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	319	80	484	1539	0.207	319	214	0.2	0.3	2.950	A
B	456	114	98	1494	0.305	455	705	0.3	0.4	3.464	A
C	353	88	240	1418	0.249	353	314	0.2	0.3	3.380	A
D	219	55	480	1411	0.155	219	113	0.1	0.2	3.019	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	319	80	484	1539	0.207	319	215	0.3	0.3	2.950	A
B	456	114	98	1494	0.305	456	706	0.4	0.4	3.466	A
C	353	88	240	1418	0.249	353	314	0.3	0.3	3.380	A
D	219	55	480	1411	0.155	219	113	0.2	0.2	3.020	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	261	65	396	1599	0.163	261	175	0.3	0.2	2.693	A
B	372	93	80	1504	0.247	373	577	0.4	0.3	3.185	A
C	289	72	196	1446	0.200	289	256	0.3	0.3	3.112	A
D	179	45	392	1463	0.122	179	93	0.2	0.1	2.804	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	218	55	332	1642	0.133	218	147	0.2	0.2	2.528	A
B	312	78	67	1511	0.206	312	483	0.3	0.3	3.004	A
C	242	60	164	1467	0.165	242	215	0.3	0.2	2.938	A
D	150	37	329	1500	0.100	150	78	0.1	0.1	2.667	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	3.22	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	216	100.000
B		ONE HOUR	9	485	100.000
C		ONE HOUR	9	295	100.000
D		ONE HOUR	9	96	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	155	53	8
	%	187	0	222	76
	&	52	238	0	5
	'	21	60	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	1	0	0
	%	0	0	0	37
	&	0	11	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	0.14	2.56	0.2	A	198	297
B	0.34	3.52	0.5	A	445	668
C	0.23	3.36	0.3	A	271	406
D	0.07	2.65	0.1	A	88	132

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	163	41	235	1719	0.095	162	195	0.0	0.1	2.313	A
B	365	91	57	1570	0.233	364	340	0.0	0.3	2.983	A
C	222	56	203	1452	0.153	221	218	0.0	0.2	2.923	A
D	72	18	358	1570	0.046	72	67	0.0	0.0	2.403	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	194	49	281	1687	0.115	194	234	0.1	0.1	2.410	A
B	436	109	68	1564	0.279	436	407	0.3	0.4	3.192	A
C	265	66	243	1428	0.186	265	261	0.2	0.2	3.094	A
D	86	22	428	1526	0.057	86	80	0.0	0.1	2.500	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	238	59	344	1645	0.145	238	286	0.1	0.2	2.558	A
B	534	133	84	1555	0.343	533	498	0.4	0.5	3.521	A
C	325	81	298	1396	0.233	325	319	0.2	0.3	3.360	A
D	106	26	525	1466	0.072	106	98	0.1	0.1	2.645	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	238	59	345	1644	0.145	238	286	0.2	0.2	2.558	A
B	534	133	84	1555	0.343	534	499	0.5	0.5	3.524	A
C	325	81	298	1396	0.233	325	319	0.3	0.3	3.360	A
D	106	26	525	1466	0.072	106	98	0.1	0.1	2.646	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	194	49	282	1687	0.115	194	234	0.2	0.1	2.413	A
B	436	109	68	1564	0.279	437	408	0.5	0.4	3.195	A
C	265	66	244	1428	0.186	265	261	0.3	0.2	3.096	A
D	86	22	429	1525	0.057	86	80	0.1	0.1	2.503	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	163	41	236	1718	0.095	163	196	0.1	0.1	2.314	A
B	365	91	57	1569	0.233	365	341	0.4	0.3	2.992	A
C	222	56	204	1452	0.153	222	219	0.2	0.2	2.930	A
D	72	18	359	1569	0.046	72	67	0.1	0.0	2.407	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	Standard Roundabout	A, B, C, D	3.30	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	296	100.000
B		ONE HOUR	9	411	100.000
C		ONE HOUR	9	336	100.000
D		ONE HOUR	9	197	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	232	55	9
	%	122	0	199	90
	&	37	289	0	10
	'	34	140	23	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	0	0	44
	%	0	0	1	46
	&	0	10	0	10
	'	3	6	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	0.21	2.99	0.3	A	272	407
B	0.31	3.51	0.4	A	377	566
C	0.26	3.44	0.4	A	308	462
D	0.15	3.04	0.2	A	181	271

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	223	56	339	1637	0.136	222	145	0.0	0.2	2.542	A
B	309	77	65	1495	0.207	308	496	0.0	0.3	3.029	A
C	253	63	166	1465	0.173	252	208	0.0	0.2	2.966	A
D	148	37	336	1494	0.099	148	82	0.0	0.1	2.674	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	266	67	406	1592	0.167	266	173	0.2	0.2	2.714	A
B	369	92	78	1488	0.248	369	594	0.3	0.3	3.216	A
C	302	76	199	1444	0.209	302	249	0.2	0.3	3.152	A
D	177	44	402	1455	0.122	177	98	0.1	0.1	2.816	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	326	81	497	1531	0.213	326	212	0.2	0.3	2.987	A
B	453	113	96	1479	0.306	452	727	0.3	0.4	3.504	A
C	370	92	243	1415	0.261	370	305	0.3	0.4	3.444	A
D	217	54	493	1401	0.155	217	120	0.1	0.2	3.038	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	326	81	498	1530	0.213	326	212	0.3	0.3	2.987	A
B	453	113	96	1479	0.306	453	728	0.4	0.4	3.507	A
C	370	92	243	1415	0.261	370	305	0.4	0.4	3.444	A
D	217	54	493	1401	0.155	217	120	0.2	0.2	3.039	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	266	67	407	1592	0.167	266	174	0.3	0.2	2.718	A
B	369	92	78	1488	0.248	370	595	0.4	0.3	3.221	A
C	302	76	199	1444	0.209	302	249	0.4	0.3	3.154	A
D	177	44	403	1454	0.122	177	98	0.2	0.1	2.818	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	223	56	341	1636	0.136	223	145	0.2	0.2	2.548	A
B	309	77	66	1495	0.207	310	498	0.3	0.3	3.038	A
C	253	63	167	1465	0.173	253	209	0.3	0.2	2.971	A
D	148	37	338	1493	0.099	148	82	0.1	0.1	2.676	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	Standard Roundabout	A, B, C, D	3.26	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	216	100.000
B		ONE HOUR	9	497	100.000
C		ONE HOUR	9	305	100.000
D		ONE HOUR	9	93	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	154	54	8
	%	192	0	230	75
	&	52	240	0	13
	'	22	59	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	1	0	0
	%	0	0	0	40
	&	0	11	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	0.14	2.56	0.2	A	198	297
B	0.35	3.58	0.5	A	456	684
C	0.24	3.40	0.3	A	280	420
D	0.07	2.65	0.1	A	85	128

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	163	41	233	1720	0.095	162	200	0.0	0.1	2.311	A
B	374	94	56	1567	0.239	373	340	0.0	0.3	3.013	A
C	230	57	206	1453	0.158	229	222	0.0	0.2	2.940	A
D	70	18	363	1566	0.045	70	72	0.0	0.0	2.405	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	194	49	279	1688	0.115	194	239	0.1	0.1	2.408	A
B	447	112	66	1561	0.286	446	407	0.3	0.4	3.230	A
C	274	69	247	1428	0.192	274	266	0.2	0.2	3.118	A
D	84	21	435	1522	0.055	84	86	0.0	0.1	2.502	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	238	59	342	1646	0.144	238	293	0.1	0.2	2.556	A
B	547	137	81	1553	0.352	547	498	0.4	0.5	3.575	A
C	336	84	302	1395	0.241	335	326	0.2	0.3	3.397	A
D	102	26	532	1461	0.070	102	106	0.1	0.1	2.648	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	238	59	342	1646	0.145	238	293	0.2	0.2	2.556	A
B	547	137	81	1553	0.352	547	499	0.5	0.5	3.578	A
C	336	84	303	1395	0.241	336	326	0.3	0.3	3.398	A
D	102	26	533	1461	0.070	102	106	0.1	0.1	2.649	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	194	49	280	1688	0.115	194	239	0.2	0.1	2.409	A
B	447	112	67	1561	0.286	447	408	0.5	0.4	3.236	A
C	274	69	248	1428	0.192	274	266	0.3	0.2	3.123	A
D	84	21	436	1522	0.055	84	86	0.1	0.1	2.505	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	163	41	234	1719	0.095	163	200	0.1	0.1	2.314	A
B	374	94	56	1567	0.239	375	341	0.4	0.3	3.022	A
C	230	57	207	1452	0.158	230	223	0.2	0.2	2.944	A
D	70	18	365	1566	0.045	70	72	0.1	0.0	2.406	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	Standard Roundabout	A, B, C, D	3.30	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	298	100.000
B		ONE HOUR	9	417	100.000
C		ONE HOUR	9	337	100.000
D		ONE HOUR	9	200	100.000

Origin -Destination Data

Demand (Veh/hr)

		To				
			$	%	&	'
From	$	0	233	56	9
	%	124	0	202	91
	&	37	290	0	10
	'	35	141	24	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
			$	%	&	'
From	$	0	0	0	44
	%	0	0	0	45
	&	0	10	0	10
	'	3	6	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	0.21	3.00	0.3	A	273	410
B	0.31	3.50	0.4	A	383	574
C	0.26	3.45	0.4	A	309	464
D	0.16	3.05	0.2	A	184	275

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	224	56	341	1636	0.137	224	147	0.0	0.2	2.547	A
B	314	78	67	1505	0.209	313	498	0.0	0.3	3.017	A
C	254	63	168	1464	0.173	253	212	0.0	0.2	2.971	A
D	151	38	338	1495	0.101	150	83	0.0	0.1	2.678	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	268	67	409	1591	0.168	268	176	0.2	0.2	2.720	A
B	375	94	80	1498	0.250	375	597	0.3	0.3	3.205	A
C	303	76	201	1443	0.210	303	253	0.2	0.3	3.158	A
D	180	45	405	1455	0.124	180	99	0.1	0.1	2.822	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	328	82	501	1529	0.215	328	216	0.2	0.3	2.997	A
B	459	115	98	1488	0.309	459	730	0.3	0.4	3.496	A
C	371	93	246	1413	0.263	371	310	0.3	0.4	3.452	A
D	220	55	496	1401	0.157	220	121	0.1	0.2	3.047	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	328	82	501	1529	0.215	328	216	0.3	0.3	2.998	A
B	459	115	98	1488	0.309	459	731	0.4	0.4	3.499	A
C	371	93	247	1413	0.263	371	310	0.4	0.4	3.453	A
D	220	55	497	1401	0.157	220	121	0.2	0.2	3.048	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	268	67	409	1590	0.168	268	176	0.3	0.2	2.723	A
B	375	94	80	1497	0.250	375	598	0.4	0.3	3.208	A
C	303	76	202	1442	0.210	303	254	0.4	0.3	3.160	A
D	180	45	406	1454	0.124	180	99	0.2	0.1	2.824	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	224	56	343	1635	0.137	225	148	0.2	0.2	2.553	A
B	314	78	67	1505	0.209	314	500	0.3	0.3	3.026	A
C	254	63	169	1464	0.173	254	212	0.3	0.2	2.975	A
D	151	38	340	1494	0.101	151	83	0.1	0.1	2.680	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	Standard Roundabout	A, B, C, D	3.27	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
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	218	100.000
B		ONE HOUR	9	498	100.000
C		ONE HOUR	9	308	100.000
D		ONE HOUR	9	94	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	156	54	8
	%	192	0	230	76
	&	52	243	0	13
	'	22	60	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	1	0	0
	%	0	0	0	39
	&	0	11	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	0.15	2.57	0.2	A	200	300
B	0.35	3.58	0.5	A	457	685
C	0.24	3.41	0.3	A	283	424
D	0.07	2.65	0.1	A	86	129

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	164	41	236	1718	0.096	164	200	0.0	0.1	2.317	A
B	375	94	56	1568	0.239	374	345	0.0	0.3	3.011	A
C	232	58	207	1452	0.160	231	222	0.0	0.2	2.947	A
D	71	18	365	1565	0.045	71	73	0.0	0.0	2.408	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	196	49	283	1686	0.116	196	239	0.1	0.1	2.415	A
B	448	112	66	1562	0.287	447	412	0.3	0.4	3.229	A
C	277	69	248	1428	0.194	277	266	0.2	0.2	3.127	A
D	85	21	437	1520	0.056	84	87	0.0	0.1	2.506	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	240	60	347	1643	0.146	240	293	0.1	0.2	2.565	A
B	548	137	81	1554	0.353	548	505	0.4	0.5	3.575	A
C	339	85	304	1395	0.243	339	326	0.2	0.3	3.410	A
D	103	26	536	1459	0.071	103	107	0.1	0.1	2.654	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	240	60	347	1643	0.146	240	293	0.2	0.2	2.565	A
B	548	137	81	1554	0.353	548	505	0.5	0.5	3.577	A
C	339	85	304	1394	0.243	339	326	0.3	0.3	3.410	A
D	103	26	536	1459	0.071	103	107	0.1	0.1	2.655	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	196	49	283	1686	0.116	196	239	0.2	0.1	2.418	A
B	448	112	67	1562	0.287	448	413	0.5	0.4	3.235	A
C	277	69	248	1427	0.194	277	266	0.3	0.2	3.129	A
D	85	21	438	1520	0.056	85	87	0.1	0.1	2.510	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	164	41	237	1717	0.096	164	200	0.1	0.1	2.320	A
B	375	94	56	1568	0.239	375	346	0.4	0.3	3.020	A
C	232	58	208	1452	0.160	232	223	0.2	0.2	2.953	A
D	71	18	367	1564	0.045	71	73	0.1	0.0	2.412	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	Standard Roundabout	A, B, C, D	3.28	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	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	308	100.000
B		ONE HOUR	9	411	100.000
C		ONE HOUR	9	314	100.000
D		ONE HOUR	9	231	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	226	56	26
	%	124	0	204	83
	&	36	276	0	2
	'	64	140	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	0	0	15
	%	0	0	0	46
	&	0	10	0	50
	'	2	6	7	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	0.22	3.00	0.3	A	283	424
B	0.31	3.49	0.4	A	377	566
C	0.25	3.39	0.3	A	288	432
D	0.18	3.09	0.2	A	212	318

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	232	58	332	1643	0.141	231	168	0.0	0.2	2.548	A
B	309	77	82	1504	0.206	308	482	0.0	0.3	3.007	A
C	236	59	175	1459	0.162	236	215	0.0	0.2	2.942	A
D	174	43	327	1511	0.115	173	83	0.0	0.1	2.690	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	277	69	398	1599	0.173	277	201	0.2	0.2	2.721	A
B	369	92	98	1495	0.247	369	577	0.3	0.3	3.196	A
C	282	71	209	1437	0.196	282	258	0.2	0.2	3.117	A
D	208	52	392	1473	0.141	208	100	0.1	0.2	2.844	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	339	85	487	1539	0.220	339	246	0.2	0.3	2.999	A
B	453	113	120	1483	0.305	452	706	0.3	0.4	3.488	A
C	346	86	256	1407	0.246	345	316	0.2	0.3	3.391	A
D	254	64	480	1421	0.179	254	122	0.2	0.2	3.086	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	339	85	488	1539	0.220	339	247	0.3	0.3	3.000	A
B	453	113	120	1483	0.305	453	707	0.4	0.4	3.491	A
C	346	86	257	1407	0.246	346	316	0.3	0.3	3.391	A
D	254	64	480	1420	0.179	254	122	0.2	0.2	3.086	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	277	69	399	1599	0.173	277	202	0.3	0.2	2.724	A
B	369	92	98	1495	0.247	370	578	0.4	0.3	3.199	A
C	282	71	210	1437	0.196	283	258	0.3	0.2	3.119	A
D	208	52	392	1473	0.141	208	100	0.2	0.2	2.846	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	232	58	334	1642	0.141	232	169	0.2	0.2	2.554	A
B	309	77	82	1504	0.206	310	484	0.3	0.3	3.016	A
C	236	59	176	1458	0.162	237	216	0.2	0.2	2.948	A
D	174	43	329	1511	0.115	174	84	0.2	0.1	2.693	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	Standard Roundabout	A, B, C, D	3.24	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
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	235	100.000
B		ONE HOUR	9	483	100.000
C		ONE HOUR	9	304	100.000
D		ONE HOUR	9	133	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	155	53	27
	%	187	0	222	74
	&	52	238	0	14
	'	50	67	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	1	0	0
	%	0	0	0	38
	&	0	11	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	0.16	2.61	0.2	A	216	323
B	0.34	3.56	0.5	A	443	665
C	0.24	3.41	0.3	A	279	418
D	0.10	2.73	0.1	A	122	183

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	177	44	241	1716	0.103	176	217	0.0	0.1	2.338	A
B	364	91	72	1561	0.233	362	345	0.0	0.3	3.000	A
C	229	57	216	1449	0.158	228	218	0.0	0.2	2.947	A
D	100	25	358	1570	0.064	100	86	0.0	0.1	2.449	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	211	53	288	1684	0.125	211	260	0.1	0.1	2.444	A
B	434	109	86	1554	0.279	434	413	0.3	0.4	3.215	A
C	273	68	259	1424	0.192	273	261	0.2	0.2	3.128	A
D	120	30	428	1526	0.078	119	103	0.1	0.1	2.559	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	259	65	353	1640	0.158	259	318	0.1	0.2	2.605	A
B	532	133	106	1543	0.345	531	506	0.4	0.5	3.555	A
C	335	84	317	1389	0.241	334	320	0.2	0.3	3.413	A
D	146	37	525	1466	0.100	146	126	0.1	0.1	2.727	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	259	65	353	1640	0.158	259	318	0.2	0.2	2.605	A
B	532	133	106	1543	0.345	532	506	0.5	0.5	3.558	A
C	335	84	317	1389	0.241	335	320	0.3	0.3	3.413	A
D	146	37	525	1466	0.100	146	127	0.1	0.1	2.728	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	211	53	289	1684	0.125	211	260	0.2	0.1	2.447	A
B	434	109	86	1553	0.280	435	414	0.5	0.4	3.218	A
C	273	68	259	1423	0.192	274	262	0.3	0.2	3.131	A
D	120	30	429	1525	0.078	120	103	0.1	0.1	2.560	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	177	44	242	1715	0.103	177	218	0.1	0.1	2.341	A
B	364	91	72	1561	0.233	364	347	0.4	0.3	3.009	A
C	229	57	217	1448	0.158	229	219	0.2	0.2	2.952	A
D	100	25	359	1569	0.064	100	87	0.1	0.1	2.452	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	Standard Roundabout	A, B, C, D	3.32	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
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	330	100.000
B		ONE HOUR	9	406	100.000
C		ONE HOUR	9	329	100.000
D		ONE HOUR	9	238	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	235	55	40
	%	122	0	199	85
	&	37	289	0	3
	'	71	140	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	2	0	3
	%	0	0	1	42
	&	0	10	0	33
	'	1	6	7	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	0.24	3.11	0.3	A	303	454
B	0.30	3.49	0.4	A	373	559
C	0.26	3.46	0.3	A	302	453
D	0.18	3.11	0.2	A	218	328

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	248	62	342	1628	0.153	248	173	0.0	0.2	2.606	A
B	306	76	92	1500	0.204	305	498	0.0	0.3	3.007	A
C	248	62	185	1456	0.170	247	211	0.0	0.2	2.977	A
D	179	45	336	1511	0.119	179	96	0.0	0.1	2.699	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	297	74	410	1583	0.187	296	207	0.2	0.2	2.797	A
B	365	91	110	1491	0.245	365	597	0.3	0.3	3.197	A
C	296	74	222	1433	0.206	296	252	0.2	0.3	3.164	A
D	214	53	402	1472	0.145	214	115	0.1	0.2	2.861	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	363	91	502	1521	0.239	363	253	0.2	0.3	3.107	A
B	447	112	134	1478	0.303	447	730	0.3	0.4	3.489	A
C	362	91	272	1402	0.258	362	309	0.3	0.3	3.460	A
D	262	66	493	1418	0.185	262	141	0.2	0.2	3.114	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	363	91	502	1521	0.239	363	253	0.3	0.3	3.108	A
B	447	112	134	1478	0.303	447	731	0.4	0.4	3.492	A
C	362	91	272	1402	0.258	362	309	0.3	0.3	3.461	A
D	262	66	493	1417	0.185	262	141	0.2	0.2	3.115	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	297	74	410	1583	0.187	297	207	0.3	0.2	2.800	A
B	365	91	110	1491	0.245	365	598	0.4	0.3	3.202	A
C	296	74	222	1433	0.206	296	253	0.3	0.3	3.167	A
D	214	53	403	1471	0.145	214	115	0.2	0.2	2.865	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	248	62	344	1627	0.153	249	173	0.2	0.2	2.610	A
B	306	76	92	1500	0.204	306	500	0.3	0.3	3.016	A
C	248	62	186	1455	0.170	248	212	0.3	0.2	2.984	A
D	179	45	338	1511	0.119	179	96	0.2	0.1	2.703	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	3.35	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	250	100.000
B		ONE HOUR	9	497	100.000
C		ONE HOUR	9	298	100.000
D		ONE HOUR	9	278	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	154	54	42
	%	192	0	230	75
	&	52	240	0	6
	'	57	200	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	1	0	0
	%	0	0	0	40
	&	0	11	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	0.18	2.84	0.2	A	229	344
B	0.36	3.67	0.6	A	456	684
C	0.24	3.45	0.3	A	273	410
D	0.21	3.12	0.3	A	255	383

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	188	47	346	1651	0.114	188	226	0.0	0.1	2.460	A
B	374	94	88	1550	0.241	373	446	0.0	0.3	3.057	A
C	224	56	232	1436	0.156	224	229	0.0	0.2	2.967	A
D	209	52	363	1566	0.134	209	92	0.0	0.2	2.649	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	225	56	414	1606	0.140	225	270	0.1	0.2	2.605	A
B	447	112	105	1540	0.290	446	534	0.3	0.4	3.291	A
C	268	67	278	1409	0.190	268	274	0.2	0.2	3.153	A
D	250	62	435	1522	0.164	250	110	0.2	0.2	2.829	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	275	69	507	1545	0.178	275	331	0.2	0.2	2.835	A
B	547	137	129	1528	0.358	547	653	0.4	0.6	3.667	A
C	328	82	340	1372	0.239	328	335	0.2	0.3	3.446	A
D	306	77	532	1461	0.209	306	135	0.2	0.3	3.115	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	275	69	508	1544	0.178	275	331	0.2	0.2	2.836	A
B	547	137	129	1528	0.358	547	654	0.6	0.6	3.671	A
C	328	82	340	1372	0.239	328	336	0.3	0.3	3.447	A
D	306	77	533	1461	0.209	306	135	0.3	0.3	3.116	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	225	56	415	1605	0.140	225	271	0.2	0.2	2.609	A
B	447	112	105	1540	0.290	447	535	0.6	0.4	3.295	A
C	268	67	278	1409	0.190	268	275	0.3	0.2	3.158	A
D	250	62	436	1521	0.164	250	111	0.3	0.2	2.831	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	188	47	347	1650	0.114	188	227	0.2	0.1	2.462	A
B	374	94	88	1549	0.241	375	448	0.4	0.3	3.064	A
C	224	56	233	1436	0.156	225	230	0.2	0.2	2.972	A
D	209	52	365	1566	0.134	209	93	0.2	0.2	2.654	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	Standard Roundabout	A, B, C, D	3.33	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
D25	DS 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	332	100.000
B		ONE HOUR	9	411	100.000
C		ONE HOUR	9	330	100.000
D		ONE HOUR	9	245	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	236	56	40
	%	124	0	202	85
	&	37	290	0	3
	'	77	141	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	2	0	3
	%	0	0	0	42
	&	0	10	0	33
	'	1	6	7	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	0.24	3.12	0.3	A	305	457
B	0.30	3.48	0.4	A	377	566
C	0.26	3.47	0.3	A	303	454
D	0.19	3.14	0.2	A	225	337

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	250	62	344	1627	0.154	249	179	0.0	0.2	2.610	A
B	309	77	92	1508	0.205	308	501	0.0	0.3	2.997	A
C	248	62	187	1455	0.171	248	214	0.0	0.2	2.981	A
D	184	46	338	1511	0.122	184	96	0.0	0.1	2.710	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	298	75	411	1582	0.189	298	214	0.2	0.2	2.804	A
B	369	92	110	1498	0.247	369	599	0.3	0.3	3.187	A
C	297	74	224	1432	0.207	296	256	0.2	0.3	3.170	A
D	220	55	405	1471	0.150	220	115	0.1	0.2	2.876	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	366	91	504	1520	0.240	365	262	0.2	0.3	3.117	A
B	453	113	135	1485	0.305	452	734	0.3	0.4	3.482	A
C	363	91	274	1401	0.259	363	313	0.3	0.3	3.468	A
D	270	67	496	1417	0.190	270	141	0.2	0.2	3.137	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	366	91	504	1520	0.241	366	262	0.3	0.3	3.118	A
B	453	113	135	1485	0.305	453	734	0.4	0.4	3.485	A
C	363	91	274	1401	0.259	363	314	0.3	0.3	3.469	A
D	270	67	497	1417	0.190	270	141	0.2	0.2	3.138	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	298	75	412	1581	0.189	299	214	0.3	0.2	2.806	A
B	369	92	111	1498	0.247	370	600	0.4	0.3	3.190	A
C	297	74	224	1432	0.207	297	257	0.3	0.3	3.172	A
D	220	55	406	1471	0.150	220	115	0.2	0.2	2.879	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	250	62	345	1626	0.154	250	179	0.2	0.2	2.615	A
B	309	77	93	1508	0.205	310	503	0.3	0.3	3.006	A
C	248	62	188	1454	0.171	249	215	0.3	0.2	2.986	A
D	184	46	340	1510	0.122	185	96	0.2	0.1	2.714	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	Standard Roundabout	A, B, C, D	3.32	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
D26	DS 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	257	100.000
B		ONE HOUR	9	497	100.000
C		ONE HOUR	9	299	100.000
D		ONE HOUR	9	201	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	156	54	47
	%	192	0	230	75
	&	52	243	0	4
	'	59	121	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	1	0	0
	%	0	0	0	40
	&	0	11	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	0.18	2.74	0.2	A	236	354
B	0.36	3.68	0.6	A	456	684
C	0.24	3.46	0.3	A	274	412
D	0.15	2.91	0.2	A	184	277

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	193	48	289	1687	0.115	193	227	0.0	0.1	2.410	A
B	374	94	92	1548	0.242	373	390	0.0	0.3	3.062	A
C	225	56	236	1433	0.157	224	229	0.0	0.2	2.976	A
D	151	38	365	1565	0.097	151	95	0.0	0.1	2.546	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	231	58	346	1649	0.140	231	272	0.1	0.2	2.539	A
B	447	112	110	1538	0.291	446	467	0.3	0.4	3.298	A
C	269	67	282	1406	0.191	269	274	0.2	0.2	3.165	A
D	181	45	437	1520	0.119	181	113	0.1	0.1	2.686	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	283	71	424	1597	0.177	283	333	0.2	0.2	2.739	A
B	547	137	134	1525	0.359	547	572	0.4	0.6	3.678	A
C	329	82	345	1368	0.241	329	335	0.2	0.3	3.463	A
D	221	55	536	1459	0.152	221	139	0.1	0.2	2.907	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	283	71	424	1596	0.177	283	334	0.2	0.2	2.740	A
B	547	137	134	1525	0.359	547	573	0.6	0.6	3.682	A
C	329	82	346	1368	0.241	329	336	0.3	0.3	3.463	A
D	221	55	536	1459	0.152	221	139	0.2	0.2	2.908	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	231	58	346	1648	0.140	231	273	0.2	0.2	2.542	A
B	447	112	110	1538	0.291	447	468	0.6	0.4	3.302	A
C	269	67	283	1405	0.191	269	275	0.3	0.2	3.168	A
D	181	45	438	1520	0.119	181	113	0.2	0.1	2.690	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	193	48	290	1686	0.115	194	228	0.2	0.1	2.412	A
B	374	94	92	1547	0.242	375	392	0.4	0.3	3.072	A
C	225	56	237	1433	0.157	225	230	0.2	0.2	2.981	A
D	151	38	367	1564	0.097	151	95	0.1	0.1	2.550	A

P.26 J20_M20 J12 Cheriton Interchange

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk

Filename: J20 M20-J12 Cheriton Interchange.j9
Path: \\hc-ukr-ln-fs-10\LN_Proj\UA008926 Otterpool\D-Calcs\Modelling\DM_it5\Appendix\Arcady Roundabout Analysis\J20 M20 J12 Cheriton interchange
Report generation date: 16/11/2018 08:55:01

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	Base							
Arm A	0.5	4.68	0.33	A	0.9	5.34	0.47	A
Arm B	0.6	2.05	0.37	A	0.7	2.21	0.42	A
Arm C	1.2	4.57	0.55	A	0.6	3.16	0.37	A
Arm D	0.7	3.93	0.40	A	0.6	3.31	0.36	A
	DM 2037							
Arm A	1.5	6.02	0.60	A	1.3	5.88	0.56	A
Arm B	0.8	2.40	0.46	A	0.8	2.30	0.46	A
Arm C	0.6	3.95	0.37	A	0.9	4.64	0.47	A
Arm D	0.7	3.81	0.43	A	1.1	5.20	0.52	A
	DM 2044							
Arm A	1.5	5.99	0.60	A	1.3	6.11	0.56	A
Arm B	0.9	2.46	0.47	A	0.8	2.33	0.46	A
Arm C	0.6	3.87	0.36	A	1.0	4.97	0.50	A
Arm D	0.8	3.83	0.44	A	1.1	5.50	0.53	A
	DM 2046							
Arm A	1.5	6.20	0.61	A	1.3	6.15	0.57	A
Arm B	0.9	2.48	0.47	A	0.9	2.35	0.46	A
Arm C	0.6	3.91	0.37	A	1.0	5.04	0.50	A
Arm D	0.8	3.87	0.44	A	1.2	5.61	0.54	A
	DS 2037							
Arm A	2.0	8.47	0.67	A	1.6	7.90	0.62	A
Arm B	0.9	2.52	0.49	A	0.9	2.39	0.48	A
Arm C	1.0	4.76	0.51	A	1.5	6.05	0.61	A
Arm D	0.9	4.59	0.47	A	1.4	6.67	0.58	A
	DS 2044							
Arm A	2.2	9.25	0.69	A	2.1	9.94	0.68	A
Arm B	1.1	2.69	0.52	A	1.0	2.46	0.49	A
Arm C	1.1	4.78	0.52	A	1.2	5.01	0.54	A
Arm D	1.0	4.89	0.50	A	1.7	7.04	0.64	A
	DS 2046							
Arm A	2.4	10.35	0.71	B	2.2	10.55	0.69	B
Arm B	1.1	2.72	0.52	A	1.0	2.52	0.50	A
Arm C	1.3	5.22	0.56	A	1.6	5.88	0.61	A
Arm D	1.1	5.24	0.52	A	1.6	7.20	0.62	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	J20 Otterpool Park Base Model AM PEAK
Location	M20 J12-Cheriton Interchange
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	Large Roundabout	A, B, C, D	3.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	M20 Westbound	
B	B2064 Cheriton	
C	M20 Eastbound	
D	A20 Ashford Road	

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	5.40	6.02	19.8	58.6	179.0	22.0	
B	6.57	8.49	24.9	39.4	167.4	19.0	
C	4.57	6.76	27.6	33.4	179.0	15.0	
D	4.64	6.70	25.1	39.6	179.0	29.0	

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	1140	124.00
B	360	44.00
C	660	105.00
D	1020	28.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.831	2252
B	1.171	3303
C	0.961	2540
D	0.851	2525

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	343	100.000
B		ONE HOUR	9	940	100.000
C		ONE HOUR	9	872	100.000
D		ONE HOUR	9	547	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	309	0	34
	%	421	83	249	187
	&	0	521	4	347
	'	14	212	321	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	4	0	3
	%	1	1	3	0
	&	0	1	25	1
	'	7	2	2	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	0.33	4.68	0.5	A	315	472
B	0.37	2.05	0.6	A	863	1294
C	0.55	4.57	1.2	A	800	1200
D	0.40	3.93	0.7	A	502	753

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	258	65	857	1471	0.176	257	327	0.0	0.2	2.964	A
B	708	177	269	2941	0.241	706	844	0.0	0.3	1.611	A
C	656	164	545	1990	0.330	655	431	0.0	0.5	2.692	A
D	412	103	773	1821	0.226	411	427	0.0	0.3	2.550	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	308	77	1025	1335	0.231	308	391	0.2	0.3	3.506	A
B	845	211	322	2878	0.294	845	1010	0.3	0.4	1.769	A
C	784	196	651	1888	0.415	783	516	0.5	0.7	3.253	A
D	492	123	924	1693	0.290	491	510	0.3	0.4	2.995	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	378	94	1254	1148	0.329	377	479	0.3	0.5	4.663	A
B	1035	259	395	2793	0.371	1034	1236	0.4	0.6	2.045	A
C	960	240	798	1748	0.549	958	631	0.7	1.2	4.547	A
D	602	151	1131	1519	0.396	601	624	0.4	0.7	3.918	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	378	94	1256	1147	0.329	378	479	0.5	0.5	4.681	A
B	1035	259	395	2792	0.371	1035	1239	0.6	0.6	2.048	A
C	960	240	798	1747	0.549	960	632	1.2	1.2	4.572	A
D	602	151	1133	1518	0.397	602	625	0.7	0.7	3.932	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	308	77	1028	1332	0.231	309	391	0.5	0.3	3.521	A
B	845	211	323	2877	0.294	846	1014	0.6	0.4	1.774	A
C	784	196	652	1887	0.415	786	517	1.2	0.7	3.274	A
D	492	123	927	1691	0.291	493	512	0.7	0.4	3.004	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	258	65	860	1468	0.176	259	328	0.3	0.2	2.975	A
B	708	177	271	2940	0.241	708	848	0.4	0.3	1.612	A
C	656	164	546	1989	0.330	657	433	0.7	0.5	2.706	A
D	412	103	775	1819	0.226	412	428	0.4	0.3	2.561	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	3.24	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	1140	124.00
B	360	44.00
C	660	105.00
D	1020	28.00

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	535	100.000
B		ONE HOUR	9	1081	100.000
C		ONE HOUR	9	600	100.000
D		ONE HOUR	9	555	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	511	7	17
	%	326	164	428	164
	&	0	354	2	244
	'	22	200	333	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	1	14	0
	%	1	0	0	1
	&	0	1	0	2
	'	0	1	2	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	0.47	5.34	0.9	A	491	737
B	0.42	2.21	0.7	A	992	1488
C	0.37	3.16	0.6	A	551	826
D	0.36	3.31	0.6	A	509	764

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	403	101	790	1569	0.257	402	261	0.0	0.3	3.081	A
B	814	203	269	2968	0.274	812	922	0.0	0.4	1.670	A
C	452	113	504	2024	0.223	451	578	0.0	0.3	2.286	A
D	418	104	635	1949	0.214	417	319	0.0	0.3	2.348	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	481	120	945	1440	0.334	481	313	0.3	0.5	3.749	A
B	972	243	322	2905	0.335	971	1104	0.4	0.5	1.861	A
C	539	135	602	1930	0.279	539	692	0.3	0.4	2.587	A
D	499	125	760	1844	0.271	499	382	0.3	0.4	2.675	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	589	147	1157	1264	0.466	588	383	0.5	0.9	5.311	A
B	1190	298	395	2819	0.422	1190	1351	0.5	0.7	2.209	A
C	661	165	737	1801	0.367	660	847	0.4	0.6	3.153	A
D	611	153	930	1700	0.359	610	467	0.4	0.6	3.301	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	589	147	1159	1263	0.467	589	383	0.9	0.9	5.343	A
B	1190	298	395	2818	0.422	1190	1353	0.7	0.7	2.211	A
C	661	165	738	1801	0.367	661	848	0.6	0.6	3.157	A
D	611	153	931	1700	0.360	611	468	0.6	0.6	3.306	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	481	120	947	1439	0.334	483	313	0.9	0.5	3.773	A
B	972	243	323	2904	0.335	973	1107	0.7	0.5	1.864	A
C	539	135	603	1929	0.280	540	693	0.6	0.4	2.592	A
D	499	125	761	1843	0.271	500	382	0.6	0.4	2.682	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	403	101	793	1567	0.257	404	262	0.5	0.3	3.097	A
B	814	203	270	2966	0.274	814	926	0.5	0.4	1.672	A
C	452	113	505	2023	0.223	452	580	0.4	0.3	2.291	A
D	418	104	637	1948	0.215	418	320	0.4	0.3	2.355	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	3.89	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	1140	124.00
B	360	44.00
C	660	105.00
D	1020	28.00

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	807	100.000
B		ONE HOUR	9	1151	100.000
C		ONE HOUR	9	489	100.000
D		ONE HOUR	9	643	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	488	0	319
	%	309	0	602	240
	&	0	488	0	1
	'	419	224	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	1	0	10
	%	1	0	5	1
	&	0	9	0	100
	'	6	3	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	0.60	6.02	1.5	A	741	1111
B	0.46	2.40	0.8	A	1056	1584
C	0.37	3.95	0.6	A	449	673
D	0.43	3.81	0.7	A	590	885

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	608	152	534	1698	0.358	605	547	0.0	0.6	3.286	A
B	867	217	239	2905	0.298	865	901	0.0	0.4	1.762	A
C	368	92	652	1728	0.213	367	452	0.0	0.3	2.641	A
D	484	121	598	1892	0.256	483	420	0.0	0.3	2.553	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	725	181	639	1609	0.451	724	654	0.6	0.8	4.064	A
B	1035	259	286	2846	0.364	1034	1078	0.4	0.6	1.986	A
C	440	110	780	1611	0.273	439	541	0.3	0.4	3.073	A
D	578	145	716	1791	0.323	578	503	0.3	0.5	2.965	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	889	222	783	1487	0.598	886	801	0.8	1.5	5.961	A
B	1267	317	350	2767	0.458	1266	1318	0.6	0.8	2.398	A
C	538	135	954	1451	0.371	538	662	0.4	0.6	3.940	A
D	708	177	876	1653	0.428	707	615	0.5	0.7	3.802	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	889	222	784	1486	0.598	888	802	1.5	1.5	6.024	A
B	1267	317	351	2765	0.458	1267	1321	0.8	0.8	2.402	A
C	538	135	956	1449	0.372	538	663	0.6	0.6	3.952	A
D	708	177	878	1652	0.429	708	617	0.7	0.7	3.812	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	725	181	641	1607	0.451	728	655	1.5	0.8	4.107	A
B	1035	259	288	2845	0.364	1036	1082	0.8	0.6	1.991	A
C	440	110	782	1609	0.273	440	542	0.6	0.4	3.083	A
D	578	145	718	1789	0.323	579	505	0.7	0.5	2.976	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	608	152	537	1697	0.358	609	549	0.8	0.6	3.311	A
B	867	217	241	2904	0.298	867	905	0.6	0.4	1.767	A
C	368	92	654	1726	0.213	369	454	0.4	0.3	2.654	A
D	484	121	601	1890	0.256	485	422	0.5	0.3	2.562	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	4.18	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	1140	124.00
B	360	44.00
C	660	105.00
D	1020	28.00

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	704	100.000
B		ONE HOUR	9	1190	100.000
C		ONE HOUR	9	631	100.000
D		ONE HOUR	9	674	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	417	0	287
	%	458	0	508	224
	&	0	631	0	0
	'	428	246	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	0	0	10
	%	0	0	2	0
	&	0	1	0	0
	'	7	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	0.56	5.88	1.3	A	646	969
B	0.46	2.30	0.8	A	1092	1638
C	0.47	4.64	0.9	A	579	869
D	0.52	5.20	1.1	A	618	928

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	530	133	658	1634	0.324	528	665	0.0	0.5	3.249	A
B	896	224	215	3000	0.299	894	971	0.0	0.4	1.707	A
C	475	119	728	1802	0.264	474	382	0.0	0.4	2.707	A
D	507	127	818	1747	0.290	506	384	0.0	0.4	2.896	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	633	158	787	1530	0.414	632	796	0.5	0.7	4.004	A
B	1070	267	258	2946	0.363	1069	1162	0.4	0.6	1.917	A
C	567	142	870	1662	0.341	567	456	0.4	0.5	3.284	A
D	606	151	978	1616	0.375	605	459	0.4	0.6	3.561	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	775	194	963	1388	0.558	773	974	0.7	1.2	5.827	A
B	1310	328	315	2873	0.456	1309	1421	0.6	0.8	2.301	A
C	695	174	1065	1471	0.472	693	559	0.5	0.9	4.618	A
D	742	186	1197	1436	0.517	740	562	0.6	1.1	5.159	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	775	194	966	1387	0.559	775	975	1.2	1.3	5.885	A
B	1310	328	316	2872	0.456	1310	1425	0.8	0.8	2.305	A
C	695	174	1067	1470	0.473	695	559	0.9	0.9	4.644	A
D	742	186	1199	1435	0.517	742	563	1.1	1.1	5.197	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	633	158	791	1528	0.414	635	798	1.3	0.7	4.044	A
B	1070	267	259	2945	0.363	1071	1167	0.8	0.6	1.923	A
C	567	142	873	1660	0.342	569	457	0.9	0.5	3.304	A
D	606	151	981	1613	0.376	608	460	1.1	0.6	3.585	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	530	133	661	1632	0.325	531	668	0.7	0.5	3.272	A
B	896	224	216	2999	0.299	896	976	0.6	0.4	1.712	A
C	475	119	730	1800	0.264	476	383	0.5	0.4	2.719	A
D	507	127	821	1745	0.291	508	385	0.6	0.4	2.912	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	3.88	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	1140	124.00
B	360	44.00
C	660	105.00
D	1020	28.00

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	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	804	100.000
B		ONE HOUR	9	1177	100.000
C		ONE HOUR	9	479	100.000
D		ONE HOUR	9	664	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	487	0	317
	%	298	0	641	238
	&	0	478	0	1
	'	436	228	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	1	0	11
	%	1	0	5	2
	&	0	9	0	100
	'	6	3	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	0.60	5.99	1.5	A	738	1107
B	0.47	2.46	0.9	A	1080	1620
C	0.36	3.87	0.6	A	440	659
D	0.44	3.83	0.8	A	609	914

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	605	151	530	1696	0.357	603	551	0.0	0.6	3.286	A
B	886	222	238	2896	0.306	884	895	0.0	0.4	1.787	A
C	361	90	641	1735	0.208	360	482	0.0	0.3	2.617	A
D	500	125	583	1905	0.262	498	417	0.0	0.4	2.558	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	723	181	634	1608	0.450	722	659	0.6	0.8	4.056	A
B	1058	265	285	2837	0.373	1057	1071	0.4	0.6	2.023	A
C	431	108	766	1618	0.266	430	576	0.3	0.4	3.029	A
D	597	149	697	1806	0.330	596	499	0.4	0.5	2.973	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	885	221	776	1487	0.595	883	807	0.8	1.4	5.928	A
B	1296	324	348	2758	0.470	1295	1311	0.6	0.9	2.458	A
C	527	132	938	1460	0.361	527	705	0.4	0.6	3.853	A
D	731	183	853	1672	0.437	730	611	0.5	0.8	3.814	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	885	221	777	1486	0.596	885	808	1.4	1.5	5.987	A
B	1296	324	349	2756	0.470	1296	1313	0.9	0.9	2.464	A
C	527	132	939	1459	0.362	527	706	0.6	0.6	3.865	A
D	731	183	854	1671	0.437	731	612	0.8	0.8	3.827	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	723	181	636	1606	0.450	725	661	1.5	0.8	4.098	A
B	1058	265	286	2836	0.373	1059	1075	0.9	0.6	2.029	A
C	431	108	768	1616	0.266	431	577	0.6	0.4	3.041	A
D	597	149	699	1805	0.331	598	501	0.8	0.5	2.986	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	605	151	532	1694	0.357	606	553	0.8	0.6	3.313	A
B	886	222	239	2895	0.306	887	899	0.6	0.4	1.795	A
C	361	90	643	1732	0.208	361	483	0.4	0.3	2.625	A
D	500	125	585	1903	0.263	500	419	0.5	0.4	2.567	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	4.38	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	1140	124.00
B	360	44.00
C	660	105.00
D	1020	28.00

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	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	694	100.000
B		ONE HOUR	9	1193	100.000
C		ONE HOUR	9	660	100.000
D		ONE HOUR	9	675	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	399	0	295
	%	461	0	504	228
	&	0	660	0	0
	'	429	246	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	0	0	11
	%	0	0	2	0
	&	0	1	0	0
	'	8	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	0.56	6.11	1.3	A	637	955
B	0.46	2.33	0.8	A	1095	1642
C	0.50	4.97	1.0	A	606	908
D	0.53	5.50	1.1	A	619	929

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	522	131	680	1607	0.325	521	668	0.0	0.5	3.307	A
B	898	225	221	2990	0.300	896	979	0.0	0.4	1.717	A
C	497	124	739	1789	0.278	495	379	0.0	0.4	2.779	A
D	508	127	842	1717	0.296	507	393	0.0	0.4	2.970	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	624	156	813	1500	0.416	623	799	0.5	0.7	4.098	A
B	1072	268	265	2934	0.366	1072	1172	0.4	0.6	1.933	A
C	593	148	884	1646	0.360	593	453	0.4	0.6	3.415	A
D	607	152	1007	1582	0.383	606	470	0.4	0.6	3.683	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	764	191	995	1355	0.564	762	978	0.7	1.3	6.045	A
B	1314	328	324	2858	0.460	1312	1433	0.6	0.8	2.328	A
C	727	182	1082	1452	0.501	725	554	0.6	1.0	4.940	A
D	743	186	1232	1399	0.531	741	575	0.6	1.1	5.457	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	764	191	997	1353	0.565	764	980	1.3	1.3	6.110	A
B	1314	328	325	2857	0.460	1314	1437	0.8	0.8	2.332	A
C	727	182	1083	1450	0.501	727	555	1.0	1.0	4.975	A
D	743	186	1234	1397	0.532	743	576	1.1	1.1	5.504	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	624	156	817	1498	0.417	626	802	1.3	0.7	4.142	A
B	1072	268	266	2932	0.366	1074	1177	0.8	0.6	1.937	A
C	593	148	886	1644	0.361	595	454	1.0	0.6	3.436	A
D	607	152	1010	1580	0.384	609	471	1.1	0.6	3.714	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	522	131	683	1605	0.326	523	671	0.7	0.5	3.334	A
B	898	225	222	2989	0.301	899	984	0.6	0.4	1.722	A
C	497	124	742	1786	0.278	498	380	0.6	0.4	2.794	A
D	508	127	845	1714	0.296	509	394	0.6	0.4	2.988	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	3.97	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	1140	124.00
B	360	44.00
C	660	105.00
D	1020	28.00

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	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	814	100.000
B		ONE HOUR	9	1177	100.000
C		ONE HOUR	9	487	100.000
D		ONE HOUR	9	667	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	492	0	322
	%	295	0	641	241
	&	0	487	0	0
	'	438	229	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	1	0	11
	%	1	0	5	2
	&	0	9	0	0
	'	6	3	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	6.20	1.5	A	747	1120
B	0.47	2.48	0.9	A	1080	1620
C	0.37	3.91	0.6	A	447	670
D	0.44	3.87	0.8	A	612	918

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	613	153	537	1690	0.363	611	550	0.0	0.6	3.329	A
B	886	222	242	2891	0.306	884	907	0.0	0.4	1.791	A
C	367	92	644	1734	0.211	366	482	0.0	0.3	2.631	A
D	502	126	587	1901	0.264	501	423	0.0	0.4	2.569	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	732	183	643	1600	0.457	731	658	0.6	0.8	4.136	A
B	1058	265	289	2832	0.374	1057	1085	0.4	0.6	2.029	A
C	438	109	771	1617	0.271	437	576	0.3	0.4	3.052	A
D	600	150	702	1802	0.333	599	506	0.4	0.5	2.992	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	896	224	787	1478	0.606	894	806	0.8	1.5	6.133	A
B	1296	324	353	2751	0.471	1295	1327	0.6	0.9	2.470	A
C	536	134	943	1457	0.368	535	705	0.4	0.6	3.902	A
D	734	184	860	1666	0.441	733	619	0.5	0.8	3.853	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	896	224	788	1477	0.607	896	807	1.5	1.5	6.199	A
B	1296	324	355	2749	0.471	1296	1330	0.9	0.9	2.476	A
C	536	134	945	1456	0.368	536	706	0.6	0.6	3.914	A
D	734	184	861	1665	0.441	734	620	0.8	0.8	3.866	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	732	183	645	1598	0.458	734	660	1.5	0.9	4.179	A
B	1058	265	291	2830	0.374	1059	1089	0.9	0.6	2.035	A
C	438	109	773	1615	0.271	439	577	0.6	0.4	3.064	A
D	600	150	704	1800	0.333	601	507	0.8	0.5	3.003	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	613	153	540	1688	0.363	614	552	0.9	0.6	3.358	A
B	886	222	243	2890	0.307	887	911	0.6	0.4	1.799	A
C	367	92	647	1732	0.212	367	483	0.4	0.3	2.638	A
D	502	126	589	1899	0.264	503	424	0.5	0.4	2.579	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	4.42	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	1140	124.00
B	360	44.00
C	660	105.00
D	1020	28.00

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	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	695	100.000
B		ONE HOUR	9	1203	100.000
C		ONE HOUR	9	662	100.000
D		ONE HOUR	9	681	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	398	0	297
	%	465	0	510	228
	&	0	662	0	0
	'	434	247	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	0	0	11
	%	0	0	2	0
	&	0	1	0	0
	'	8	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	0.57	6.15	1.3	A	638	957
B	0.46	2.35	0.9	A	1104	1656
C	0.50	5.04	1.0	A	607	911
D	0.54	5.61	1.2	A	625	937

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	523	131	682	1605	0.326	521	675	0.0	0.5	3.316	A
B	906	226	223	2988	0.303	904	981	0.0	0.4	1.725	A
C	498	125	744	1784	0.279	497	383	0.0	0.4	2.792	A
D	513	128	846	1713	0.299	511	394	0.0	0.4	2.991	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	625	156	816	1498	0.417	624	807	0.5	0.7	4.114	A
B	1081	270	267	2932	0.369	1081	1173	0.4	0.6	1.945	A
C	595	149	889	1641	0.363	594	458	0.4	0.6	3.438	A
D	612	153	1012	1578	0.388	611	471	0.4	0.6	3.721	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	765	191	998	1352	0.566	763	988	0.7	1.3	6.086	A
B	1325	331	326	2855	0.464	1323	1435	0.6	0.9	2.349	A
C	729	182	1088	1445	0.504	727	561	0.6	1.0	5.000	A
D	750	187	1239	1393	0.538	748	577	0.6	1.1	5.558	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	765	191	1001	1350	0.567	765	990	1.3	1.3	6.152	A
B	1325	331	327	2854	0.464	1325	1439	0.9	0.9	2.353	A
C	729	182	1090	1444	0.505	729	562	1.0	1.0	5.035	A
D	750	187	1241	1392	0.539	750	578	1.1	1.2	5.608	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	625	156	820	1495	0.418	627	810	1.3	0.7	4.159	A
B	1081	270	268	2930	0.369	1083	1179	0.9	0.6	1.949	A
C	595	149	892	1639	0.363	597	459	1.0	0.6	3.460	A
D	612	153	1015	1575	0.389	614	473	1.2	0.6	3.753	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	523	131	685	1602	0.327	524	678	0.7	0.5	3.343	A
B	906	226	224	2987	0.303	906	986	0.6	0.4	1.732	A
C	498	125	746	1782	0.280	499	384	0.6	0.4	2.809	A
D	513	128	849	1710	0.300	514	396	0.6	0.4	3.011	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	4.79	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	1140	124.00
B	360	44.00
C	660	105.00
D	1020	28.00

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	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	790	100.000
B		ONE HOUR	9	1226	100.000
C		ONE HOUR	9	708	100.000
D		ONE HOUR	9	643	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	475	0	315
	%	270	0	716	240
	&	0	708	0	0
	'	419	224	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	1	0	10
	%	1	0	4	1
	&	0	6	0	0
	'	6	3	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	0.67	8.47	2.0	A	725	1087
B	0.49	2.52	0.9	A	1125	1687
C	0.51	4.76	1.0	A	650	975
D	0.47	4.59	0.9	A	590	885

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	595	149	699	1568	0.379	592	517	0.0	0.6	3.682	A
B	923	231	236	2919	0.316	921	1056	0.0	0.5	1.800	A
C	533	133	619	1810	0.294	531	538	0.0	0.4	2.811	A
D	484	121	734	1783	0.272	483	417	0.0	0.4	2.767	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	710	178	837	1453	0.489	709	619	0.6	0.9	4.831	A
B	1102	276	283	2860	0.385	1101	1263	0.5	0.6	2.047	A
C	636	159	741	1695	0.376	636	643	0.4	0.6	3.397	A
D	578	145	878	1660	0.348	577	498	0.4	0.5	3.322	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	870	217	1024	1296	0.671	866	757	0.9	2.0	8.284	A
B	1350	337	345	2782	0.485	1349	1544	0.6	0.9	2.509	A
C	780	195	906	1539	0.507	778	788	0.6	1.0	4.722	A
D	708	177	1075	1494	0.474	707	609	0.5	0.9	4.565	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	870	217	1026	1294	0.672	870	759	2.0	2.0	8.471	A
B	1350	337	347	2780	0.486	1350	1549	0.9	0.9	2.516	A
C	780	195	908	1536	0.507	779	788	1.0	1.0	4.755	A
D	708	177	1077	1492	0.474	708	611	0.9	0.9	4.590	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	710	178	840	1450	0.490	714	621	2.0	1.0	4.922	A
B	1102	276	285	2858	0.386	1103	1270	0.9	0.6	2.054	A
C	636	159	744	1692	0.376	638	644	1.0	0.6	3.422	A
D	578	145	881	1658	0.349	579	501	0.9	0.5	3.341	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	595	149	703	1565	0.380	596	519	1.0	0.6	3.723	A
B	923	231	238	2917	0.316	924	1061	0.6	0.5	1.808	A
C	533	133	622	1808	0.295	534	539	0.6	0.4	2.829	A
D	484	121	737	1780	0.272	485	419	0.5	0.4	2.782	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	5.23	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	1140	124.00
B	360	44.00
C	660	105.00
D	1020	28.00

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	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	662	100.000
B		ONE HOUR	9	1252	100.000
C		ONE HOUR	9	844	100.000
D		ONE HOUR	9	681	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	377	0	285
	%	406	0	622	224
	&	0	844	0	0
	'	428	253	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	0	0	11
	%	0	0	1	0
	&	0	1	0	0
	'	7	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	0.62	7.90	1.6	A	607	911
B	0.48	2.39	0.9	A	1149	1723
C	0.61	6.05	1.5	A	774	1162
D	0.58	6.67	1.4	A	625	937

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	498	125	823	1492	0.334	496	626	0.0	0.5	3.609	A
B	943	236	214	3010	0.313	941	1106	0.0	0.5	1.737	A
C	635	159	687	1839	0.346	633	467	0.0	0.5	2.981	A
D	513	128	938	1648	0.311	511	382	0.0	0.4	3.156	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	595	149	985	1362	0.437	594	749	0.5	0.8	4.679	A
B	1126	281	256	2956	0.381	1125	1323	0.5	0.6	1.966	A
C	759	190	822	1706	0.445	758	559	0.5	0.8	3.791	A
D	612	153	1122	1497	0.409	611	457	0.4	0.7	4.059	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	729	182	1204	1187	0.614	726	916	0.8	1.6	7.750	A
B	1378	345	312	2883	0.478	1377	1617	0.6	0.9	2.388	A
C	929	232	1005	1526	0.609	926	684	0.8	1.5	5.976	A
D	750	187	1373	1292	0.581	747	559	0.7	1.4	6.578	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	729	182	1208	1184	0.616	729	918	1.6	1.6	7.905	A
B	1378	345	314	2881	0.478	1378	1623	0.9	0.9	2.395	A
C	929	232	1007	1524	0.610	929	685	1.5	1.5	6.053	A
D	750	187	1376	1289	0.582	750	560	1.4	1.4	6.674	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	595	149	990	1358	0.438	598	752	1.6	0.8	4.759	A
B	1126	281	258	2954	0.381	1127	1331	0.9	0.6	1.973	A
C	759	190	825	1704	0.445	762	560	1.5	0.8	3.832	A
D	612	153	1127	1493	0.410	615	459	1.4	0.7	4.110	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	498	125	827	1488	0.335	500	629	0.8	0.5	3.647	A
B	943	236	215	3009	0.313	943	1112	0.6	0.5	1.742	A
C	635	159	690	1836	0.346	637	469	0.8	0.5	3.002	A
D	513	128	942	1645	0.312	514	384	0.7	0.5	3.184	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	5.03	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	1140	124.00
B	360	44.00
C	660	105.00
D	1020	28.00

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	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	776	100.000
B		ONE HOUR	9	1293	100.000
C		ONE HOUR	9	753	100.000
D		ONE HOUR	9	672	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	459	0	317
	%	219	0	836	238
	&	0	753	0	0
	'	444	228	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	1	0	11
	%	1	0	4	2
	&	0	6	0	0
	'	8	3	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	0.69	9.25	2.2	A	712	1068
B	0.52	2.69	1.1	A	1186	1780
C	0.52	4.78	1.1	A	691	1036
D	0.50	4.89	1.0	A	617	925

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	584	146	736	1529	0.382	582	498	0.0	0.6	3.789	A
B	973	243	238	2904	0.335	971	1080	0.0	0.5	1.861	A
C	567	142	581	1841	0.308	565	628	0.0	0.4	2.817	A
D	506	126	730	1762	0.287	504	416	0.0	0.4	2.857	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	698	174	881	1409	0.495	696	595	0.6	1.0	5.040	A
B	1162	291	284	2845	0.409	1162	1293	0.5	0.7	2.137	A
C	677	169	695	1732	0.391	676	751	0.4	0.6	3.407	A
D	604	151	873	1642	0.368	603	498	0.4	0.6	3.464	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	854	214	1078	1245	0.686	850	729	1.0	2.1	9.005	A
B	1424	356	347	2766	0.515	1422	1580	0.7	1.1	2.677	A
C	829	207	850	1584	0.523	827	920	0.6	1.1	4.742	A
D	740	185	1068	1478	0.501	738	609	0.6	1.0	4.854	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	854	214	1080	1243	0.687	854	730	2.1	2.2	9.248	A
B	1424	356	349	2763	0.515	1424	1585	1.1	1.1	2.686	A
C	829	207	852	1582	0.524	829	920	1.1	1.1	4.779	A
D	740	185	1070	1476	0.501	740	611	1.0	1.0	4.886	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	698	174	884	1406	0.496	702	597	2.2	1.0	5.148	A
B	1162	291	287	2842	0.409	1164	1300	1.1	0.7	2.149	A
C	677	169	698	1729	0.391	679	752	1.1	0.6	3.434	A
D	604	151	876	1640	0.368	606	501	1.0	0.6	3.486	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	584	146	740	1527	0.383	586	500	1.0	0.6	3.833	A
B	973	243	239	2902	0.335	974	1086	0.7	0.5	1.867	A
C	567	142	584	1839	0.308	568	630	0.6	0.4	2.833	A
D	506	126	733	1760	0.287	507	419	0.6	0.4	2.873	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	5.57	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	1140	124.00
B	360	44.00
C	660	105.00
D	1020	28.00

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	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	694	100.000
B		ONE HOUR	9	1273	100.000
C		ONE HOUR	9	779	100.000
D		ONE HOUR	9	815	100.000

Origin -Destination Data

Demand (Veh/hr)

	To				
		$	%	&	'
From	$	0	399	0	295
	%	341	0	704	228
	&	0	779	0	0
	'	429	386	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		$	%	&	'
From	$	0	0	0	11
	%	0	0	1	0
	&	0	1	0	0
	'	8	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	0.68	9.94	2.1	A	637	955
B	0.49	2.46	1.0	A	1168	1752
C	0.54	5.01	1.2	A	715	1072
D	0.64	7.04	1.7	A	748	1122

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	522	131	874	1452	0.360	520	578	0.0	0.6	3.853	A
B	958	240	221	2999	0.320	957	1173	0.0	0.5	1.760	A
C	586	147	649	1875	0.313	585	529	0.0	0.5	2.787	A
D	614	153	841	1731	0.354	611	392	0.0	0.5	3.210	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	624	156	1046	1315	0.474	623	691	0.6	0.9	5.190	A
B	1144	286	265	2943	0.389	1144	1404	0.5	0.6	2.001	A
C	700	175	776	1749	0.400	699	633	0.5	0.7	3.426	A
D	733	183	1006	1596	0.459	731	469	0.5	0.8	4.160	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	764	191	1279	1129	0.677	760	846	0.9	2.0	9.637	A
B	1402	350	323	2868	0.489	1400	1716	0.6	1.0	2.451	A
C	858	214	949	1579	0.543	856	774	0.7	1.2	4.966	A
D	897	224	1231	1411	0.636	894	574	0.8	1.7	6.919	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	764	191	1283	1126	0.679	764	848	2.0	2.1	9.937	A
B	1402	350	325	2865	0.489	1402	1722	1.0	1.0	2.459	A
C	858	214	951	1576	0.544	858	775	1.2	1.2	5.011	A
D	897	224	1233	1409	0.637	897	576	1.7	1.7	7.036	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	624	156	1051	1311	0.476	629	694	2.1	0.9	5.312	A
B	1144	286	267	2940	0.389	1146	1412	1.0	0.6	2.009	A
C	700	175	779	1746	0.401	702	634	1.2	0.7	3.459	A
D	733	183	1009	1593	0.460	736	472	1.7	0.9	4.221	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	522	131	879	1449	0.361	524	581	0.9	0.6	3.897	A
B	958	240	223	2997	0.320	959	1180	0.6	0.5	1.766	A
C	586	147	651	1872	0.313	587	530	0.7	0.5	2.805	A
D	614	153	844	1728	0.355	615	394	0.9	0.6	3.238	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	5.44	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	1140	124.00
B	360	44.00
C	660	105.00
D	1020	28.00

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	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	770	100.000
B		ONE HOUR	9	1302	100.000
C		ONE HOUR	9	803	100.000
D		ONE HOUR	9	675	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	448	0	322
	%	219	0	842	241
	&	0	803	0	0
	'	446	229	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	1	0	11
	%	1	0	4	2
	&	0	6	0	0
	'	8	3	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	0.71	10.35	2.4	B	707	1060
B	0.52	2.72	1.1	A	1195	1792
C	0.56	5.22	1.3	A	737	1105
D	0.52	5.24	1.1	A	619	929

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	580	145	774	1496	0.387	577	499	0.0	0.6	3.908	A
B	980	245	241	2899	0.338	978	1110	0.0	0.5	1.872	A
C	605	151	587	1835	0.329	603	633	0.0	0.5	2.914	A
D	508	127	767	1731	0.294	507	422	0.0	0.4	2.937	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	692	173	927	1369	0.505	691	597	0.6	1.0	5.292	A
B	1170	293	289	2839	0.412	1170	1328	0.5	0.7	2.155	A
C	722	180	702	1725	0.418	721	756	0.5	0.7	3.580	A
D	607	152	918	1604	0.378	606	505	0.4	0.6	3.606	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	848	212	1133	1197	0.708	842	731	1.0	2.3	10.001	B
B	1434	358	352	2759	0.520	1432	1624	0.7	1.1	2.711	A
C	884	221	858	1576	0.561	882	926	0.7	1.3	5.168	A
D	743	186	1123	1432	0.519	741	617	0.6	1.1	5.200	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	848	212	1136	1195	0.709	848	732	2.3	2.4	10.347	B
B	1434	358	354	2756	0.520	1434	1629	1.1	1.1	2.720	A
C	884	221	861	1574	0.562	884	927	1.3	1.3	5.220	A
D	743	186	1125	1430	0.520	743	620	1.1	1.1	5.242	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	692	173	931	1366	0.507	698	599	2.4	1.0	5.429	A
B	1170	293	292	2835	0.413	1172	1336	1.1	0.7	2.165	A
C	722	180	706	1722	0.419	724	758	1.3	0.7	3.615	A
D	607	152	921	1601	0.379	609	509	1.1	0.6	3.635	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	580	145	778	1493	0.388	581	501	1.0	0.6	3.955	A
B	980	245	243	2897	0.338	981	1116	0.7	0.5	1.879	A
C	605	151	590	1833	0.330	605	634	0.7	0.5	2.934	A
D	508	127	770	1728	0.294	509	425	0.6	0.4	2.957	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	5.88	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	1140	124.00
B	360	44.00
C	660	105.00
D	1020	28.00

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	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	694	100.000
B		ONE HOUR	9	1302	100.000
C		ONE HOUR	9	880	100.000
D		ONE HOUR	9	742	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	398	0	296
	%	335	0	739	228
	&	0	880	0	0
	'	434	308	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	0	0	11
	%	0	0	1	0
	&	0	1	0	0
	'	8	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	0.69	10.55	2.2	B	637	955
B	0.50	2.52	1.0	A	1195	1792
C	0.61	5.88	1.6	A	808	1211
D	0.62	7.20	1.6	A	681	1021

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	522	131	891	1438	0.363	520	577	0.0	0.6	3.914	A
B	980	245	222	2998	0.327	978	1190	0.0	0.5	1.780	A
C	663	166	645	1878	0.353	660	555	0.0	0.5	2.951	A
D	559	140	912	1665	0.336	557	393	0.0	0.5	3.243	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	624	156	1066	1298	0.481	622	690	0.6	0.9	5.320	A
B	1170	293	266	2941	0.398	1170	1423	0.5	0.7	2.030	A
C	791	198	771	1753	0.451	790	664	0.5	0.8	3.734	A
D	667	167	1091	1518	0.439	666	470	0.5	0.8	4.218	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	764	191	1304	1108	0.690	759	844	0.9	2.1	10.180	B
B	1434	358	324	2866	0.500	1432	1739	0.7	1.0	2.508	A
C	969	242	943	1584	0.612	966	813	0.8	1.6	5.798	A
D	817	204	1334	1319	0.619	814	575	0.8	1.6	7.078	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	764	191	1308	1105	0.692	764	847	2.1	2.2	10.548	B
B	1434	358	326	2863	0.501	1434	1746	1.0	1.0	2.517	A
C	969	242	946	1581	0.613	969	814	1.6	1.6	5.876	A
D	817	204	1338	1316	0.621	817	577	1.6	1.6	7.203	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	624	156	1072	1293	0.482	629	694	2.2	0.9	5.459	A
B	1170	293	268	2938	0.398	1172	1433	1.0	0.7	2.041	A
C	791	198	775	1750	0.452	794	665	1.6	0.8	3.777	A
D	667	167	1096	1515	0.440	670	473	1.6	0.8	4.281	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	522	131	896	1434	0.364	524	580	0.9	0.6	3.961	A
B	980	245	223	2996	0.327	981	1196	0.7	0.5	1.789	A
C	663	166	648	1876	0.353	664	557	0.8	0.5	2.972	A
D	559	140	916	1662	0.336	560	395	0.8	0.5	3.272	A

P.27 J21A_M20 J13 Castle hill Interchange

Junctions 9

ARCADY 9 - Roundabout Module

Filename: J21A M20 J13 Castle hill Interchange_Mit.j9
Path: K:\UA008926 Otterpool\D-Calcs\Modelling\DM_it5\Appendix\Appendix Mitigation\J21A M20 J13 Castle hill Interchange - Churchill Ave
Report generation date: 21/11/2018 16:30:07

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	Base							
Arm A	0.8	4.68	0.46	A	0.4	3.35	0.29	A
Arm B	2.5	7.59	0.72	A	1.6	4.77	0.62	A
Arm C	1.0	4.90	0.51	A	1.2	5.14	0.55	A
Arm E	3.7	11.40	0.79	B	2.5	8.06	0.72	A
	DS 2037_it6							
Arm A	1.1	5.39	0.52	A	0.5	3.99	0.32	A
Arm B	3.6	9.90	0.79	A	2.8	7.21	0.74	A
Arm C	1.0	4.88	0.50	A	2.1	7.72	0.68	A
Arm E	4.4	12.65	0.82	B	7.1	19.69	0.89	C
	DS 2044_it6							
Arm A	1.2	5.75	0.54	A	0.5	4.32	0.34	A
Arm B	5.2	13.73	0.85	B	3.0	7.69	0.75	A
Arm C	1.3	5.96	0.57	A	2.8	9.54	0.74	A
Arm E	4.9	13.96	0.84	B	13.2	34.71	0.95	D
	DS 2046_it6							
Arm A	1.2	5.89	0.55	A	0.5	4.39	0.34	A
Arm B	5.5	14.39	0.85	B	3.2	8.16	0.77	A
Arm C	1.3	5.91	0.57	A	3.0	10.39	0.76	B
Arm E	5.4	15.20	0.85	C	14.7	38.26	0.96	E

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	J21A Otterpool Park_Base Model AM PEAK
Location	J21A M20 J13-Castle hill Interchange
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
D21	DS 2037_it6	AM	ONE HOUR	07:45	09:15	15	9
D22	DS 2037_it6	PM	ONE HOUR	16:30	18:00	15	9
D23	DS 2044_it6	AM	ONE HOUR	07:45	09:15	15	9
D24	DS 2044_it6	PM	ONE HOUR	16:30	18:00	15	9
D25	DS 2046_it6	AM	ONE HOUR	07:45	09:15	15	9
D26	DS 2046_it6	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

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout	A, B, C, D, E	7.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	M20 Westbound Entry Only	
B	Churchill Avenue	
C	Cherry Garden Avenue	
D	M20 Westbound Exit Only	
E	A20 Castle Hill Bridge	

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	5.84	10.80	36.1	15.4	60.0	40.0	
B	6.00	9.60	25.0	24.4	60.0	31.0	
C	3.65	8.18	29.6	18.4	60.0	29.0	
D							9
E	6.40	6.40	0.0	29.6	60.0	48.0	

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
A		
B		
C	9	100
D		
E		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.713	2675
B	0.711	2578
C	0.613	2026
D		
E	0.571	1849

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	592	100.000
B		ONE HOUR	9	1109	100.000
C		ONE HOUR	9	681	100.000
D					
E		ONE HOUR	9	1093	100.000

Origin -Destination Data

Demand (Veh/hr)

		To				
		$	%	&	'	(
From	$	0	127	462	2	1
	%	0	0	424	628	57
	&	0	387	40	0	254
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	579	513	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		$	%	&	'	(
From	$	0	2	1	0	0
	%	0	0	3	4	6
	&	0	3	3	3	5
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	4	4	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	0.46	4.68	0.8	A	543	815
B	0.72	7.59	2.5	A	1018	1526
C	0.51	4.90	1.0	A	625	937
D						
E	0.79	11.40	3.7	B	1003	1504

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	446	111	0	0	1139	1810	0.246	444	0	0.0	0.3	2.634	A
B	835	835	209	0	0	764	1946	0.429	832	819	0.0	0.7	3.224	A
C	513	513	128	0	0	517	1633	0.314	511	1079	0.0	0.5	3.202	A
D						554				473				
E	823	823	206	0	0	320	1603	0.513	819	234	0.0	1.0	4.570	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	532	133	0	0	1364	1647	0.323	532	0	0.3	0.5	3.227	A
B	997	997	249	0	0	914	1840	0.542	995	981	0.7	1.2	4.251	A
C	612	612	153	0	0	618	1571	0.390	611	1291	0.5	0.6	3.752	A
D						664				566				
E	983	983	246	0	0	383	1567	0.627	980	280	1.0	1.7	6.111	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	652	163	0	0	1665	1428	0.457	650	0	0.5	0.8	4.624	A
B	1221	1221	305	0	0	1117	1698	0.719	1216	1198	1.2	2.5	7.379	A
C	750	750	187	0	0	755	1486	0.505	748	1577	0.6	1.0	4.870	A
D						812				692				
E	1203	1203	301	0	0	469	1518	0.793	1196	343	1.7	3.6	10.900	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	652	163	0	0	1673	1421	0.459	652	0	0.8	0.8	4.677	A
B	1221	1221	305	0	0	1122	1695	0.720	1221	1203	2.5	2.5	7.585	A
C	750	750	187	0	0	758	1484	0.505	750	1584	1.0	1.0	4.902	A
D						814				695				
E	1203	1203	301	0	0	470	1518	0.793	1203	343	3.6	3.7	11.401	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	532	133	0	0	1375	1638	0.325	534	0	0.8	0.5	3.265	A
B	997	997	249	0	0	921	1836	0.543	1002	988	2.5	1.2	4.348	A
C	612	612	153	0	0	623	1568	0.390	614	1301	1.0	0.6	3.780	A
D						666				570				
E	983	983	246	0	0	385	1566	0.627	991	281	3.7	1.7	6.342	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	446	111	0	0	1147	1804	0.247	446	0	0.5	0.3	2.652	A
B	835	835	209	0	0	769	1942	0.430	837	825	1.2	0.8	3.260	A
C	513	513	128	0	0	520	1631	0.314	513	1086	0.6	0.5	3.221	A
D						557				476				
E	823	823	206	0	0	322	1602	0.514	825	235	1.7	1.1	4.653	A

Base, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout	A, B, C, D, E	5.70	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	399	100.000
B		ONE HOUR	9	1103	100.000
C		ONE HOUR	9	778	100.000
D					
E		ONE HOUR	9	1019	100.000

Origin -Destination Data

Demand (Veh/hr)

		To				
		$	%	&	'	(
From	$	0	65	331	2	1
	%	0	0	443	549	111
	&	0	393	34	0	351
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	639	378	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		$	%	&	'	(
From	$	0	2	1	0	0
	%	0	0	1	1	2
	&	0	1	0	0	1
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	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	0.29	3.35	0.4	A	366	549
B	0.62	4.77	1.6	A	1012	1518
C	0.55	5.14	1.2	A	714	1071
D						
E	0.72	8.06	2.5	A	935	1403

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	300	300	75	0	0	1084	1875	0.160	300	0	0.0	0.2	2.284	A
B	830	830	208	0	0	561	2154	0.385	828	823	0.0	0.6	2.710	A
C	586	586	146	0	0	499	1700	0.345	584	890	0.0	0.5	3.220	A
D						668				415				
E	767	767	192	0	0	320	1654	0.464	764	347	0.0	0.9	4.028	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	359	359	90	0	0	1298	1723	0.208	358	0	0.2	0.3	2.638	A
B	992	992	248	0	0	672	2076	0.478	990	985	0.6	0.9	3.312	A
C	699	699	175	0	0	597	1640	0.427	699	1065	0.5	0.7	3.822	A
D						799				497				
E	916	916	229	0	0	383	1618	0.566	914	416	0.9	1.3	5.104	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	439	439	110	0	0	1586	1518	0.289	439	0	0.3	0.4	3.334	A
B	1214	1214	304	0	0	821	1970	0.616	1212	1204	0.9	1.6	4.727	A
C	857	857	214	0	0	731	1558	0.550	855	1302	0.7	1.2	5.108	A
D						978				608				
E	1122	1122	280	0	0	469	1569	0.715	1117	509	1.3	2.4	7.892	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	439	439	110	0	0	1592	1514	0.290	439	0	0.4	0.4	3.348	A
B	1214	1214	304	0	0	823	1969	0.617	1214	1208	1.6	1.6	4.770	A
C	857	857	214	0	0	732	1557	0.550	857	1306	1.2	1.2	5.142	A
D						980				609				
E	1122	1122	280	0	0	470	1568	0.715	1122	510	2.4	2.5	8.055	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	359	359	90	0	0	1306	1717	0.209	359	0	0.4	0.3	2.653	A
B	992	992	248	0	0	675	2074	0.478	994	990	1.6	0.9	3.344	A
C	699	699	175	0	0	599	1638	0.427	701	1070	1.2	0.8	3.849	A
D						802				498				
E	916	916	229	0	0	385	1617	0.567	921	417	2.5	1.3	5.204	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	300	300	75	0	0	1091	1870	0.161	301	0	0.3	0.2	2.296	A
B	830	830	208	0	0	564	2152	0.386	832	828	0.9	0.6	2.728	A
C	586	586	146	0	0	501	1698	0.345	587	894	0.8	0.5	3.242	A
D						671				417				
E	767	767	192	0	0	322	1653	0.464	769	349	1.3	0.9	4.081	A

DS 2037_it6, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout	A, B, C, D, E	8.83	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_it6	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	656	100.000
B		ONE HOUR	9	1222	100.000
C		ONE HOUR	9	852	100.000
D					
E		ONE HOUR	9	1172	100.000

Origin -Destination Data

Demand (Veh/hr)

		To				
		$	%	&	'	(
From	$	0	161	451	0	44
	%	0	0	515	589	118
	&	0	401	0	187	264
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	629	543	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		$	%	&	'	(
From	$	0	3	2	0	7
	%	0	0	1	3	8
	&	0	0	0	21	5
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	2	1	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	0.52	5.39	1.1	A	602	903
B	0.79	9.90	3.6	A	1121	1682
C	0.50	4.88	1.0	A	814	915
D						
E	0.82	12.65	4.4	B	1075	1613

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	494	494	123	0	0	1179	1779	0.278	492	0	0.0	0.4	2.794	A
B	920	920	230	0	0	778	1964	0.468	916	893	0.0	0.9	3.425	A
C	668	501	125	141	0	563	1634	0.306	499	1131	0.0	0.4	3.168	A
D						620				442				
E	882	882	221	0	0	301	1652	0.534	878	320	0.0	1.1	4.625	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	590	590	147	0	0	1411	1616	0.365	589	0	0.4	0.6	3.505	A
B	1099	1099	275	0	0	931	1856	0.592	1096	1069	0.9	1.4	4.721	A
C	797	598	149	168	0	674	1565	0.382	597	1354	0.4	0.6	3.718	A
D						742				528				
E	1054	1054	263	0	0	360	1618	0.651	1051	382	1.1	1.8	6.309	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	722	722	181	0	0	1721	1397	0.517	720	0	0.6	1.1	5.303	A
B	1345	1345	336	0	0	1137	1712	0.786	1337	1305	1.4	3.5	9.411	A
C	976	732	183	206	0	822	1472	0.497	731	1652	0.6	1.0	4.845	A
D						908				645				
E	1290	1290	323	0	0	441	1573	0.820	1281	468	1.8	4.3	11.924	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	722	722	181	0	0	1731	1390	0.520	722	0	1.1	1.1	5.388	A
B	1345	1345	336	0	0	1143	1708	0.788	1345	1311	3.5	3.6	9.897	A
C	976	732	183	206	0	827	1469	0.498	732	1661	1.0	1.0	4.883	A
D						910				648				
E	1290	1290	323	0	0	441	1573	0.820	1290	469	4.3	4.4	12.652	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	590	590	147	0	0	1425	1606	0.367	592	0	1.1	0.6	3.559	A
B	1099	1099	275	0	0	939	1851	0.594	1107	1077	3.6	1.5	4.894	A
C	797	598	149	168	0	680	1561	0.383	599	1366	1.0	0.6	3.751	A
D						746				534				
E	1054	1054	263	0	0	361	1618	0.651	1064	384	4.4	1.9	6.608	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	494	494	123	0	0	1188	1772	0.279	495	0	0.6	0.4	2.820	A
B	920	920	230	0	0	783	1961	0.469	922	899	1.5	0.9	3.477	A
C	668	501	125	141	0	567	1632	0.307	501	1139	0.6	0.4	3.186	A
D						624				445				
E	882	882	221	0	0	302	1651	0.534	885	321	1.9	1.2	4.719	A

DS 2037_it6, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout	A, B, C, D, E	10.68	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
D22	DS 2037_it6	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	381	100.000
B		ONE HOUR	9	1280	100.000
C		ONE HOUR	9	1342	100.000
D					
E		ONE HOUR	9	1233	100.000

Origin -Destination Data

Demand (Veh/hr)

		To				
		$	%	&	'	(
From	$	0	52	300	0	29
	%	0	0	489	540	251
	&	0	477	0	451	414
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	724	509	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		$	%	&	'	(
From	$	0	2	0	0	0
	%	0	0	0	1	1
	&	0	0	0	15	3
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	1	1	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	0.32	3.99	0.5	A	350	524
B	0.74	7.21	2.8	A	1175	1762
C	0.68	7.72	2.1	A	1287	1226
D						
E	0.89	19.69	7.1	C	1131	1697

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	287	287	72	0	0	1281	1750	0.164	286	0	0.0	0.2	2.457	A
B	964	964	241	0	0	628	2116	0.455	960	939	0.0	0.8	3.105	A
C	1056	671	168	340	0	615	1622	0.414	668	973	0.0	0.7	3.762	A
D						878				405				
E	928	928	232	0	0	358	1628	0.570	923	520	0.0	1.3	5.066	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	343	343	86	0	0	1533	1570	0.218	342	0	0.2	0.3	2.932	A
B	1151	1151	288	0	0	752	2029	0.567	1149	1123	0.8	1.3	4.084	A
C	1261	801	200	405	0	736	1548	0.517	800	1164	0.7	1.1	4.799	A
D						1051				485				
E	1108	1108	277	0	0	428	1589	0.698	1105	623	1.3	2.2	7.380	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	419	419	105	0	0	1863	1333	0.315	419	0	0.3	0.5	3.932	A
B	1409	1409	352	0	0	915	1912	0.737	1404	1367	1.3	2.7	6.997	A
C	1544	981	245	497	0	899	1449	0.677	977	1419	1.1	2.0	7.570	A
D						1284				592				
E	1358	1358	339	0	0	523	1535	0.884	1340	761	2.2	6.6	17.146	C

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	419	419	105	0	0	1881	1320	0.318	419	0	0.5	0.5	3.995	A
B	1409	1409	352	0	0	922	1908	0.739	1409	1378	2.7	2.8	7.213	A
C	1544	981	245	497	0	903	1447	0.678	981	1428	2.0	2.1	7.724	A
D						1289				594				
E	1358	1358	339	0	0	525	1534	0.885	1356	764	6.6	7.1	19.685	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	343	343	86	0	0	1558	1552	0.221	343	0	0.5	0.3	2.982	A
B	1151	1151	288	0	0	762	2021	0.569	1156	1140	2.8	1.3	4.191	A
C	1261	801	200	405	0	741	1545	0.518	805	1177	2.1	1.1	4.886	A
D						1058				488				
E	1108	1108	277	0	0	431	1587	0.698	1127	627	7.1	2.4	8.130	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	287	287	72	0	0	1292	1742	0.165	287	0	0.3	0.2	2.476	A
B	964	964	241	0	0	633	2113	0.456	966	947	1.3	0.8	3.145	A
C	1056	671	168	340	0	619	1620	0.414	672	980	1.1	0.7	3.806	A
D						884				407				
E	928	928	232	0	0	360	1627	0.570	932	524	2.4	1.3	5.211	A

DS 2044_it6, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout	A, B, C, D, E	10.65	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_it6	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	678	100.000
B		ONE HOUR	9	1296	100.000
C		ONE HOUR	9	945	100.000
D					
E		ONE HOUR	9	1180	100.000

Origin -Destination Data

Demand (Veh/hr)

		To				
		$	%	&	'	(
From	$	0	162	453	0	63
	%	0	0	526	648	122
	&	0	403	0	216	326
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	635	537	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		$	%	&	'	(
From	$	0	3	2	0	6
	%	0	0	1	3	7
	&	0	0	0	19	4
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	3	1	88	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	0.54	5.75	1.2	A	622	933
B	0.85	13.73	5.2	B	1189	1784
C	0.57	5.96	1.3	A	901	1003
D						
E	0.84	13.96	4.9	B	1083	1624

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	510	510	128	0	0	1186	1766	0.289	509	0	0.0	0.4	2.859	A
B	976	976	244	0	0	795	1950	0.500	972	899	0.0	1.0	3.666	A
C	739	549	137	163	0	631	1593	0.345	547	1136	0.0	0.5	3.434	A
D						685				492				
E	888	888	222	0	0	302	1633	0.544	884	383	0.0	1.2	4.776	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	610	610	152	0	0	1420	1601	0.381	609	0	0.4	0.6	3.625	A
B	1165	1165	291	0	0	952	1839	0.634	1162	1076	1.0	1.7	5.299	A
C	882	655	164	194	0	754	1515	0.433	654	1360	0.5	0.8	4.180	A
D						820				588				
E	1061	1061	265	0	0	362	1600	0.663	1058	459	1.2	1.9	6.605	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	746	746	187	0	0	1731	1380	0.541	744	0	0.6	1.2	5.642	A
B	1427	1427	357	0	0	1161	1690	0.844	1414	1314	1.7	5.0	12.483	B
C	1081	803	201	238	0	918	1412	0.569	800	1657	0.8	1.3	5.869	A
D						1003				716				
E	1299	1299	325	0	0	443	1555	0.836	1288	560	1.9	4.7	12.990	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	746	746	187	0	0	1742	1372	0.544	746	0	1.2	1.2	5.753	A
B	1427	1427	357	0	0	1168	1686	0.847	1426	1321	5.0	5.2	13.727	B
C	1081	803	201	238	0	925	1407	0.571	803	1668	1.3	1.3	5.957	A
D						1006				722				
E	1299	1299	325	0	0	444	1554	0.836	1298	562	4.7	4.9	13.963	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	610	610	152	0	0	1436	1589	0.384	612	0	1.2	0.6	3.693	A
B	1165	1165	291	0	0	961	1832	0.636	1179	1087	5.2	1.8	5.624	A
C	882	655	164	194	0	765	1508	0.435	658	1375	1.3	0.8	4.242	A
D						825				597				
E	1061	1061	265	0	0	363	1599	0.664	1072	462	4.9	2.0	6.980	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	510	510	128	0	0	1196	1759	0.290	511	0	0.6	0.4	2.885	A
B	976	976	244	0	0	801	1946	0.501	979	906	1.8	1.0	3.733	A
C	739	549	137	163	0	635	1590	0.345	550	1145	0.8	0.5	3.463	A
D						689				495				
E	888	888	222	0	0	304	1632	0.544	892	386	2.0	1.2	4.883	A

DS 2044_it6, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout	A, B, C, D, E	15.93	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
D24	DS 2044_it6	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	385	100.000
B		ONE HOUR	9	1298	100.000
C		ONE HOUR	9	1444	100.000
D					
E		ONE HOUR	9	1327	100.000

Origin -Destination Data

Demand (Veh/hr)

		To				
		$	%	&	'	(
From	$	0	52	305	0	28
	%	0	0	478	568	252
	&	0	477	0	484	483
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	806	521	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		$	%	&	'	(
From	$	0	2	0	0	0
	%	0	0	0	1	1
	&	0	0	0	15	2
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	0	1	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	0.34	4.32	0.5	A	353	530
B	0.75	7.69	3.0	A	1191	1787
C	0.74	9.54	2.8	A	1387	1321
D						
E	0.95	34.71	13.2	D	1218	1827

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	290	290	72	0	0	1350	1704	0.170	289	0	0.0	0.2	2.542	A
B	977	977	244	0	0	640	2108	0.464	974	1000	0.0	0.9	3.166	A
C	1138	723	181	364	0	636	1616	0.447	720	977	0.0	0.8	4.003	A
D						930				426				
E	999	999	250	0	0	358	1638	0.610	993	572	0.0	1.5	5.526	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	346	87	0	0	1616	1515	0.228	346	0	0.2	0.3	3.078	A
B	1167	1167	292	0	0	765	2018	0.578	1165	1196	0.9	1.4	4.211	A
C	1358	863	216	435	0	761	1539	0.561	861	1169	0.8	1.3	5.298	A
D						1112				510				
E	1193	1193	298	0	0	428	1598	0.746	1188	685	1.5	2.8	8.656	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	424	106	0	0	1950	1277	0.332	423	0	0.3	0.5	4.213	A
B	1429	1429	357	0	0	926	1904	0.751	1423	1447	1.4	2.9	7.387	A
C	1664	1057	264	533	0	930	1436	0.736	1051	1420	1.3	2.7	9.230	A
D						1358				623				
E	1461	1461	365	0	0	522	1545	0.946	1428	836	2.8	11.2	25.577	D

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	424	106	0	0	1978	1257	0.337	424	0	0.5	0.5	4.321	A
B	1429	1429	357	0	0	937	1896	0.754	1429	1465	2.9	3.0	7.685	A
C	1664	1057	264	533	0	933	1433	0.737	1057	1432	2.7	2.8	9.543	A
D						1365				625				
E	1461	1461	365	0	0	525	1543	0.947	1453	840	11.2	13.2	34.711	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	346	87	0	0	1665	1480	0.234	347	0	0.5	0.3	3.181	A
B	1167	1167	292	0	0	784	2005	0.582	1173	1228	3.0	1.4	4.362	A
C	1358	863	216	435	0	766	1536	0.562	869	1191	2.8	1.3	5.443	A
D						1122				513				
E	1193	1193	298	0	0	432	1596	0.747	1234	690	13.2	3.1	10.963	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	290	290	72	0	0	1365	1694	0.171	290	0	0.3	0.2	2.566	A
B	977	977	244	0	0	646	2104	0.465	979	1010	1.4	0.9	3.210	A
C	1138	723	181	364	0	640	1613	0.448	725	985	1.3	0.8	4.059	A
D						936				429				
E	999	999	250	0	0	360	1637	0.610	1005	576	3.1	1.6	5.748	A

DS 2046_it6, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout	A, B, C, D, E	11.24	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_it6	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	677	100.000
B		ONE HOUR	9	1304	100.000
C		ONE HOUR	9	953	100.000
D					
E		ONE HOUR	9	1205	100.000

Origin -Destination Data

Demand (Veh/hr)

		To				
		$	%	&	'	(
From	$	0	164	465	0	48
	%	0	0	539	642	123
	&	0	405	0	217	331
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	654	543	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		$	%	&	'	(
From	$	0	3	2	0	6
	%	0	0	1	3	8
	&	0	0	0	19	4
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	2	1	100	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	0.55	5.89	1.2	A	621	932
B	0.85	14.39	5.5	B	1197	1795
C	0.57	5.91	1.3	A	908	1013
D						
E	0.85	15.20	5.4	C	1106	1659

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	510	510	127	0	0	1206	1756	0.290	508	0	0.0	0.4	2.880	A
B	982	982	245	0	0	798	1947	0.504	978	917	0.0	1.0	3.701	A
C	745	554	139	163	0	616	1601	0.346	552	1160	0.0	0.5	3.424	A
D						680				487				
E	907	907	227	0	0	304	1639	0.553	902	376	0.0	1.2	4.852	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	609	609	152	0	0	1444	1588	0.383	608	0	0.4	0.6	3.667	A
B	1172	1172	293	0	0	954	1835	0.639	1169	1097	1.0	1.7	5.382	A
C	890	662	165	195	0	736	1525	0.434	661	1387	0.5	0.8	4.162	A
D						814				583				
E	1083	1083	271	0	0	364	1606	0.675	1080	451	1.2	2.0	6.802	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	745	745	186	0	0	1759	1365	0.546	743	0	0.6	1.2	5.764	A
B	1436	1436	359	0	0	1164	1687	0.851	1422	1338	1.7	5.2	12.967	B
C	1090	810	203	239	0	896	1424	0.569	808	1690	0.8	1.3	5.822	A
D						995				709				
E	1327	1327	332	0	0	445	1561	0.850	1314	550	2.0	5.1	13.944	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	745	745	186	0	0	1772	1356	0.550	745	0	1.2	1.2	5.888	A
B	1436	1436	359	0	0	1171	1682	0.854	1435	1346	5.2	5.5	14.394	B
C	1090	810	203	239	0	903	1419	0.571	810	1702	1.3	1.3	5.911	A
D						998				715				
E	1327	1327	332	0	0	446	1560	0.850	1326	553	5.1	5.4	15.197	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	609	609	152	0	0	1462	1576	0.386	611	0	1.2	0.6	3.739	A
B	1172	1172	293	0	0	964	1828	0.641	1187	1108	5.5	1.8	5.741	A
C	890	662	165	195	0	747	1518	0.436	664	1404	1.3	0.8	4.226	A
D						819				592				
E	1083	1083	271	0	0	365	1605	0.675	1096	454	5.4	2.1	7.249	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	510	510	127	0	0	1216	1749	0.291	511	0	0.6	0.4	2.910	A
B	982	982	245	0	0	803	1942	0.505	985	923	1.8	1.0	3.770	A
C	745	554	139	163	0	620	1598	0.347	555	1168	0.8	0.5	3.456	A
D						684				491				
E	907	907	227	0	0	305	1638	0.554	911	379	2.1	1.3	4.971	A

DS 2046_it6, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout	A, B, C, D, E	17.34	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_it6	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	388	100.000
B		ONE HOUR	9	1320	100.000
C		ONE HOUR	9	1476	100.000
D					
E		ONE HOUR	9	1336	100.000

Origin -Destination Data

Demand (Veh/hr)

		To				
		$	%	&	'	(
From	$	0	52	307	0	29
	%	0	0	483	581	256
	&	0	483	0	499	494
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	813	523	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		$	%	&	'	(
From	$	0	2	0	0	0
	%	0	0	0	1	1
	&	0	0	0	14	2
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	0	1	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	0.34	4.39	0.5	A	356	534
B	0.77	8.16	3.2	A	1211	1817
C	0.76	10.39	3.0	B	1413	1345
D						
E	0.96	38.26	14.7	E	1226	1839

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	292	292	73	0	0	1362	1697	0.172	291	0	0.0	0.2	2.560	A
B	994	994	248	0	0	644	2105	0.472	990	1009	0.0	0.9	3.218	A
C	1160	736	184	376	0	650	1607	0.458	732	984	0.0	0.8	4.099	A
D						946				436				
E	1006	1006	251	0	0	362	1636	0.615	1000	584	0.0	1.6	5.603	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	349	349	87	0	0	1629	1506	0.232	348	0	0.2	0.3	3.110	A
B	1187	1187	297	0	0	770	2015	0.589	1185	1207	0.9	1.4	4.322	A
C	1385	878	220	449	0	777	1529	0.574	876	1177	0.8	1.3	5.499	A
D						1132				521				
E	1201	1201	300	0	0	433	1595	0.753	1196	699	1.6	2.9	8.882	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	427	107	0	0	1963	1268	0.337	426	0	0.3	0.5	4.274	A
B	1453	1453	363	0	0	931	1901	0.765	1446	1458	1.4	3.1	7.803	A
C	1696	1076	269	549	0	949	1424	0.756	1069	1428	1.3	3.0	9.975	A
D						1382				637				
E	1471	1471	368	0	0	529	1541	0.954	1434	853	2.9	12.2	27.252	D

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	427	107	0	0	1992	1247	0.343	427	0	0.5	0.5	4.392	A
B	1453	1453	363	0	0	942	1893	0.768	1453	1478	3.1	3.2	8.163	A
C	1696	1076	269	549	0	953	1421	0.757	1075	1441	3.0	3.0	10.389	B
D						1389				640				
E	1471	1471	368	0	0	532	1539	0.956	1461	857	12.2	14.7	38.256	E

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	349	349	87	0	0	1685	1466	0.238	350	0	0.5	0.3	3.225	A
B	1187	1187	297	0	0	791	2000	0.593	1194	1243	3.2	1.5	4.501	A
C	1385	878	220	449	0	783	1525	0.576	885	1202	3.0	1.4	5.679	A
D						1143				525				
E	1201	1201	300	0	0	437	1593	0.754	1247	705	14.7	3.2	11.706	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	292	292	73	0	0	1377	1686	0.173	293	0	0.3	0.2	2.584	A
B	994	994	248	0	0	650	2101	0.473	996	1020	1.5	0.9	3.267	A
C	1160	736	184	376	0	653	1605	0.458	738	992	1.4	0.9	4.162	A
D						953				438				
E	1006	1006	251	0	0	365	1634	0.615	1012	588	3.2	1.6	5.841	A

P.28 J21A_M20 J13 Castle hill Interchange _Mit

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk

Filename: J21A M20 J13 Castle hill Interchange.j9
Path: \\hc-ukr-ln-fs-10\LN_Proj\UA008926 Otterpool\D-Calcs\Modelling\DM_it5\Appendix\Arcady Roundabout Analysis\J21A M20 J13 Castle hill Interchange - Churchill Ave
Report generation date: 16/11/2018 08:56:12

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	Base							
Arm A	0.8	4.68	0.46	A	0.4	3.35	0.29	A
Arm B	2.9	8.64	0.75	A	1.7	5.21	0.64	A
Arm C	1.0	4.90	0.51	A	1.2	5.14	0.55	A
Arm E	3.7	11.40	0.79	B	2.5	8.06	0.72	A
	DM 2037							
Arm A	1.0	5.04	0.50	A	0.4	3.80	0.31	A
Arm B	3.4	9.87	0.78	A	2.6	7.18	0.73	A
Arm C	0.8	4.45	0.46	A	1.7	6.67	0.63	A
Arm E	3.5	10.55	0.78	B	5.1	14.73	0.84	B
	DM 2044							
Arm A	1.0	5.02	0.50	A	0.5	3.94	0.32	A
Arm B	3.8	10.60	0.79	B	2.7	7.33	0.73	A
Arm C	0.9	4.75	0.49	A	1.7	6.54	0.63	A
Arm E	3.3	10.04	0.77	B	6.2	17.47	0.87	C
	DM 2046							
Arm A	1.1	5.19	0.51	A	0.5	3.99	0.32	A
Arm B	4.0	11.24	0.80	B	2.8	7.63	0.74	A
Arm C	1.0	4.81	0.49	A	1.7	6.70	0.63	A
Arm E	3.5	10.60	0.78	B	6.4	17.98	0.87	C
	DS 2037							
Arm A	1.1	5.39	0.52	A	0.5	3.99	0.32	A
Arm B	4.3	11.78	0.82	B	3.2	8.26	0.76	A
Arm C	1.0	4.88	0.50	A	2.1	7.72	0.68	A
Arm E	4.4	12.65	0.82	B	7.1	19.68	0.89	C
	DS 2044							
Arm A	1.2	5.75	0.54	A	0.5	4.32	0.34	A
Arm B	6.6	17.47	0.88	C	3.4	8.87	0.78	A
Arm C	1.3	5.95	0.57	A	2.7	9.54	0.74	A
Arm E	4.9	13.96	0.84	B	13.2	34.71	0.95	D
	DS 2046							
Arm A	1.2	5.89	0.55	A	0.5	4.39	0.34	A
Arm B	7.0	18.52	0.88	C	3.7	9.51	0.79	A
Arm C	1.3	5.91	0.57	A	3.0	10.39	0.76	B
Arm E	5.4	15.20	0.85	C	14.7	38.25	0.96	E

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	J21A Otterpool Park_Base Model AM PEAK
Location	J21A M20 J13-Castle hill Interchange
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

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout	A, B, C, D, E	8.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	M20 Westbound Entry Only	
B	Churchill Avenue	
C	Cherry Garden Avenue	
D	M20 Westbound Exit Only	
E	A20 Castle Hill Bridge	

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	5.84	10.80	36.1	15.4	60.0	40.0	
B	3.60	9.60	64.0	24.4	60.0	31.0	
C	3.65	8.18	29.6	18.4	60.0	29.0	
D							9
E	6.40	6.40	0.0	29.6	60.0	48.0	

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
A		
B		
C	9	100
D		
E		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.713	2675
B	0.698	2503
C	0.613	2026
D		
E	0.571	1849

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	592	100.000
B		ONE HOUR	9	1109	100.000
C		ONE HOUR	9	681	100.000
D					
E		ONE HOUR	9	1093	100.000

Origin -Destination Data

Demand (Veh/hr)

		To				
		$	%	&	'	(
From	$	0	127	462	2	1
	%	0	0	424	628	57
	&	0	387	40	0	254
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	579	513	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		$	%	&	'	(
From	$	0	2	1	0	0
	%	0	0	3	4	6
	&	0	3	3	3	5
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	4	4	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	0.46	4.68	0.8	A	543	815
B	0.75	8.64	2.9	A	1018	1526
C	0.51	4.90	1.0	A	625	937
D						
E	0.79	11.40	3.7	B	1003	1504

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	446	111	0	0	1139	1810	0.246	444	0	0.0	0.3	2.634	A
B	835	835	209	0	0	764	1883	0.443	832	819	0.0	0.8	3.416	A
C	513	513	128	0	0	517	1633	0.314	511	1079	0.0	0.5	3.201	A
D						554				473				
E	823	823	206	0	0	320	1603	0.513	819	234	0.0	1.0	4.570	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	532	133	0	0	1364	1647	0.323	532	0	0.3	0.5	3.227	A
B	997	997	249	0	0	914	1779	0.560	995	981	0.8	1.3	4.580	A
C	612	612	153	0	0	618	1571	0.390	611	1291	0.5	0.6	3.752	A
D						664				566				
E	983	983	246	0	0	383	1567	0.627	980	280	1.0	1.7	6.111	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	652	163	0	0	1665	1428	0.457	650	0	0.5	0.8	4.624	A
B	1221	1221	305	0	0	1117	1640	0.745	1215	1198	1.3	2.8	8.351	A
C	750	750	187	0	0	755	1486	0.504	748	1577	0.6	1.0	4.867	A
D						812				691				
E	1203	1203	301	0	0	469	1518	0.793	1196	343	1.7	3.6	10.900	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	652	163	0	0	1673	1421	0.459	652	0	0.8	0.8	4.677	A
B	1221	1221	305	0	0	1122	1637	0.746	1221	1203	2.8	2.9	8.645	A
C	750	750	187	0	0	758	1484	0.505	750	1584	1.0	1.0	4.901	A
D						814				695				
E	1203	1203	301	0	0	470	1518	0.793	1203	343	3.6	3.7	11.401	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	532	133	0	0	1375	1638	0.325	534	0	0.8	0.5	3.265	A
B	997	997	249	0	0	921	1775	0.562	1003	988	2.9	1.3	4.706	A
C	612	612	153	0	0	623	1567	0.391	614	1301	1.0	0.6	3.782	A
D						666				571				
E	983	983	246	0	0	385	1566	0.627	991	281	3.7	1.7	6.342	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	446	111	0	0	1147	1804	0.247	446	0	0.5	0.3	2.652	A
B	835	835	209	0	0	769	1879	0.444	837	825	1.3	0.8	3.461	A
C	513	513	128	0	0	520	1631	0.314	513	1086	0.6	0.5	3.221	A
D						557				476				
E	823	823	206	0	0	322	1602	0.514	825	235	1.7	1.1	4.653	A

Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout	A, B, C, D, E	5.85	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	399	100.000
B		ONE HOUR	9	1103	100.000
C		ONE HOUR	9	778	100.000
D					
E		ONE HOUR	9	1019	100.000

Origin -Destination Data

Demand (Veh/hr)

		To				
		$	%	&	'	(
From	$	0	65	331	2	1
	%	0	0	443	549	111
	&	0	393	34	0	351
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	639	378	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		$	%	&	'	(
From	$	0	2	1	0	0
	%	0	0	1	1	2
	&	0	1	0	0	1
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	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	0.29	3.35	0.4	A	366	549
B	0.64	5.21	1.7	A	1012	1518
C	0.55	5.14	1.2	A	714	1071
D						
E	0.72	8.06	2.5	A	935	1403

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	300	300	75	0	0	1084	1875	0.160	300	0	0.0	0.2	2.284	A
B	830	830	208	0	0	561	2086	0.398	828	823	0.0	0.7	2.854	A
C	586	586	146	0	0	499	1700	0.345	584	890	0.0	0.5	3.220	A
D						668				415				
E	767	767	192	0	0	320	1654	0.464	764	347	0.0	0.9	4.028	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	359	359	90	0	0	1298	1723	0.208	358	0	0.2	0.3	2.638	A
B	992	992	248	0	0	672	2010	0.493	990	985	0.7	1.0	3.525	A
C	699	699	175	0	0	597	1640	0.427	699	1065	0.5	0.7	3.821	A
D						799				497				
E	916	916	229	0	0	383	1618	0.566	914	416	0.9	1.3	5.104	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	439	439	110	0	0	1586	1518	0.289	439	0	0.3	0.4	3.334	A
B	1214	1214	304	0	0	821	1906	0.637	1211	1204	1.0	1.7	5.158	A
C	857	857	214	0	0	730	1558	0.550	855	1302	0.7	1.2	5.107	A
D						978				607				
E	1122	1122	280	0	0	469	1569	0.715	1117	509	1.3	2.4	7.892	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	439	439	110	0	0	1592	1514	0.290	439	0	0.4	0.4	3.348	A
B	1214	1214	304	0	0	823	1905	0.638	1214	1208	1.7	1.7	5.215	A
C	857	857	214	0	0	732	1557	0.550	857	1306	1.2	1.2	5.142	A
D						980				609				
E	1122	1122	280	0	0	470	1568	0.715	1122	510	2.4	2.5	8.055	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	359	359	90	0	0	1306	1717	0.209	359	0	0.4	0.3	2.651	A
B	992	992	248	0	0	675	2008	0.494	995	990	1.7	1.0	3.565	A
C	699	699	175	0	0	600	1638	0.427	701	1070	1.2	0.8	3.850	A
D						802				499				
E	916	916	229	0	0	385	1617	0.567	921	417	2.5	1.3	5.204	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	300	300	75	0	0	1091	1870	0.161	301	0	0.3	0.2	2.296	A
B	830	830	208	0	0	564	2084	0.398	832	828	1.0	0.7	2.875	A
C	586	586	146	0	0	501	1698	0.345	587	894	0.8	0.5	3.242	A
D						671				417				
E	767	767	192	0	0	322	1653	0.464	769	349	1.3	0.9	4.081	A

DM 2037, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout	A, B, C, D, E	8.05	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
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	652	100.000
B		ONE HOUR	9	1161	100.000
C		ONE HOUR	9	785	100.000
D					
E		ONE HOUR	9	1113	100.000

Origin -Destination Data

Demand (Veh/hr)

		To				
		$	%	&	'	(
From	$	0	161	451	0	40
	%	0	0	501	542	118
	&	0	401	0	160	224
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	570	543	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		$	%	&	'	(
From	$	0	3	2	0	8
	%	0	0	1	4	8
	&	0	0	0	25	6
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	3	1	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	0.50	5.04	1.0	A	598	897
B	0.78	9.87	3.4	A	1065	1598
C	0.46	4.45	0.8	A	753	860
D						
E	0.78	10.55	3.5	B	1021	1532

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	491	491	123	0	0	1135	1806	0.272	489	0	0.0	0.4	2.731	A
B	874	874	219	0	0	775	1891	0.462	871	849	0.0	0.9	3.516	A
C	618	471	118	120	0	525	1652	0.285	469	1121	0.0	0.4	3.039	A
D						587				406				
E	838	838	209	0	0	301	1644	0.510	834	287	0.0	1.0	4.422	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	586	147	0	0	1358	1649	0.356	585	0	0.4	0.5	3.384	A
B	1044	1044	261	0	0	928	1786	0.584	1042	1016	0.9	1.4	4.821	A
C	738	562	140	144	0	628	1587	0.354	561	1341	0.4	0.5	3.509	A
D						703				486				
E	1001	1001	250	0	0	360	1611	0.621	998	343	1.0	1.6	5.855	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	718	718	179	0	0	1659	1437	0.500	716	0	0.5	1.0	4.983	A
B	1278	1278	320	0	0	1134	1645	0.777	1271	1241	1.4	3.3	9.426	A
C	904	688	172	176	0	766	1499	0.459	687	1638	0.5	0.8	4.424	A
D						860				593				
E	1225	1225	306	0	0	441	1566	0.783	1218	419	1.6	3.4	10.151	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	718	718	179	0	0	1667	1431	0.502	718	0	1.0	1.0	5.045	A
B	1278	1278	320	0	0	1138	1642	0.779	1278	1246	3.3	3.4	9.871	A
C	904	688	172	176	0	770	1497	0.460	688	1646	0.8	0.8	4.451	A
D						862				597				
E	1225	1225	306	0	0	441	1565	0.783	1225	421	3.4	3.5	10.554	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	586	147	0	0	1369	1641	0.357	588	0	1.0	0.6	3.425	A
B	1044	1044	261	0	0	934	1782	0.586	1052	1023	3.4	1.4	4.983	A
C	738	562	140	144	0	634	1583	0.355	563	1352	0.8	0.6	3.532	A
D						706				491				
E	1001	1001	250	0	0	361	1610	0.621	1008	345	3.5	1.7	6.051	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	491	491	123	0	0	1143	1801	0.273	492	0	0.6	0.4	2.750	A
B	874	874	219	0	0	780	1888	0.463	876	854	1.4	0.9	3.566	A
C	618	471	118	120	0	528	1650	0.285	471	1128	0.6	0.4	3.055	A
D						590				409				
E	838	838	209	0	0	302	1643	0.510	840	288	1.7	1.1	4.498	A

DM 2037, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout	A, B, C, D, E	8.87	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	381	100.000
B		ONE HOUR	9	1220	100.000
C		ONE HOUR	9	1263	100.000
D					
E		ONE HOUR	9	1174	100.000

Origin -Destination Data

Demand (Veh/hr)

		To				
		$	%	&	'	(
From	$	0	52	300	0	29
	%	0	0	450	519	251
	&	0	477	0	425	361
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	665	509	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		$	%	&	'	(
From	$	0	2	0	0	0
	%	0	0	0	1	1
	&	0	0	0	16	3
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	1	1	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	0.31	3.80	0.4	A	350	524
B	0.73	7.18	2.6	A	1119	1679
C	0.63	6.67	1.7	A	1216	1153
D						
E	0.84	14.73	5.1	B	1077	1616

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	287	287	72	0	0	1237	1782	0.161	286	0	0.0	0.2	2.405	A
B	918	918	230	0	0	628	2049	0.448	915	895	0.0	0.8	3.166	A
C	997	631	158	320	0	599	1633	0.386	628	944	0.0	0.6	3.573	A
D						838				389				
E	884	884	221	0	0	358	1628	0.543	879	481	0.0	1.2	4.775	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	343	343	86	0	0	1480	1607	0.213	342	0	0.2	0.3	2.845	A
B	1097	1097	274	0	0	752	1963	0.559	1095	1071	0.8	1.3	4.141	A
C	1191	753	188	382	0	717	1562	0.482	752	1130	0.6	0.9	4.442	A
D						1003				466				
E	1055	1055	264	0	0	428	1589	0.664	1052	575	1.2	1.9	6.673	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	419	419	105	0	0	1804	1375	0.305	419	0	0.3	0.4	3.762	A
B	1343	1343	336	0	0	917	1847	0.727	1338	1306	1.3	2.6	6.991	A
C	1459	923	231	468	0	876	1464	0.630	920	1379	0.9	1.7	6.573	A
D						1227				569				
E	1293	1293	323	0	0	523	1535	0.842	1281	703	1.9	4.9	13.583	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	419	419	105	0	0	1817	1366	0.307	419	0	0.4	0.4	3.801	A
B	1343	1343	336	0	0	922	1844	0.729	1343	1314	2.6	2.6	7.183	A
C	1459	923	231	468	0	880	1462	0.631	923	1386	1.7	1.7	6.668	A
D						1231				571				
E	1293	1293	323	0	0	525	1534	0.843	1292	706	4.9	5.1	14.729	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	343	343	86	0	0	1498	1595	0.215	343	0	0.4	0.3	2.877	A
B	1097	1097	274	0	0	759	1957	0.560	1102	1082	2.6	1.3	4.236	A
C	1191	753	188	382	0	722	1559	0.483	756	1140	1.7	0.9	4.503	A
D						1009				469				
E	1055	1055	264	0	0	431	1587	0.665	1068	579	5.1	2.0	7.084	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	287	287	72	0	0	1247	1774	0.162	287	0	0.3	0.2	2.422	A
B	918	918	230	0	0	633	2046	0.449	920	902	1.3	0.8	3.205	A
C	997	631	158	320	0	603	1631	0.387	632	950	0.9	0.6	3.606	A
D						843				392				
E	884	884	221	0	0	360	1627	0.543	887	484	2.0	1.2	4.885	A

DM 2044, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout	A, B, C, D, E	8.15	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	660	100.000
B		ONE HOUR	9	1187	100.000
C		ONE HOUR	9	820	100.000
D					
E		ONE HOUR	9	1096	100.000

Origin -Destination Data

Demand (Veh/hr)

		To				
		$	%	&	'	(
From	$	0	162	453	0	45
	%	0	0	498	567	122
	&	0	403	0	170	247
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	560	536	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		$	%	&	'	(
From	$	0	3	2	0	7
	%	0	0	1	4	7
	&	0	0	0	24	6
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	3	1	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	0.50	5.02	1.0	A	606	908
B	0.79	10.60	3.8	B	1089	1634
C	0.49	4.75	0.9	A	786	895
D						
E	0.77	10.04	3.3	B	1006	1509

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	497	497	124	0	0	1123	1815	0.274	495	0	0.0	0.4	2.726	A
B	894	894	223	0	0	775	1895	0.472	890	843	0.0	0.9	3.572	A
C	645	489	122	128	0	550	1635	0.299	488	1115	0.0	0.4	3.134	A
D						613				425				
E	825	825	206	0	0	302	1643	0.502	821	311	0.0	1.0	4.359	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	593	593	148	0	0	1345	1659	0.358	593	0	0.4	0.6	3.375	A
B	1067	1067	267	0	0	928	1790	0.596	1065	1010	0.9	1.5	4.950	A
C	770	584	146	153	0	658	1567	0.373	584	1334	0.4	0.6	3.658	A
D						734				509				
E	985	985	246	0	0	362	1610	0.612	983	372	1.0	1.6	5.723	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	727	727	182	0	0	1643	1449	0.502	725	0	0.6	1.0	4.963	A
B	1307	1307	327	0	0	1134	1648	0.793	1298	1234	1.5	3.6	10.049	B
C	943	716	179	187	0	803	1477	0.485	714	1629	0.6	0.9	4.714	A
D						897				620				
E	1207	1207	302	0	0	443	1564	0.771	1200	454	1.6	3.2	9.702	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	727	727	182	0	0	1650	1443	0.503	727	0	1.0	1.0	5.022	A
B	1307	1307	327	0	0	1138	1645	0.795	1306	1238	3.6	3.8	10.599	B
C	943	716	179	187	0	808	1473	0.486	716	1637	0.9	0.9	4.750	A
D						899				624				
E	1207	1207	302	0	0	444	1564	0.772	1206	456	3.2	3.3	10.045	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	593	593	148	0	0	1355	1651	0.359	595	0	1.0	0.6	3.415	A
B	1067	1067	267	0	0	934	1785	0.598	1076	1016	3.8	1.5	5.137	A
C	770	584	146	153	0	665	1563	0.374	586	1345	0.9	0.6	3.690	A
D						737				514				
E	985	985	246	0	0	363	1609	0.612	992	374	3.3	1.6	5.896	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	497	497	124	0	0	1131	1809	0.275	498	0	0.6	0.4	2.747	A
B	894	894	223	0	0	780	1891	0.472	896	849	1.5	0.9	3.624	A
C	645	489	122	128	0	554	1633	0.300	490	1122	0.6	0.4	3.153	A
D						616				428				
E	825	825	206	0	0	304	1642	0.502	827	312	1.6	1.0	4.432	A

DM 2044, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout	A, B, C, D, E	9.73	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	386	100.000
B		ONE HOUR	9	1218	100.000
C		ONE HOUR	9	1264	100.000
D					
E		ONE HOUR	9	1211	100.000

Origin -Destination Data

Demand (Veh/hr)

		To				
		$	%	&	'	(
From	$	0	52	304	0	30
	%	0	0	479	487	252
	&	0	476	0	423	365
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	690	521	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		$	%	&	'	(
From	$	0	2	0	0	0
	%	0	0	0	1	1
	&	0	0	0	17	4
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	1	1	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	0.32	3.94	0.5	A	354	531
B	0.73	7.33	2.7	A	1118	1676
C	0.63	6.54	1.7	A	1218	1158
D						
E	0.87	17.47	6.2	C	1111	1667

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	291	291	73	0	0	1264	1763	0.165	290	0	0.0	0.2	2.443	A
B	917	917	229	0	0	641	2040	0.449	914	913	0.0	0.8	3.186	A
C	999	633	158	318	0	577	1640	0.386	631	978	0.0	0.6	3.557	A
D						842				365				
E	912	912	228	0	0	357	1629	0.560	907	485	0.0	1.3	4.952	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	347	347	87	0	0	1512	1584	0.219	347	0	0.2	0.3	2.908	A
B	1095	1095	274	0	0	767	1953	0.561	1093	1092	0.8	1.3	4.180	A
C	1193	756	189	380	0	690	1571	0.481	755	1170	0.6	0.9	4.404	A
D						1008				437				
E	1089	1089	272	0	0	427	1589	0.685	1085	581	1.3	2.1	7.093	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	425	425	106	0	0	1841	1349	0.315	424	0	0.3	0.5	3.890	A
B	1341	1341	335	0	0	934	1836	0.731	1336	1331	1.3	2.6	7.119	A
C	1462	926	231	466	0	843	1478	0.627	923	1427	0.9	1.6	6.455	A
D						1232				534				
E	1333	1333	333	0	0	522	1535	0.868	1318	710	2.1	5.8	15.627	C

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	425	425	106	0	0	1856	1338	0.318	425	0	0.5	0.5	3.941	A
B	1341	1341	335	0	0	941	1831	0.732	1341	1340	2.6	2.7	7.333	A
C	1462	926	231	466	0	847	1476	0.627	926	1435	1.6	1.7	6.542	A
D						1236				536				
E	1333	1333	333	0	0	524	1534	0.869	1332	712	5.8	6.2	17.472	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	347	347	87	0	0	1534	1569	0.221	348	0	0.5	0.3	2.949	A
B	1095	1095	274	0	0	776	1946	0.563	1101	1106	2.7	1.3	4.284	A
C	1193	756	189	380	0	695	1568	0.482	759	1182	1.7	0.9	4.465	A
D						1014				440				
E	1089	1089	272	0	0	430	1588	0.686	1104	584	6.2	2.2	7.681	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	291	291	73	0	0	1275	1755	0.166	291	0	0.3	0.2	2.461	A
B	917	917	229	0	0	646	2037	0.450	919	920	1.3	0.8	3.226	A
C	999	633	158	318	0	580	1638	0.387	634	984	0.9	0.6	3.590	A
D						847				367				
E	912	912	228	0	0	359	1628	0.560	915	488	2.2	1.3	5.080	A

DM 2046, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout	A, B, C, D, E	8.55	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	669	100.000
B		ONE HOUR	9	1194	100.000
C		ONE HOUR	9	830	100.000
D					
E		ONE HOUR	9	1112	100.000

Origin -Destination Data

Demand (Veh/hr)

		To				
		$	%	&	'	(
From	$	0	164	458	0	47
	%	0	0	503	568	123
	&	0	405	0	170	255
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	569	543	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		$	%	&	'	(
From	$	0	3	2	0	6
	%	0	0	1	4	8
	&	0	0	0	25	5
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	3	1	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	5.19	1.1	A	614	921
B	0.80	11.24	4.0	B	1096	1643
C	0.49	4.81	1.0	A	797	908
D						
E	0.78	10.60	3.5	B	1020	1531

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	504	126	0	0	1137	1806	0.279	502	0	0.0	0.4	2.756	A
B	899	899	225	0	0	786	1886	0.477	895	853	0.0	0.9	3.620	A
C	654	497	124	128	0	553	1638	0.303	495	1128	0.0	0.4	3.145	A
D						623				426				
E	837	837	209	0	0	304	1642	0.510	833	319	0.0	1.0	4.427	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	601	601	150	0	0	1361	1648	0.365	601	0	0.4	0.6	3.435	A
B	1073	1073	268	0	0	940	1780	0.603	1071	1021	0.9	1.5	5.062	A
C	781	593	148	153	0	662	1570	0.378	593	1349	0.4	0.6	3.682	A
D						745				509				
E	1000	1000	250	0	0	364	1609	0.621	997	382	1.0	1.6	5.865	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	737	184	0	0	1662	1436	0.513	735	0	0.6	1.0	5.121	A
B	1315	1315	329	0	0	1149	1636	0.803	1305	1248	1.5	3.9	10.580	B
C	956	727	182	187	0	807	1479	0.491	725	1647	0.6	1.0	4.770	A
D						911				621				
E	1224	1224	306	0	0	445	1563	0.783	1217	466	1.6	3.4	10.187	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	737	184	0	0	1670	1430	0.515	737	0	1.0	1.1	5.188	A
B	1315	1315	329	0	0	1154	1633	0.805	1314	1253	3.9	4.0	11.237	B
C	956	727	182	187	0	812	1475	0.493	727	1655	1.0	1.0	4.808	A
D						914				625				
E	1224	1224	306	0	0	446	1563	0.783	1224	468	3.4	3.5	10.596	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	601	601	150	0	0	1372	1640	0.367	603	0	1.1	0.6	3.476	A
B	1073	1073	268	0	0	947	1775	0.605	1083	1028	4.0	1.6	5.276	A
C	781	593	148	153	0	669	1565	0.379	595	1361	1.0	0.6	3.716	A
D						749				515				
E	1000	1000	250	0	0	365	1608	0.622	1007	384	3.5	1.7	6.063	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	504	126	0	0	1145	1801	0.280	504	0	0.6	0.4	2.778	A
B	899	899	225	0	0	791	1883	0.477	901	859	1.6	0.9	3.680	A
C	654	497	124	128	0	557	1636	0.304	498	1135	0.6	0.4	3.165	A
D						626				429				
E	837	837	209	0	0	305	1641	0.510	840	321	1.7	1.1	4.505	A

DM 2046, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout	A, B, C, D, E	10.00	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
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	393	100.000
B		ONE HOUR	9	1229	100.000
C		ONE HOUR	9	1274	100.000
D					
E		ONE HOUR	9	1216	100.000

Origin -Destination Data

Demand (Veh/hr)

		To				
		$	%	&	'	(
From	$	0	52	307	0	34
	%	0	0	483	490	256
	&	0	477	0	428	369
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	693	523	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		$	%	&	'	(
From	$	0	2	0	0	0
	%	0	0	0	1	1
	&	0	0	0	17	4
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	1	1	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	0.32	3.99	0.5	A	361	541
B	0.74	7.63	2.8	A	1128	1692
C	0.63	6.70	1.7	A	1228	1164
D						
E	0.87	17.98	6.4	C	1116	1674

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	296	296	74	0	0	1268	1759	0.168	295	0	0.0	0.2	2.457	A
B	925	925	231	0	0	648	2036	0.455	922	916	0.0	0.8	3.223	A
C	1007	637	159	322	0	585	1635	0.390	634	984	0.0	0.6	3.589	A
D						852				368				
E	915	915	229	0	0	358	1628	0.562	910	494	0.0	1.3	4.979	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	353	353	88	0	0	1518	1581	0.224	353	0	0.2	0.3	2.932	A
B	1105	1105	276	0	0	775	1947	0.567	1103	1096	0.8	1.3	4.256	A
C	1203	761	190	385	0	700	1565	0.486	759	1178	0.6	0.9	4.462	A
D						1020				440				
E	1093	1093	273	0	0	428	1589	0.688	1090	591	1.3	2.2	7.162	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	433	108	0	0	1847	1345	0.322	432	0	0.3	0.5	3.940	A
B	1353	1353	338	0	0	944	1829	0.740	1347	1335	1.3	2.8	7.383	A
C	1473	931	233	471	0	855	1471	0.633	928	1436	0.9	1.7	6.603	A
D						1246				537				
E	1339	1339	335	0	0	523	1535	0.872	1323	723	2.2	6.0	15.984	C

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	433	108	0	0	1862	1334	0.324	433	0	0.5	0.5	3.995	A
B	1353	1353	338	0	0	951	1824	0.742	1353	1345	2.8	2.8	7.626	A
C	1473	931	233	471	0	859	1468	0.634	931	1445	1.7	1.7	6.700	A
D						1251				539				
E	1339	1339	335	0	0	525	1534	0.873	1337	725	6.0	6.4	17.975	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	353	353	88	0	0	1540	1565	0.226	354	0	0.5	0.3	2.975	A
B	1105	1105	276	0	0	784	1940	0.569	1111	1110	2.8	1.3	4.369	A
C	1203	761	190	385	0	705	1562	0.487	764	1190	1.7	1.0	4.525	A
D						1026				443				
E	1093	1093	273	0	0	431	1587	0.689	1110	595	6.4	2.3	7.784	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	296	296	74	0	0	1279	1751	0.169	296	0	0.3	0.2	2.475	A
B	925	925	231	0	0	652	2032	0.455	927	923	1.3	0.8	3.265	A
C	1007	637	159	322	0	588	1633	0.390	638	991	1.0	0.6	3.622	A
D						857				370				
E	915	915	229	0	0	360	1627	0.563	919	497	2.3	1.3	5.112	A

DS 2037, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout	A, B, C, D, E	9.42	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	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	656	100.000
B		ONE HOUR	9	1222	100.000
C		ONE HOUR	9	852	100.000
D					
E		ONE HOUR	9	1172	100.000

Origin -Destination Data

Demand (Veh/hr)

		To				
		$	%	&	'	(
From	$	0	161	451	0	44
	%	0	0	515	589	118
	&	0	401	0	187	264
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	629	543	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		$	%	&	'	(
From	$	0	3	2	0	7
	%	0	0	1	3	8
	&	0	0	0	21	5
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	2	1	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	0.52	5.39	1.1	A	602	903
B	0.82	11.78	4.3	B	1121	1682
C	0.50	4.88	1.0	A	814	915
D						
E	0.82	12.65	4.4	B	1075	1613

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	494	494	123	0	0	1179	1779	0.278	492	0	0.0	0.4	2.794	A
B	920	920	230	0	0	778	1900	0.484	916	893	0.0	0.9	3.645	A
C	668	501	125	141	0	563	1634	0.306	499	1131	0.0	0.4	3.168	A
D						620				442				
E	882	882	221	0	0	301	1652	0.534	878	320	0.0	1.1	4.625	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	590	590	147	0	0	1411	1616	0.365	589	0	0.4	0.6	3.505	A
B	1099	1099	275	0	0	931	1795	0.612	1096	1069	0.9	1.6	5.134	A
C	797	598	149	168	0	674	1565	0.382	597	1354	0.4	0.6	3.718	A
D						742				528				
E	1054	1054	263	0	0	360	1618	0.651	1051	382	1.1	1.8	6.309	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	722	722	181	0	0	1721	1397	0.517	720	0	0.6	1.1	5.303	A
B	1345	1345	336	0	0	1137	1653	0.814	1335	1305	1.6	4.1	11.008	B
C	976	732	183	206	0	821	1473	0.497	731	1651	0.6	1.0	4.840	A
D						908				644				
E	1290	1290	323	0	0	441	1573	0.820	1281	467	1.8	4.3	11.924	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	722	722	181	0	0	1731	1390	0.520	722	0	1.1	1.1	5.388	A
B	1345	1345	336	0	0	1143	1649	0.816	1345	1311	4.1	4.3	11.784	B
C	976	732	183	206	0	826	1469	0.498	732	1661	1.0	1.0	4.883	A
D						910				648				
E	1290	1290	323	0	0	441	1573	0.820	1290	469	4.3	4.4	12.652	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	590	590	147	0	0	1425	1606	0.367	592	0	1.1	0.6	3.559	A
B	1099	1099	275	0	0	939	1789	0.614	1109	1077	4.3	1.6	5.376	A
C	797	598	149	168	0	681	1560	0.383	599	1367	1.0	0.6	3.751	A
D						746				535				
E	1054	1054	263	0	0	361	1618	0.651	1064	385	4.4	1.9	6.610	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	494	494	123	0	0	1188	1772	0.279	495	0	0.6	0.4	2.820	A
B	920	920	230	0	0	783	1897	0.485	923	899	1.6	0.9	3.704	A
C	668	501	125	141	0	567	1632	0.307	501	1139	0.6	0.4	3.186	A
D						624				445				
E	882	882	221	0	0	302	1651	0.534	885	321	1.9	1.2	4.721	A

DS 2037, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout	A, B, C, D, E	10.99	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
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	381	100.000
B		ONE HOUR	9	1280	100.000
C		ONE HOUR	9	1342	100.000
D					
E		ONE HOUR	9	1233	100.000

Origin -Destination Data

Demand (Veh/hr)

		To				
		$	%	&	'	(
From	$	0	52	300	0	29
	%	0	0	489	540	251
	&	0	477	0	451	414
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	724	509	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		$	%	&	'	(
From	$	0	2	0	0	0
	%	0	0	0	1	1
	&	0	0	0	15	3
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	1	1	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	0.32	3.99	0.5	A	350	524
B	0.76	8.26	3.2	A	1175	1762
C	0.68	7.72	2.1	A	1287	1226
D						
E	0.89	19.68	7.1	C	1131	1697

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	287	287	72	0	0	1281	1750	0.164	286	0	0.0	0.2	2.457	A
B	964	964	241	0	0	628	2049	0.470	960	939	0.0	0.9	3.294	A
C	1056	671	168	340	0	615	1622	0.414	668	973	0.0	0.7	3.762	A
D						878				405				
E	928	928	232	0	0	358	1628	0.570	923	520	0.0	1.3	5.066	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	343	343	86	0	0	1533	1570	0.218	342	0	0.2	0.3	2.932	A
B	1151	1151	288	0	0	752	1963	0.586	1149	1123	0.9	1.4	4.408	A
C	1261	801	200	405	0	736	1549	0.517	800	1164	0.7	1.1	4.798	A
D						1051				485				
E	1108	1108	277	0	0	428	1589	0.698	1105	623	1.3	2.2	7.380	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	419	419	105	0	0	1863	1333	0.315	419	0	0.3	0.5	3.932	A
B	1409	1409	352	0	0	915	1849	0.762	1403	1367	1.4	3.1	7.943	A
C	1544	981	245	497	0	899	1449	0.677	977	1419	1.1	2.0	7.564	A
D						1284				592				
E	1358	1358	339	0	0	523	1535	0.884	1340	761	2.2	6.6	17.146	C

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	419	419	105	0	0	1881	1320	0.318	419	0	0.5	0.5	3.995	A
B	1409	1409	352	0	0	922	1844	0.764	1409	1378	3.1	3.2	8.256	A
C	1544	981	245	497	0	903	1447	0.678	981	1428	2.0	2.1	7.723	A
D						1289				594				
E	1358	1358	339	0	0	525	1534	0.885	1356	764	6.6	7.1	19.685	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	343	343	86	0	0	1558	1552	0.221	343	0	0.5	0.3	2.980	A
B	1151	1151	288	0	0	762	1956	0.588	1158	1140	3.2	1.4	4.547	A
C	1261	801	200	405	0	741	1545	0.518	805	1178	2.1	1.1	4.889	A
D						1058				488				
E	1108	1108	277	0	0	431	1587	0.698	1127	627	7.1	2.4	8.128	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	287	287	72	0	0	1292	1742	0.165	287	0	0.3	0.2	2.476	A
B	964	964	241	0	0	633	2046	0.471	966	947	1.4	0.9	3.339	A
C	1056	671	168	340	0	619	1620	0.414	672	980	1.1	0.7	3.803	A
D						884				407				
E	928	928	232	0	0	360	1627	0.570	932	524	2.4	1.3	5.213	A

DS 2044, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout	A, B, C, D, E	11.83	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	678	100.000
B		ONE HOUR	9	1296	100.000
C		ONE HOUR	9	945	100.000
D					
E		ONE HOUR	9	1180	100.000

Origin -Destination Data

Demand (Veh/hr)

		To				
		$	%	&	'	(
From	$	0	162	453	0	63
	%	0	0	526	648	122
	&	0	403	0	216	326
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	635	537	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		$	%	&	'	(
From	$	0	3	2	0	6
	%	0	0	1	3	7
	&	0	0	0	19	4
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	3	1	88	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	0.54	5.75	1.2	A	622	933
B	0.88	17.47	6.6	C	1189	1784
C	0.57	5.95	1.3	A	901	1003
D						
E	0.84	13.96	4.9	B	1083	1624

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	510	510	128	0	0	1186	1766	0.289	509	0	0.0	0.4	2.859	A
B	976	976	244	0	0	795	1886	0.517	971	899	0.0	1.1	3.918	A
C	739	549	137	163	0	630	1593	0.345	547	1136	0.0	0.5	3.434	A
D						685				492				
E	888	888	222	0	0	302	1633	0.544	884	383	0.0	1.2	4.776	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	610	610	152	0	0	1420	1601	0.381	609	0	0.4	0.6	3.625	A
B	1165	1165	291	0	0	952	1777	0.656	1162	1076	1.1	1.9	5.819	A
C	882	655	164	194	0	754	1515	0.433	654	1360	0.5	0.8	4.179	A
D						820				588				
E	1061	1061	265	0	0	362	1600	0.663	1058	459	1.2	1.9	6.605	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	746	746	187	0	0	1731	1380	0.541	744	0	0.6	1.2	5.642	A
B	1427	1427	357	0	0	1161	1631	0.875	1410	1314	1.9	6.1	15.215	C
C	1081	803	201	238	0	916	1413	0.568	800	1656	0.8	1.3	5.855	A
D						1002				714				
E	1299	1299	325	0	0	443	1555	0.836	1288	560	1.9	4.7	12.990	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	746	746	187	0	0	1742	1372	0.544	746	0	1.2	1.2	5.753	A
B	1427	1427	357	0	0	1168	1627	0.877	1425	1321	6.1	6.6	17.472	C
C	1081	803	201	238	0	925	1407	0.570	803	1668	1.3	1.3	5.951	A
D						1006				721				
E	1299	1299	325	0	0	444	1554	0.836	1298	562	4.7	4.9	13.963	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	610	610	152	0	0	1436	1589	0.384	612	0	1.2	0.6	3.690	A
B	1165	1165	291	0	0	961	1771	0.658	1184	1087	6.6	2.0	6.317	A
C	882	655	164	194	0	767	1506	0.435	658	1377	1.3	0.8	4.252	A
D						826				599				
E	1061	1061	265	0	0	363	1599	0.663	1072	462	4.9	2.0	6.980	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	510	510	128	0	0	1196	1759	0.290	511	0	0.6	0.4	2.885	A
B	976	976	244	0	0	801	1882	0.518	979	906	2.0	1.1	4.002	A
C	739	549	137	163	0	635	1590	0.345	550	1145	0.8	0.5	3.467	A
D						689				496				
E	888	888	222	0	0	304	1632	0.544	892	386	2.0	1.2	4.883	A

DS 2044, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout	A, B, C, D, E	16.28	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
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	385	100.000
B		ONE HOUR	9	1298	100.000
C		ONE HOUR	9	1444	100.000
D					
E		ONE HOUR	9	1327	100.000

Origin -Destination Data

Demand (Veh/hr)

		To				
		$	%	&	'	(
From	$	0	52	305	0	28
	%	0	0	478	568	252
	&	0	477	0	484	483
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	806	521	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		$	%	&	'	(
From	$	0	2	0	0	0
	%	0	0	0	1	1
	&	0	0	0	15	2
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	0	1	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	0.34	4.32	0.5	A	353	530
B	0.78	8.87	3.4	A	1191	1787
C	0.74	9.54	2.7	A	1387	1321
D						
E	0.95	34.71	13.2	D	1218	1827

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	290	290	72	0	0	1350	1704	0.170	289	0	0.0	0.2	2.542	A
B	977	977	244	0	0	640	2041	0.479	974	1000	0.0	0.9	3.363	A
C	1138	723	181	364	0	636	1616	0.447	720	977	0.0	0.8	4.003	A
D						930				426				
E	999	999	250	0	0	358	1638	0.610	993	572	0.0	1.5	5.526	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	346	87	0	0	1616	1515	0.228	346	0	0.2	0.3	3.078	A
B	1167	1167	292	0	0	765	1953	0.597	1165	1196	0.9	1.5	4.553	A
C	1358	863	216	435	0	761	1539	0.561	861	1169	0.8	1.3	5.297	A
D						1112				510				
E	1193	1193	298	0	0	428	1598	0.746	1188	685	1.5	2.8	8.656	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	424	106	0	0	1950	1277	0.332	423	0	0.3	0.5	4.213	A
B	1429	1429	357	0	0	926	1841	0.776	1422	1447	1.5	3.3	8.442	A
C	1664	1057	264	533	0	929	1436	0.736	1051	1419	1.3	2.7	9.220	A
D						1358				622				
E	1461	1461	365	0	0	522	1545	0.946	1428	836	2.8	11.2	25.578	D

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	424	106	0	0	1978	1257	0.337	424	0	0.5	0.5	4.321	A
B	1429	1429	357	0	0	937	1833	0.779	1429	1465	3.3	3.4	8.872	A
C	1664	1057	264	533	0	933	1433	0.737	1057	1432	2.7	2.7	9.542	A
D						1365				625				
E	1461	1461	365	0	0	525	1543	0.947	1453	840	11.2	13.2	34.712	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	346	87	0	0	1665	1480	0.234	347	0	0.5	0.3	3.178	A
B	1167	1167	292	0	0	784	1940	0.602	1175	1228	3.4	1.5	4.749	A
C	1358	863	216	435	0	767	1535	0.562	869	1192	2.7	1.3	5.449	A
D						1122				514				
E	1193	1193	298	0	0	432	1596	0.747	1234	690	13.2	3.1	10.963	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	290	290	72	0	0	1365	1694	0.171	290	0	0.3	0.2	2.564	A
B	977	977	244	0	0	646	2037	0.480	980	1010	1.5	0.9	3.415	A
C	1138	723	181	364	0	640	1613	0.448	725	985	1.3	0.8	4.060	A
D						936				429				
E	999	999	250	0	0	360	1637	0.610	1005	576	3.1	1.6	5.748	A

DS 2046, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout	A, B, C, D, E	12.53	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	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	677	100.000
B		ONE HOUR	9	1304	100.000
C		ONE HOUR	9	953	100.000
D					
E		ONE HOUR	9	1205	100.000

Origin -Destination Data

Demand (Veh/hr)

		To				
		$	%	&	'	(
From	$	0	164	465	0	48
	%	0	0	539	642	123
	&	0	405	0	217	331
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	654	543	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		$	%	&	'	(
From	$	0	3	2	0	6
	%	0	0	1	3	8
	&	0	0	0	19	4
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	2	1	100	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	0.55	5.89	1.2	A	621	932
B	0.88	18.52	7.0	C	1197	1795
C	0.57	5.91	1.3	A	908	1013
D						
E	0.85	15.20	5.4	C	1106	1659

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	510	510	127	0	0	1206	1756	0.290	508	0	0.0	0.4	2.880	A
B	982	982	245	0	0	798	1883	0.521	977	917	0.0	1.1	3.956	A
C	745	554	139	163	0	615	1601	0.346	552	1160	0.0	0.5	3.424	A
D						680				487				
E	907	907	227	0	0	304	1639	0.553	902	376	0.0	1.2	4.852	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	609	609	152	0	0	1444	1588	0.383	608	0	0.4	0.6	3.667	A
B	1172	1172	293	0	0	954	1774	0.661	1169	1097	1.1	1.9	5.917	A
C	890	662	165	195	0	736	1525	0.434	661	1387	0.5	0.8	4.161	A
D						814				583				
E	1083	1083	271	0	0	364	1606	0.675	1080	450	1.2	2.0	6.802	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	745	745	186	0	0	1759	1365	0.546	743	0	0.6	1.2	5.764	A
B	1436	1436	359	0	0	1164	1628	0.882	1417	1338	1.9	6.5	15.895	C
C	1090	810	203	239	0	893	1426	0.568	808	1689	0.8	1.3	5.810	A
D						995				707				
E	1327	1327	332	0	0	445	1561	0.850	1314	550	2.0	5.1	13.945	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	745	745	186	0	0	1772	1356	0.550	745	0	1.2	1.2	5.888	A
B	1436	1436	359	0	0	1171	1623	0.885	1434	1346	6.5	7.0	18.515	C
C	1090	810	203	239	0	903	1420	0.571	810	1702	1.3	1.3	5.905	A
D						998				715				
E	1327	1327	332	0	0	446	1560	0.850	1326	552	5.1	5.4	15.197	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	609	609	152	0	0	1462	1576	0.386	611	0	1.2	0.6	3.742	A
B	1172	1172	293	0	0	964	1767	0.663	1192	1108	7.0	2.0	6.475	A
C	890	662	165	195	0	750	1516	0.436	664	1406	1.3	0.8	4.235	A
D						820				594				
E	1083	1083	271	0	0	365	1605	0.675	1096	454	5.4	2.1	7.251	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	510	510	127	0	0	1216	1749	0.291	511	0	0.6	0.4	2.910	A
B	982	982	245	0	0	803	1879	0.522	985	923	2.0	1.1	4.045	A
C	745	554	139	163	0	620	1598	0.347	555	1168	0.8	0.5	3.456	A
D						684				491				
E	907	907	227	0	0	305	1638	0.554	911	379	2.1	1.3	4.971	A

DS 2046, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout	A, B, C, D, E	17.73	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	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	388	100.000
B		ONE HOUR	9	1320	100.000
C		ONE HOUR	9	1476	100.000
D					
E		ONE HOUR	9	1336	100.000

Origin -Destination Data

Demand (Veh/hr)

		To				
		$	%	&	'	(
From	$	0	52	307	0	29
	%	0	0	483	581	256
	&	0	483	0	499	494
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	813	523	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		$	%	&	'	(
From	$	0	2	0	0	0
	%	0	0	0	1	1
	&	0	0	0	14	2
	'	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	(	0	0	1	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	0.34	4.39	0.5	A	356	534
B	0.79	9.51	3.7	A	1211	1817
C	0.76	10.39	3.0	B	1413	1345
D						
E	0.96	38.25	14.7	E	1226	1839

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	292	292	73	0	0	1362	1697	0.172	291	0	0.0	0.2	2.560	A
B	994	994	248	0	0	644	2038	0.488	990	1009	0.0	0.9	3.422	A
C	1160	736	184	376	0	650	1607	0.458	732	984	0.0	0.8	4.098	A
D						946				436				
E	1006	1006	251	0	0	362	1636	0.615	1000	584	0.0	1.6	5.603	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	349	349	87	0	0	1629	1506	0.232	348	0	0.2	0.3	3.110	A
B	1187	1187	297	0	0	770	1950	0.609	1184	1207	0.9	1.5	4.687	A
C	1385	878	220	449	0	777	1529	0.574	876	1177	0.8	1.3	5.498	A
D						1132				521				
E	1201	1201	300	0	0	433	1595	0.753	1196	699	1.6	2.9	8.882	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	427	107	0	0	1963	1268	0.337	426	0	0.3	0.5	4.274	A
B	1453	1453	363	0	0	931	1838	0.791	1445	1458	1.5	3.6	8.979	A
C	1696	1076	269	549	0	948	1424	0.755	1069	1428	1.3	3.0	9.961	A
D						1381				636				
E	1471	1471	368	0	0	529	1541	0.954	1434	853	2.9	12.2	27.251	D

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	427	107	0	0	1992	1247	0.343	427	0	0.5	0.5	4.392	A
B	1453	1453	363	0	0	942	1830	0.794	1453	1478	3.6	3.7	9.509	A
C	1696	1076	269	549	0	953	1421	0.757	1075	1441	3.0	3.0	10.385	B
D						1389				639				
E	1471	1471	368	0	0	532	1539	0.956	1461	857	12.2	14.7	38.255	E

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	349	349	87	0	0	1685	1466	0.238	350	0	0.5	0.3	3.228	A
B	1187	1187	297	0	0	791	1935	0.613	1195	1243	3.7	1.6	4.921	A
C	1385	878	220	449	0	784	1525	0.576	885	1202	3.0	1.4	5.684	A
D						1143				526				
E	1201	1201	300	0	0	437	1593	0.754	1247	705	14.7	3.2	11.704	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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	292	292	73	0	0	1377	1686	0.173	293	0	0.3	0.2	2.586	A
B	994	994	248	0	0	650	2034	0.489	996	1020	1.6	1.0	3.477	A
C	1160	736	184	376	0	654	1605	0.458	738	992	1.4	0.9	4.162	A
D						953				439				
E	1006	1006	251	0	0	365	1634	0.615	1012	588	3.2	1.6	5.841	A

P.29 J21B_M20 J13 Castle hill Interchange

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk

Filename: J21B M20 J13 Castle hill Interchange.j9
Path: \\hc-ukr-ln-fs-10\LN_Proj\UA008926 Otterpool\D-Calcs\Modelling\DM_it5\Appendix\Arcady Roundabout Analysis\J21B M20 J13 Castle hill Interchange
Report generation date: 16/11/2018 08:57:20

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	Base							
Arm A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Arm B	0.3	3.47	0.23	A	0.6	3.95	0.36	A
Arm C	0.9	3.00	0.48	A	1.0	3.33	0.51	A
Arm D	0.0	5.20	0.01	A	0.0	5.23	0.02	A
	DM 2037							
Arm A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Arm B	0.5	3.91	0.31	A	1.0	5.13	0.50	A
Arm C	1.2	3.58	0.55	A	1.7	4.87	0.64	A
Arm D	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	DM 2044							
Arm A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Arm B	0.5	4.01	0.34	A	1.0	5.18	0.51	A
Arm C	1.2	3.60	0.55	A	1.9	5.18	0.66	A
Arm D	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	DM 2046							
Arm A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Arm B	0.5	4.06	0.35	A	1.1	5.27	0.51	A
Arm C	1.3	3.71	0.56	A	2.0	5.30	0.66	A
Arm D	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	DS 2037							
Arm A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Arm B	0.5	4.07	0.35	A	1.2	5.60	0.54	A
Arm C	1.4	3.98	0.59	A	2.1	5.56	0.68	A
Arm D	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	DS 2044							
Arm A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Arm B	0.7	4.47	0.41	A	1.5	6.33	0.60	A
Arm C	1.6	4.50	0.62	A	3.1	7.80	0.76	A
Arm D	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	DS 2046							
Arm A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Arm B	0.7	4.42	0.40	A	1.5	6.54	0.61	A
Arm C	1.6	4.50	0.62	A	3.3	8.24	0.77	A
Arm D	0.0	0.00	0.00	A	0.0	0.00	0.00	A

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

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

File summary

File Description

Title	J21B Otterpool Park_Base Model AM PEAK
Location	M20 J13-Castle hill Interchange
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

Severity	Area	Item	Description
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	3.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	M20 Eastbound Exit Only	
B	Castle Hill Bridge	
C	M20 Eastbound	
D	Castle Hill	

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	5.25	7.52	10.0	72.0	37.5	44.0	
B	3.25	6.03	11.0	23.3	37.5	35.0	
C	5.27	10.71	39.2	24.8	37.5	42.0	
D	3.47	7.77	21.2	21.4	37.5	44.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.696	1963
B	0.591	1435
C	0.829	2650
D	0.645	1758

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	0	100.000
B		ONE HOUR	9	284	100.000
C		ONE HOUR	9	1002	100.000
D		ONE HOUR	9	6	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	0	0	0
	%	282	0	0	2
	&	1	998	0	3
	'	2	4	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	0	0	0
	%	6	0	0	50
	&	0	3	0	33
	'	0	25	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	0.00	0.00	0.0	A	0	0
B	0.23	3.47	0.3	A	261	391
C	0.48	3.00	0.9	A	919	1379
D	0.01	5.20	0.0	A	6	8

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	0	0	753	1423	0.000	0	214	0.0	0.0	0.000	A
B	214	53	0	1350	0.158	213	753	0.0	0.2	3.164	A
C	754	189	213	2389	0.316	753	0	0.0	0.5	2.198	A
D	5	1	962	956	0.005	4	4	0.0	0.0	3.784	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	0	0	900	1317	0.000	0	256	0.0	0.0	0.000	A
B	255	64	0	1350	0.189	255	900	0.2	0.2	3.287	A
C	901	225	255	2353	0.383	900	0	0.5	0.6	2.476	A
D	5	1	1151	847	0.006	5	4	0.0	0.0	4.275	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	0	0	1102	1172	0.000	0	314	0.0	0.0	0.000	A
B	313	78	0	1350	0.232	312	1102	0.2	0.3	3.469	A
C	1103	276	312	2304	0.479	1102	0	0.6	0.9	2.993	A
D	7	2	1409	699	0.009	7	5	0.0	0.0	5.196	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	0	0	1103	1171	0.000	0	314	0.0	0.0	0.000	A
B	313	78	0	1350	0.232	313	1103	0.3	0.3	3.469	A
C	1103	276	313	2304	0.479	1103	0	0.9	0.9	2.998	A
D	7	2	1410	698	0.009	7	6	0.0	0.0	5.202	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	0	0	902	1316	0.000	0	256	0.0	0.0	0.000	A
B	255	64	0	1350	0.189	256	902	0.3	0.2	3.291	A
C	901	225	256	2352	0.383	902	0	0.9	0.6	2.483	A
D	5	1	1153	846	0.006	5	5	0.0	0.0	4.284	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	0	0	755	1421	0.000	0	215	0.0	0.0	0.000	A
B	214	53	0	1350	0.158	214	755	0.2	0.2	3.170	A
C	754	189	214	2388	0.316	755	0	0.6	0.5	2.206	A
D	5	1	965	954	0.005	5	4	0.0	0.0	3.792	A

Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	3.54	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	0	100.000
B		ONE HOUR	9	463	100.000
C		ONE HOUR	9	1019	100.000
D		ONE HOUR	9	12	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	0	0	0
	%	460	0	0	3
	&	3	1010	0	6
	'	3	9	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	0	0	0
	%	1	0	0	0
	&	0	1	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	0.00	0.00	0.0	A	0	0
B	0.36	3.95	0.6	A	425	637
C	0.51	3.33	1.0	A	935	1403
D	0.02	5.23	0.0	A	11	17

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	0	0	765	1425	0.000	0	350	0.0	0.0	0.000	A
B	349	87	0	1421	0.245	347	765	0.0	0.3	3.347	A
C	767	192	347	2336	0.328	765	0	0.0	0.5	2.288	A
D	9	2	1106	1038	0.009	9	7	0.0	0.0	3.499	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	0	0	915	1319	0.000	0	419	0.0	0.0	0.000	A
B	416	104	0	1421	0.293	416	915	0.3	0.4	3.581	A
C	916	229	416	2279	0.402	915	0	0.5	0.7	2.637	A
D	11	3	1323	896	0.012	11	8	0.0	0.0	4.066	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	0	0	1120	1175	0.000	0	512	0.0	0.0	0.000	A
B	510	127	0	1421	0.359	509	1120	0.4	0.6	3.944	A
C	1122	280	509	2202	0.509	1120	0	0.7	1.0	3.324	A
D	13	3	1620	703	0.019	13	10	0.0	0.0	5.220	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	0	0	1122	1174	0.000	0	513	0.0	0.0	0.000	A
B	510	127	0	1421	0.359	510	1122	0.6	0.6	3.949	A
C	1122	280	510	2202	0.510	1122	0	1.0	1.0	3.333	A
D	13	3	1622	701	0.019	13	10	0.0	0.0	5.230	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	0	0	918	1318	0.000	0	419	0.0	0.0	0.000	A
B	416	104	0	1421	0.293	417	918	0.6	0.4	3.585	A
C	916	229	417	2279	0.402	917	0	1.0	0.7	2.646	A
D	11	3	1326	894	0.012	11	8	0.0	0.0	4.076	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	0	0	768	1423	0.000	0	351	0.0	0.0	0.000	A
B	349	87	0	1421	0.245	349	768	0.4	0.3	3.360	A
C	767	192	349	2335	0.329	768	0	0.7	0.5	2.297	A
D	9	2	1110	1035	0.009	9	7	0.0	0.0	3.508	A

DM 2037, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	3.66	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	0	100.000
B		ONE HOUR	9	382	100.000
C		ONE HOUR	9	1114	100.000
D		ONE HOUR	9	0	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	0	0	0
	%	382	0	0	0
	&	0	1114	0	0
	'	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	0	0	0
	%	7	0	0	0
	&	0	2	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	0.00	0.00	0.0	A	0	0
B	0.31	3.91	0.5	A	351	526
C	0.55	3.58	1.2	A	1022	1533
D	0.00	0.00	0.0	A	0	0

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	0	0	836	1369	0.000	0	287	0.0	0.0	0.000	A
B	288	72	0	1341	0.214	287	836	0.0	0.3	3.409	A
C	839	210	287	2349	0.357	836	0	0.0	0.6	2.377	A
D	0	0	1123	1010	0.000	0	0	0.0	0.0	0.000	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	0	0	1001	1252	0.000	0	343	0.0	0.0	0.000	A
B	343	86	0	1341	0.256	343	1001	0.3	0.3	3.606	A
C	1001	250	343	2300	0.435	1001	0	0.6	0.8	2.769	A
D	0	0	1344	863	0.000	0	0	0.0	0.0	0.000	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	0	0	1225	1093	0.000	0	420	0.0	0.0	0.000	A
B	421	105	0	1341	0.314	420	1225	0.3	0.5	3.906	A
C	1227	307	420	2233	0.549	1225	0	0.8	1.2	3.565	A
D	0	0	1645	662	0.000	0	0	0.0	0.0	0.000	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	0	0	1227	1092	0.000	0	421	0.0	0.0	0.000	A
B	421	105	0	1341	0.314	421	1227	0.5	0.5	3.909	A
C	1227	307	421	2233	0.549	1227	0	1.2	1.2	3.577	A
D	0	0	1647	661	0.000	0	0	0.0	0.0	0.000	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	0	0	1003	1251	0.000	0	344	0.0	0.0	0.000	A
B	343	86	0	1341	0.256	344	1003	0.5	0.3	3.612	A
C	1001	250	344	2299	0.436	1003	0	1.2	0.8	2.783	A
D	0	0	1347	861	0.000	0	0	0.0	0.0	0.000	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	0	0	840	1367	0.000	0	288	0.0	0.0	0.000	A
B	288	72	0	1341	0.214	288	840	0.3	0.3	3.419	A
C	839	210	288	2348	0.357	840	0	0.8	0.6	2.387	A
D	0	0	1127	1007	0.000	0	0	0.0	0.0	0.000	A

DM 2037, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	4.96	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	0	100.000
B		ONE HOUR	9	641	100.000
C		ONE HOUR	9	1175	100.000
D		ONE HOUR	9	0	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	0	0	0
	%	641	0	0	0
	&	0	1175	0	0
	'	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	0	0	0
	%	2	0	0	0
	&	0	1	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	0.00	0.00	0.0	A	0	0
B	0.50	5.13	1.0	A	588	882
C	0.64	4.87	1.7	A	1078	1617
D	0.00	0.00	0.0	A	0	0

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	0	0	882	1343	0.000	0	481	0.0	0.0	0.000	A
B	483	121	0	1407	0.343	481	882	0.0	0.5	3.876	A
C	885	221	481	2222	0.398	882	0	0.0	0.7	2.683	A
D	0	0	1362	867	0.000	0	0	0.0	0.0	0.000	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	0	0	1055	1221	0.000	0	576	0.0	0.0	0.000	A
B	576	144	0	1407	0.410	576	1055	0.5	0.7	4.325	A
C	1056	264	576	2142	0.493	1055	0	0.7	1.0	3.309	A
D	0	0	1631	692	0.000	0	0	0.0	0.0	0.000	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	0	0	1291	1055	0.000	0	705	0.0	0.0	0.000	A
B	706	176	0	1407	0.502	705	1291	0.7	1.0	5.113	A
C	1294	323	705	2034	0.636	1291	0	1.0	1.7	4.822	A
D	0	0	1995	454	0.000	0	0	0.0	0.0	0.000	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	0	0	1294	1053	0.000	0	706	0.0	0.0	0.000	A
B	706	176	0	1407	0.502	706	1294	1.0	1.0	5.131	A
C	1294	323	706	2033	0.636	1294	0	1.7	1.7	4.867	A
D	0	0	1999	451	0.000	0	0	0.0	0.0	0.000	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	0	0	1059	1218	0.000	0	577	0.0	0.0	0.000	A
B	576	144	0	1407	0.410	577	1059	1.0	0.7	4.344	A
C	1056	264	577	2141	0.493	1059	0	1.7	1.0	3.337	A
D	0	0	1637	688	0.000	0	0	0.0	0.0	0.000	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	0	0	886	1340	0.000	0	483	0.0	0.0	0.000	A
B	483	121	0	1407	0.343	483	886	0.7	0.5	3.899	A
C	885	221	483	2219	0.399	886	0	1.0	0.7	2.701	A
D	0	0	1369	863	0.000	0	0	0.0	0.0	0.000	A

DM 2044, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	3.72	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	0	100.000
B		ONE HOUR	9	414	100.000
C		ONE HOUR	9	1096	100.000
D		ONE HOUR	9	0	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	0	0	0
	%	414	0	0	0
	&	0	1096	0	0
	'	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	0	0	0
	%	6	0	0	0
	&	0	2	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	0.00	0.00	0.0	A	0	0
B	0.34	4.01	0.5	A	380	570
C	0.55	3.60	1.2	A	1006	1509
D	0.00	0.00	0.0	A	0	0

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	0	0	823	1378	0.000	0	310	0.0	0.0	0.000	A
B	312	78	0	1354	0.230	310	823	0.0	0.3	3.447	A
C	825	206	310	2331	0.354	823	0	0.0	0.5	2.384	A
D	0	0	1133	1004	0.000	0	0	0.0	0.0	0.000	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	0	0	984	1264	0.000	0	372	0.0	0.0	0.000	A
B	372	93	0	1354	0.275	372	984	0.3	0.4	3.665	A
C	985	246	372	2278	0.433	984	0	0.5	0.8	2.782	A
D	0	0	1356	856	0.000	0	0	0.0	0.0	0.000	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	0	0	1205	1107	0.000	0	455	0.0	0.0	0.000	A
B	456	114	0	1354	0.337	455	1205	0.4	0.5	4.004	A
C	1207	302	455	2206	0.547	1205	0	0.8	1.2	3.590	A
D	0	0	1660	654	0.000	0	0	0.0	0.0	0.000	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	0	0	1207	1106	0.000	0	456	0.0	0.0	0.000	A
B	456	114	0	1354	0.337	456	1207	0.5	0.5	4.007	A
C	1207	302	456	2206	0.547	1207	0	1.2	1.2	3.603	A
D	0	0	1663	652	0.000	0	0	0.0	0.0	0.000	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	0	0	987	1262	0.000	0	373	0.0	0.0	0.000	A
B	372	93	0	1354	0.275	373	987	0.5	0.4	3.669	A
C	985	246	373	2277	0.433	987	0	1.2	0.8	2.793	A
D	0	0	1360	854	0.000	0	0	0.0	0.0	0.000	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	0	0	826	1376	0.000	0	312	0.0	0.0	0.000	A
B	312	78	0	1354	0.230	312	826	0.4	0.3	3.454	A
C	825	206	312	2329	0.354	826	0	0.8	0.6	2.395	A
D	0	0	1138	1001	0.000	0	0	0.0	0.0	0.000	A

DM 2044, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	5.18	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	0	100.000
B		ONE HOUR	9	647	100.000
C		ONE HOUR	9	1211	100.000
D		ONE HOUR	9	0	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	0	0	0
	%	647	0	0	0
	&	0	1211	0	0
	'	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	0	0	0
	%	2	0	0	0
	&	0	1	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	0.00	0.00	0.0	A	0	0
B	0.51	5.18	1.0	A	594	891
C	0.66	5.18	1.9	A	1111	1667
D	0.00	0.00	0.0	A	0	0

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	0	0	909	1324	0.000	0	485	0.0	0.0	0.000	A
B	487	122	0	1407	0.346	485	909	0.0	0.5	3.895	A
C	912	228	485	2218	0.411	909	0	0.0	0.7	2.744	A
D	0	0	1394	847	0.000	0	0	0.0	0.0	0.000	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	0	0	1087	1198	0.000	0	581	0.0	0.0	0.000	A
B	582	145	0	1407	0.413	581	1087	0.5	0.7	4.353	A
C	1089	272	581	2138	0.509	1087	0	0.7	1.0	3.422	A
D	0	0	1668	667	0.000	0	0	0.0	0.0	0.000	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	0	0	1330	1028	0.000	0	711	0.0	0.0	0.000	A
B	712	178	0	1407	0.506	711	1330	0.7	1.0	5.162	A
C	1333	333	711	2029	0.657	1330	0	1.0	1.9	5.125	A
D	0	0	2041	424	0.000	0	0	0.0	0.0	0.000	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	0	0	1333	1025	0.000	0	712	0.0	0.0	0.000	A
B	712	178	0	1407	0.506	712	1333	1.0	1.0	5.180	A
C	1333	333	712	2028	0.658	1333	0	1.9	1.9	5.183	A
D	0	0	2046	421	0.000	0	0	0.0	0.0	0.000	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	0	0	1092	1195	0.000	0	583	0.0	0.0	0.000	A
B	582	145	0	1407	0.413	583	1092	1.0	0.7	4.373	A
C	1089	272	583	2136	0.510	1092	0	1.9	1.0	3.458	A
D	0	0	1675	663	0.000	0	0	0.0	0.0	0.000	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	0	0	913	1321	0.000	0	488	0.0	0.0	0.000	A
B	487	122	0	1407	0.346	488	913	0.7	0.5	3.918	A
C	912	228	488	2216	0.411	913	0	1.0	0.7	2.766	A
D	0	0	1401	842	0.000	0	0	0.0	0.0	0.000	A

DM 2046, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	3.81	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	✓	0	100.000
B		ONE HOUR	✓	425	100.000
C		ONE HOUR	✓	1112	100.000
D		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	0	0	0
	B	425	0	0	0
	C	0	1112	0	0
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	6	0	0	0
	C	0	2	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	0.00	0.00	0.0	A	0	0
B	0.35	4.06	0.5	A	390	585
C	0.56	3.71	1.3	A	1020	1531
D	0.00	0.00	0.0	A	0	0

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	0	0	835	1370	0.000	0	319	0.0	0.0	0.000	A
B	320	80	0	1354	0.236	319	835	0.0	0.3	3.472	A
C	837	209	319	2324	0.360	835	0	0.0	0.6	2.415	A
D	0	0	1154	991	0.000	0	0	0.0	0.0	0.000	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	0	0	999	1254	0.000	0	382	0.0	0.0	0.000	A
B	382	96	0	1354	0.282	382	999	0.3	0.4	3.702	A
C	1000	250	382	2269	0.440	999	0	0.6	0.8	2.832	A
D	0	0	1381	840	0.000	0	0	0.0	0.0	0.000	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	0	0	1222	1095	0.000	0	467	0.0	0.0	0.000	A
B	468	117	0	1354	0.346	467	1222	0.4	0.5	4.057	A
C	1224	306	467	2196	0.558	1222	0	0.8	1.2	3.693	A
D	0	0	1690	634	0.000	0	0	0.0	0.0	0.000	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	0	0	1224	1094	0.000	0	468	0.0	0.0	0.000	A
B	468	117	0	1354	0.346	468	1224	0.5	0.5	4.062	A
C	1224	306	468	2195	0.558	1224	0	1.2	1.3	3.707	A
D	0	0	1692	632	0.000	0	0	0.0	0.0	0.000	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	0	0	1002	1252	0.000	0	383	0.0	0.0	0.000	A
B	382	96	0	1354	0.282	383	1002	0.5	0.4	3.706	A
C	1000	250	383	2269	0.441	1002	0	1.3	0.8	2.844	A
D	0	0	1384	837	0.000	0	0	0.0	0.0	0.000	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	0	0	838	1368	0.000	0	320	0.0	0.0	0.000	A
B	320	80	0	1354	0.236	320	838	0.4	0.3	3.485	A
C	837	209	320	2322	0.360	838	0	0.8	0.6	2.426	A
D	0	0	1158	988	0.000	0	0	0.0	0.0	0.000	A

DM 2046, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	5.29	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	✓	0	100.000
B		ONE HOUR	✓	658	100.000
C		ONE HOUR	✓	1216	100.000
D		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	0	0	0
	B	658	0	0	0
	C	0	1216	0	0
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	2	0	0	0
	C	0	1	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	0.00	0.00	0.0	A	0	0
B	0.51	5.27	1.1	A	604	906
C	0.66	5.30	2.0	A	1116	1674
D	0.00	0.00	0.0	A	0	0

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	0	0	913	1321	0.000	0	493	0.0	0.0	0.000	A
B	495	124	0	1407	0.352	493	913	0.0	0.5	3.933	A
C	915	229	493	2211	0.414	913	0	0.0	0.7	2.767	A
D	0	0	1406	839	0.000	0	0	0.0	0.0	0.000	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	0	0	1092	1195	0.000	0	591	0.0	0.0	0.000	A
B	592	148	0	1407	0.420	591	1092	0.5	0.7	4.406	A
C	1093	273	591	2129	0.513	1092	0	0.7	1.0	3.464	A
D	0	0	1683	658	0.000	0	0	0.0	0.0	0.000	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	0	0	1335	1024	0.000	0	723	0.0	0.0	0.000	A
B	724	181	0	1407	0.515	723	1335	0.7	1.0	5.254	A
C	1339	335	723	2019	0.663	1335	0	1.0	1.9	5.240	A
D	0	0	2058	412	0.000	0	0	0.0	0.0	0.000	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	0	0	1339	1022	0.000	0	724	0.0	0.0	0.000	A
B	724	181	0	1407	0.515	724	1339	1.0	1.1	5.272	A
C	1339	335	724	2018	0.664	1339	0	1.9	2.0	5.301	A
D	0	0	2063	409	0.000	0	0	0.0	0.0	0.000	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	0	0	1097	1192	0.000	0	593	0.0	0.0	0.000	A
B	592	148	0	1407	0.420	593	1097	1.1	0.7	4.427	A
C	1093	273	593	2128	0.514	1097	0	2.0	1.1	3.505	A
D	0	0	1690	653	0.000	0	0	0.0	0.0	0.000	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	0	0	917	1318	0.000	0	496	0.0	0.0	0.000	A
B	495	124	0	1407	0.352	496	917	0.7	0.5	3.955	A
C	915	229	496	2209	0.414	917	0	1.1	0.7	2.791	A
D	0	0	1413	834	0.000	0	0	0.0	0.0	0.000	A

DS 2037, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	4.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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	✓	0	100.000
B		ONE HOUR	✓	426	100.000
C		ONE HOUR	✓	1172	100.000
D		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	0	0	0
	B	426	0	0	0
	C	0	1172	0	0
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	6	0	0	0
	C	0	2	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	0.00	0.00	0.0	A	0	0
B	0.35	4.07	0.5	A	391	586
C	0.59	3.98	1.4	A	1075	1613
D	0.00	0.00	0.0	A	0	0

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	0	0	880	1338	0.000	0	319	0.0	0.0	0.000	A
B	321	80	0	1354	0.237	319	880	0.0	0.3	3.474	A
C	882	221	319	2323	0.380	880	0	0.0	0.6	2.490	A
D	0	0	1199	961	0.000	0	0	0.0	0.0	0.000	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	0	0	1053	1215	0.000	0	383	0.0	0.0	0.000	A
B	383	96	0	1354	0.283	383	1053	0.3	0.4	3.706	A
C	1054	263	383	2269	0.464	1053	0	0.6	0.9	2.957	A
D	0	0	1435	804	0.000	0	0	0.0	0.0	0.000	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	0	0	1288	1048	0.000	0	468	0.0	0.0	0.000	A
B	469	117	0	1354	0.346	468	1288	0.4	0.5	4.062	A
C	1290	323	468	2195	0.588	1288	0	0.9	1.4	3.961	A
D	0	0	1757	590	0.000	0	0	0.0	0.0	0.000	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	0	0	1290	1047	0.000	0	469	0.0	0.0	0.000	A
B	469	117	0	1354	0.346	469	1290	0.5	0.5	4.067	A
C	1290	323	469	2194	0.588	1290	0	1.4	1.4	3.982	A
D	0	0	1759	588	0.000	0	0	0.0	0.0	0.000	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	0	0	1056	1213	0.000	0	383	0.0	0.0	0.000	A
B	383	96	0	1354	0.283	383	1056	0.5	0.4	3.710	A
C	1054	263	383	2268	0.465	1056	0	1.4	0.9	2.974	A
D	0	0	1439	801	0.000	0	0	0.0	0.0	0.000	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	0	0	883	1336	0.000	0	321	0.0	0.0	0.000	A
B	321	80	0	1354	0.237	321	883	0.4	0.3	3.487	A
C	882	221	321	2322	0.380	883	0	0.9	0.6	2.506	A
D	0	0	1204	957	0.000	0	0	0.0	0.0	0.000	A

DS 2037, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	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

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	✓	0	100.000
B		ONE HOUR	✓	694	100.000
C		ONE HOUR	✓	1233	100.000
D		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	0	0	0
	B	694	0	0	0
	C	0	1233	0	0
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	2	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	0.00	0.00	0.0	A	0	0
B	0.54	5.60	1.2	A	637	955
C	0.68	5.56	2.1	A	1131	1697
D	0.00	0.00	0.0	A	0	0

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	0	0	925	1319	0.000	0	520	0.0	0.0	0.000	A
B	522	131	0	1407	0.371	520	925	0.0	0.6	4.048	A
C	928	232	520	2210	0.420	925	0	0.0	0.7	2.796	A
D	0	0	1446	819	0.000	0	0	0.0	0.0	0.000	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	0	0	1107	1192	0.000	0	623	0.0	0.0	0.000	A
B	624	156	0	1407	0.443	623	1107	0.6	0.8	4.586	A
C	1108	277	623	2123	0.522	1107	0	0.7	1.1	3.537	A
D	0	0	1730	634	0.000	0	0	0.0	0.0	0.000	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	0	0	1354	1021	0.000	0	763	0.0	0.0	0.000	A
B	764	191	0	1407	0.543	763	1354	0.8	1.2	5.571	A
C	1358	339	763	2006	0.677	1354	0	1.1	2.1	5.489	A
D	0	0	2116	383	0.000	0	0	0.0	0.0	0.000	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	0	0	1357	1018	0.000	0	764	0.0	0.0	0.000	A
B	764	191	0	1407	0.543	764	1357	1.2	1.2	5.597	A
C	1358	339	764	2004	0.677	1357	0	2.1	2.1	5.563	A
D	0	0	2122	380	0.000	0	0	0.0	0.0	0.000	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	0	0	1112	1189	0.000	0	625	0.0	0.0	0.000	A
B	624	156	0	1407	0.443	625	1112	1.2	0.8	4.615	A
C	1108	277	625	2122	0.522	1112	0	2.1	1.1	3.582	A
D	0	0	1738	629	0.000	0	0	0.0	0.0	0.000	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	0	0	930	1316	0.000	0	523	0.0	0.0	0.000	A
B	522	131	0	1407	0.371	523	930	0.8	0.6	4.076	A
C	928	232	523	2208	0.420	930	0	1.1	0.7	2.819	A
D	0	0	1453	814	0.000	0	0	0.0	0.0	0.000	A

DS 2044, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	4.49	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	✓	0	100.000
B		ONE HOUR	✓	511	100.000
C		ONE HOUR	✓	1179	100.000
D		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	0	0	0
	B	511	0	0	0
	C	0	1179	0	0
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	5	0	0	0
	C	0	3	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	0.00	0.00	0.0	A	0	0
B	0.41	4.47	0.7	A	469	703
C	0.62	4.50	1.6	A	1082	1623
D	0.00	0.00	0.0	A	0	0

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	0	0	885	1328	0.000	0	383	0.0	0.0	0.000	A
B	385	96	0	1367	0.281	383	885	0.0	0.4	3.652	A
C	888	222	383	2249	0.395	885	0	0.0	0.6	2.635	A
D	0	0	1268	910	0.000	0	0	0.0	0.0	0.000	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	0	0	1059	1204	0.000	0	459	0.0	0.0	0.000	A
B	459	115	0	1367	0.336	459	1059	0.4	0.5	3.963	A
C	1060	265	459	2185	0.485	1059	0	0.6	0.9	3.193	A
D	0	0	1518	744	0.000	0	0	0.0	0.0	0.000	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	0	0	1295	1034	0.000	0	562	0.0	0.0	0.000	A
B	563	141	0	1367	0.412	562	1295	0.5	0.7	4.468	A
C	1298	325	562	2098	0.619	1295	0	0.9	1.6	4.468	A
D	0	0	1857	517	0.000	0	0	0.0	0.0	0.000	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	0	0	1298	1032	0.000	0	563	0.0	0.0	0.000	A
B	563	141	0	1367	0.412	563	1298	0.7	0.7	4.475	A
C	1298	325	563	2098	0.619	1298	0	1.6	1.6	4.502	A
D	0	0	1861	514	0.000	0	0	0.0	0.0	0.000	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	0	0	1063	1201	0.000	0	460	0.0	0.0	0.000	A
B	459	115	0	1367	0.336	460	1063	0.7	0.5	3.972	A
C	1060	265	460	2184	0.485	1063	0	1.6	0.9	3.218	A
D	0	0	1523	740	0.000	0	0	0.0	0.0	0.000	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	0	0	889	1326	0.000	0	385	0.0	0.0	0.000	A
B	385	96	0	1367	0.281	385	889	0.5	0.4	3.670	A
C	888	222	385	2248	0.395	889	0	0.9	0.7	2.651	A
D	0	0	1274	907	0.000	0	0	0.0	0.0	0.000	A

DS 2044, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	7.26	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	✓	0	100.000
B		ONE HOUR	✓	762	100.000
C		ONE HOUR	✓	1327	100.000
D		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	0	0	0
	B	762	0	0	0
	C	0	1327	0	0
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	2	0	0	0
	C	0	1	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	0.00	0.00	0.0	A	0	0
B	0.60	6.33	1.5	A	699	1049
C	0.76	7.80	3.1	A	1218	1827
D	0.00	0.00	0.0	A	0	0

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	0	0	996	1263	0.000	0	571	0.0	0.0	0.000	A
B	574	143	0	1407	0.408	571	996	0.0	0.7	4.291	A
C	999	250	571	2146	0.466	996	0	0.0	0.9	3.120	A
D	0	0	1567	734	0.000	0	0	0.0	0.0	0.000	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	0	0	1191	1126	0.000	0	684	0.0	0.0	0.000	A
B	685	171	0	1407	0.487	684	1191	0.7	0.9	4.970	A
C	1193	298	684	2051	0.582	1191	0	0.9	1.4	4.173	A
D	0	0	1875	532	0.000	0	0	0.0	0.0	0.000	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	0	0	1454	940	0.000	0	837	0.0	0.0	0.000	A
B	839	210	0	1407	0.596	837	1454	0.9	1.5	6.290	A
C	1461	365	837	1923	0.760	1454	0	1.4	3.1	7.567	A
D	0	0	2291	260	0.000	0	0	0.0	0.0	0.000	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	0	0	1461	936	0.000	0	839	0.0	0.0	0.000	A
B	839	210	0	1407	0.596	839	1461	1.5	1.5	6.334	A
C	1461	365	839	1922	0.760	1461	0	3.1	3.1	7.799	A
D	0	0	2300	254	0.000	0	0	0.0	0.0	0.000	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	0	0	1200	1119	0.000	0	687	0.0	0.0	0.000	A
B	685	171	0	1407	0.487	687	1200	1.5	1.0	5.012	A
C	1193	298	687	2049	0.582	1200	0	3.1	1.4	4.272	A
D	0	0	1887	524	0.000	0	0	0.0	0.0	0.000	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	0	0	1001	1259	0.000	0	575	0.0	0.0	0.000	A
B	574	143	0	1407	0.408	575	1001	1.0	0.7	4.331	A
C	999	250	575	2143	0.466	1001	0	1.4	0.9	3.160	A
D	0	0	1576	728	0.000	0	0	0.0	0.0	0.000	A

DS 2046, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	4.48	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
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	✓	0	100.000
B		ONE HOUR	✓	502	100.000
C		ONE HOUR	✓	1205	100.000
D		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	0	0	0
	B	502	0	0	0
	C	0	1205	0	0
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	5	0	0	0
	C	0	2	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	0.00	0.00	0.0	A	0	0
B	0.40	4.42	0.7	A	461	691
C	0.62	4.50	1.6	A	1106	1659
D	0.00	0.00	0.0	A	0	0

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	0	0	905	1321	0.000	0	376	0.0	0.0	0.000	A
B	378	94	0	1367	0.276	376	905	0.0	0.4	3.630	A
C	907	227	376	2277	0.398	905	0	0.0	0.7	2.619	A
D	0	0	1281	908	0.000	0	0	0.0	0.0	0.000	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	0	0	1082	1194	0.000	0	451	0.0	0.0	0.000	A
B	451	113	0	1367	0.330	451	1082	0.4	0.5	3.928	A
C	1083	271	451	2214	0.489	1082	0	0.7	1.0	3.179	A
D	0	0	1533	741	0.000	0	0	0.0	0.0	0.000	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	0	0	1324	1023	0.000	0	552	0.0	0.0	0.000	A
B	553	138	0	1367	0.404	552	1324	0.5	0.7	4.413	A
C	1327	332	552	2127	0.624	1324	0	1.0	1.6	4.466	A
D	0	0	1876	513	0.000	0	0	0.0	0.0	0.000	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	0	0	1327	1021	0.000	0	553	0.0	0.0	0.000	A
B	553	138	0	1367	0.404	553	1327	0.7	0.7	4.420	A
C	1327	332	553	2127	0.624	1327	0	1.6	1.6	4.499	A
D	0	0	1879	511	0.000	0	0	0.0	0.0	0.000	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	0	0	1086	1192	0.000	0	452	0.0	0.0	0.000	A
B	451	113	0	1367	0.330	452	1086	0.7	0.5	3.937	A
C	1083	271	452	2213	0.490	1086	0	1.6	1.0	3.202	A
D	0	0	1538	737	0.000	0	0	0.0	0.0	0.000	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	0	0	908	1318	0.000	0	378	0.0	0.0	0.000	A
B	378	94	0	1367	0.276	378	908	0.5	0.4	3.642	A
C	907	227	378	2275	0.399	908	0	1.0	0.7	2.635	A
D	0	0	1287	904	0.000	0	0	0.0	0.0	0.000	A

DS 2046, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	7.61	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	✓	0	100.000
B		ONE HOUR	✓	778	100.000
C		ONE HOUR	✓	1336	100.000
D		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	0	0	0
	B	778	0	0	0
	C	0	1336	0	0
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	2	0	0	0
	C	0	1	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	0.00	0.00	0.0	A	0	0
B	0.61	6.54	1.5	A	714	1071
C	0.77	8.24	3.3	A	1226	1839
D	0.00	0.00	0.0	A	0	0

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	0	0	1002	1258	0.000	0	583	0.0	0.0	0.000	A
B	586	146	0	1407	0.416	583	1002	0.0	0.7	4.352	A
C	1006	251	583	2136	0.471	1002	0	0.0	0.9	3.166	A
D	0	0	1585	721	0.000	0	0	0.0	0.0	0.000	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	0	0	1199	1120	0.000	0	698	0.0	0.0	0.000	A
B	699	175	0	1407	0.497	698	1199	0.7	1.0	5.071	A
C	1201	300	698	2039	0.589	1199	0	0.9	1.4	4.271	A
D	0	0	1897	517	0.000	0	0	0.0	0.0	0.000	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	0	0	1464	934	0.000	0	854	0.0	0.0	0.000	A
B	857	214	0	1407	0.609	854	1464	1.0	1.5	6.486	A
C	1471	368	854	1909	0.771	1464	0	1.4	3.2	7.958	A
D	0	0	2318	242	0.000	0	0	0.0	0.0	0.000	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	0	0	1471	929	0.000	0	857	0.0	0.0	0.000	A
B	857	214	0	1407	0.609	857	1471	1.5	1.5	6.537	A
C	1471	368	857	1907	0.771	1471	0	3.2	3.3	8.236	A
D	0	0	2327	236	0.000	0	0	0.0	0.0	0.000	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	0	0	1208	1113	0.000	0	702	0.0	0.0	0.000	A
B	699	175	0	1407	0.497	702	1208	1.5	1.0	5.119	A
C	1201	300	702	2037	0.590	1208	0	3.3	1.5	4.383	A
D	0	0	1910	509	0.000	0	0	0.0	0.0	0.000	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	0	0	1008	1254	0.000	0	587	0.0	0.0	0.000	A
B	586	146	0	1407	0.416	587	1008	1.0	0.7	4.394	A
C	1006	251	587	2133	0.472	1008	0	1.5	0.9	3.206	A
D	0	0	1595	715	0.000	0	0	0.0	0.0	0.000	A

P.30 J22_A20 Ashford Rd Stone St

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: J22_A20 Ashford Rd Stone St.j9
Path: \\hc-ukr-ln-fs-10\LN_Proj\UA008926 Otterpool\D-Calcs\Modelling\DM_it5\Appendix\Picady Junction Analysis\J22 A20 Ashford Rd - Stone St
Report generation date: 19/11/2018 10:54:14

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	Base							
Stream B-AC	0.1	12.53	0.11	B	0.4	16.17	0.28	C
Stream C-AB	0.0	7.29	0.04	A	0.1	7.59	0.05	A
	DM 2037							
Stream B-AC	0.2	15.41	0.13	C	0.4	16.95	0.31	C
Stream C-AB	0.0	7.82	0.03	A	0.0	7.80	0.03	A
	DM 2044							
Stream B-AC	0.2	16.24	0.14	C	0.6	22.43	0.37	C
Stream C-AB	0.0	7.84	0.03	A	0.1	8.43	0.07	A
	DM 2046							
Stream B-AC	0.2	16.43	0.15	C	0.6	23.09	0.38	C
Stream C-AB	0.0	7.87	0.03	A	0.1	8.43	0.07	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	J22 Otterpool Park_Base Model
Location	A20 Ashford Rd - Stone St
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	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	J22 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D2	Base	PM	J22 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D15	DM 2037	AM	J22 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D16	DM 2037	PM	J22 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D17	DM 2044	AM	J22 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D18	DM 2044	PM	J22 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D19	DM 2046	AM	J22 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D20	DM 2046	PM	J22 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	0.34	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 Street		Minor
C	A20 Ashford Road Eastbound		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	8.38	9	2.71	9	2.70	97.0	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	2.40	78	108

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	555	0.086	0.216	0.136	0.309
1	B-C	650	0.089	0.226	-	-
1	C-B	664	0.231	0.231	-	-

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	J22 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	662	100.000
B		ONE HOUR	9	31	100.000
C		ONE HOUR	9	724	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	26	636
	%	20	0	11
	&	707	17	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	0	8
	%	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	0.11	12.53	0.1	B	28	43
C-AB	0.04	7.29	0.0	A	16	24
C-A					648	972
A-B					24	36
A-C					584	875

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	23	6	408	0.057	23	0.0	0.1	9.341	A
C-AB	13	3	553	0.024	13	0.0	0.0	6.664	A
C-A	532	133			532				
A-B	20	5			20				
A-C	479	120			479				

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	28	7	372	0.075	28	0.1	0.1	10.447	B
C-AB	16	4	535	0.030	16	0.0	0.0	6.928	A
C-A	635	159			635				
A-B	23	6			23				
A-C	572	143			572				

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	34	9	321	0.106	34	0.1	0.1	12.517	B
C-AB	20	5	513	0.039	20	0.0	0.0	7.293	A
C-A	777	194			777				
A-B	29	7			29				
A-C	700	175			700				

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	34	9	321	0.106	34	0.1	0.1	12.530	B
C-AB	20	5	513	0.039	20	0.0	0.0	7.293	A
C-A	777	194			777				
A-B	29	7			29				
A-C	700	175			700				

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	28	7	372	0.075	28	0.1	0.1	10.462	B
C-AB	16	4	536	0.030	16	0.0	0.0	6.930	A
C-A	635	159			635				
A-B	23	6			23				
A-C	572	143			572				

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	23	6	408	0.057	23	0.1	0.1	9.358	A
C-AB	13	3	553	0.024	13	0.0	0.0	6.668	A
C-A	532	133			532				
A-B	20	5			20				
A-C	479	120			479				

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	0.90	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
D2	Base	PM	J22 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	767	100.000
B		ONE HOUR	9	77	100.000
C		ONE HOUR	9	693	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	29	738
	%	49	0	28
	&	671	22	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-AC	0.28	16.17	0.4	C	71	106
C-AB	0.05	7.59	0.1	A	21	32
C-A					615	922
A-B					27	40
A-C					677	1016

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	58	14	399	0.145	57	0.0	0.2	10.515	B
C-AB	17	4	542	0.031	17	0.0	0.0	6.855	A
C-A	505	126			505				
A-B	22	5			22				
A-C	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-AC	69	17	361	0.192	69	0.2	0.2	12.311	B
C-AB	21	5	523	0.040	21	0.0	0.0	7.165	A
C-A	602	151			602				
A-B	26	7			26				
A-C	663	166			663				

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	85	21	307	0.276	84	0.2	0.4	16.090	C
C-AB	26	7	501	0.052	26	0.0	0.1	7.585	A
C-A	737	184			737				
A-B	32	8			32				
A-C	813	203			813				

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	85	21	307	0.276	85	0.4	0.4	16.167	C
C-AB	26	7	501	0.052	26	0.1	0.1	7.589	A
C-A	737	184			737				
A-B	32	8			32				
A-C	813	203			813				

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	69	17	361	0.192	70	0.4	0.2	12.379	B
C-AB	21	5	523	0.040	21	0.1	0.0	7.170	A
C-A	602	151			602				
A-B	26	7			26				
A-C	663	166			663				

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	58	14	399	0.145	58	0.2	0.2	10.575	B
C-AB	17	4	542	0.031	17	0.0	0.0	6.861	A
C-A	505	126			505				
A-B	22	5			22				
A-C	556	139			556				

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	0.36	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
D15	DM 2037	AM	J22 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	777	100.000
B		ONE HOUR	9	33	100.000
C		ONE HOUR	9	794	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	35	742
	%	23	0	10
	&	781	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	0	10
	%	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	0.13	15.41	0.2	C	30	45
C-AB	0.03	7.82	0.0	A	12	19
C-A					716	1074
A-B					32	48
A-C					681	1021

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	25	6	372	0.067	25	0.0	0.1	10.343	B
C-AB	10	2	528	0.019	10	0.0	0.0	6.953	A
C-A	588	147			588				
A-B	26	7			26				
A-C	559	140			559				

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	30	7	330	0.090	30	0.1	0.1	11.978	B
C-AB	12	3	505	0.024	12	0.0	0.0	7.307	A
C-A	702	175			702				
A-B	31	8			31				
A-C	667	167			667				

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	36	9	270	0.135	36	0.1	0.2	15.381	C
C-AB	15	4	475	0.032	15	0.0	0.0	7.818	A
C-A	859	215			859				
A-B	39	10			39				
A-C	817	204			817				

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	36	9	270	0.135	36	0.2	0.2	15.410	C
C-AB	15	4	476	0.032	15	0.0	0.0	7.820	A
C-A	859	215			859				
A-B	39	10			39				
A-C	817	204			817				

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	30	7	330	0.090	30	0.2	0.1	12.006	B
C-AB	12	3	505	0.024	12	0.0	0.0	7.311	A
C-A	702	175			702				
A-B	31	8			31				
A-C	667	167			667				

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	25	6	372	0.067	25	0.1	0.1	10.367	B
C-AB	10	2	528	0.019	10	0.0	0.0	6.956	A
C-A	588	147			588				
A-B	26	7			26				
A-C	559	140			559				

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	0.92	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	J22 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	809	100.000
B		ONE HOUR	9	86	100.000
C		ONE HOUR	9	748	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	40	769
	%	47	0	39
	&	735	13	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-AC	0.31	16.95	0.4	C	79	118
C-AB	0.03	7.80	0.0	A	12	19
C-A					674	1011
A-B					37	55
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-AC	65	16	403	0.161	64	0.0	0.2	10.607	B
C-AB	10	2	529	0.019	10	0.0	0.0	6.935	A
C-A	553	138			553				
A-B	30	8			30				
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-AC	77	19	363	0.213	77	0.2	0.3	12.560	B
C-AB	12	3	506	0.024	12	0.0	0.0	7.288	A
C-A	660	165			660				
A-B	36	9			36				
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-AC	95	24	307	0.308	94	0.3	0.4	16.849	C
C-AB	15	4	477	0.032	15	0.0	0.0	7.798	A
C-A	808	202			808				
A-B	44	11			44				
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-AC	95	24	307	0.308	95	0.4	0.4	16.951	C
C-AB	15	4	477	0.032	15	0.0	0.0	7.800	A
C-A	808	202			808				
A-B	44	11			44				
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-AC	77	19	363	0.213	78	0.4	0.3	12.646	B
C-AB	12	3	506	0.024	12	0.0	0.0	7.292	A
C-A	660	165			660				
A-B	36	9			36				
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-AC	65	16	403	0.161	65	0.3	0.2	10.674	B
C-AB	10	2	529	0.019	10	0.0	0.0	6.939	A
C-A	553	138			553				
A-B	30	8			30				
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	0.37	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	J22 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	780	100.000
B		ONE HOUR	9	34	100.000
C		ONE HOUR	9	839	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	35	745
	%	24	0	10
	&	826	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	0	11
	%	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	0.14	16.24	0.2	C	31	47
C-AB	0.03	7.84	0.0	A	12	19
C-A					757	1136
A-B					32	48
A-C					684	1025

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	26	6	365	0.070	25	0.0	0.1	10.590	B
C-AB	10	3	526	0.019	10	0.0	0.0	6.969	A
C-A	622	155			622				
A-B	26	7			26				
A-C	561	140			561				

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	31	8	321	0.095	30	0.1	0.1	12.374	B
C-AB	12	3	503	0.024	12	0.0	0.0	7.325	A
C-A	742	186			742				
A-B	31	8			31				
A-C	670	167			670				

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	37	9	259	0.145	37	0.1	0.2	16.207	C
C-AB	15	4	474	0.032	15	0.0	0.0	7.836	A
C-A	909	227			909				
A-B	39	10			39				
A-C	820	205			820				

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	37	9	259	0.145	37	0.2	0.2	16.243	C
C-AB	15	4	475	0.032	15	0.0	0.0	7.838	A
C-A	909	227			909				
A-B	39	10			39				
A-C	820	205			820				

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	31	8	321	0.095	31	0.2	0.1	12.405	B
C-AB	12	3	504	0.024	12	0.0	0.0	7.329	A
C-A	742	186			742				
A-B	31	8			31				
A-C	670	167			670				

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	26	6	365	0.070	26	0.1	0.1	10.615	B
C-AB	10	3	527	0.019	10	0.0	0.0	6.970	A
C-A	622	155			622				
A-B	26	7			26				
A-C	561	140			561				

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	1.11	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
D18	DM 2044	PM	J22 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	1004	100.000
B		ONE HOUR	9	86	100.000
C		ONE HOUR	9	789	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	30	974
	%	43	0	43
	&	765	24	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-AC	0.37	22.43	0.6	C	79	118
C-AB	0.07	8.43	0.1	A	24	36
C-A					700	1050
A-B					28	41
A-C					894	1341

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	65	16	372	0.174	64	0.0	0.2	11.671	B
C-AB	19	5	506	0.037	19	0.0	0.0	7.380	A
C-A	575	144			575				
A-B	23	6			23				
A-C	733	183			733				

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	77	19	324	0.239	77	0.2	0.3	14.539	B
C-AB	23	6	483	0.048	23	0.0	0.1	7.827	A
C-A	686	172			686				
A-B	27	7			27				
A-C	876	219			876				

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	95	24	255	0.371	94	0.3	0.6	22.162	C
C-AB	30	8	457	0.066	30	0.1	0.1	8.424	A
C-A	839	210			839				
A-B	33	8			33				
A-C	1072	268			1072				

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	95	24	255	0.371	95	0.6	0.6	22.433	C
C-AB	30	8	457	0.066	30	0.1	0.1	8.429	A
C-A	839	210			839				
A-B	33	8			33				
A-C	1072	268			1072				

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	77	19	324	0.239	78	0.6	0.3	14.709	B
C-AB	23	6	483	0.048	23	0.1	0.1	7.831	A
C-A	686	172			686				
A-B	27	7			27				
A-C	876	219			876				

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	65	16	371	0.174	65	0.3	0.2	11.769	B
C-AB	19	5	507	0.037	19	0.1	0.0	7.388	A
C-A	575	144			575				
A-B	23	6			23				
A-C	733	183			733				

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	0.38	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	J22 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	791	100.000
B		ONE HOUR	9	35	100.000
C		ONE HOUR	9	847	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	35	756
	%	24	0	11
	&	833	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	0	11
	%	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	0.15	16.43	0.2	C	32	48
C-AB	0.03	7.87	0.0	A	13	20
C-A					764	1146
A-B					32	48
A-C					694	1041

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	26	7	365	0.072	26	0.0	0.1	10.610	B
C-AB	11	3	525	0.021	11	0.0	0.0	6.994	A
C-A	627	157			627				
A-B	26	7			26				
A-C	569	142			569				

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	31	8	321	0.098	31	0.1	0.1	12.435	B
C-AB	13	3	502	0.026	13	0.0	0.0	7.353	A
C-A	748	187			748				
A-B	31	8			31				
A-C	680	170			680				

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	39	10	258	0.150	38	0.1	0.2	16.394	C
C-AB	17	4	474	0.035	16	0.0	0.0	7.864	A
C-A	916	229			916				
A-B	39	10			39				
A-C	832	208			832				

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	39	10	258	0.150	39	0.2	0.2	16.432	C
C-AB	17	4	474	0.035	17	0.0	0.0	7.866	A
C-A	916	229			916				
A-B	39	10			39				
A-C	832	208			832				

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	31	8	321	0.098	32	0.2	0.1	12.467	B
C-AB	13	3	503	0.026	13	0.0	0.0	7.355	A
C-A	748	187			748				
A-B	31	8			31				
A-C	680	170			680				

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	26	7	365	0.072	26	0.1	0.1	10.640	B
C-AB	11	3	526	0.021	11	0.0	0.0	6.995	A
C-A	627	157			627				
A-B	26	7			26				
A-C	569	142			569				

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	1.15	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	J22 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	1008	100.000
B		ONE HOUR	9	87	100.000
C		ONE HOUR	9	798	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	30	978
	%	44	0	43
	&	774	24	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-AC	0.38	23.09	0.6	C	80	120
C-AB	0.07	8.43	0.1	A	24	36
C-A					708	1062
A-B					28	41
A-C					897	1346

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	65	16	369	0.177	65	0.0	0.2	11.785	B
C-AB	19	5	506	0.037	19	0.0	0.0	7.387	A
C-A	582	145			582				
A-B	23	6			23				
A-C	736	184			736				

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	78	20	321	0.243	78	0.2	0.3	14.757	B
C-AB	23	6	482	0.048	23	0.0	0.1	7.835	A
C-A	694	174			694				
A-B	27	7			27				
A-C	879	220			879				

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	96	24	252	0.381	95	0.3	0.6	22.785	C
C-AB	30	8	457	0.066	30	0.1	0.1	8.430	A
C-A	848	212			848				
A-B	33	8			33				
A-C	1077	269			1077				

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	96	24	252	0.381	96	0.6	0.6	23.087	C
C-AB	30	8	457	0.066	30	0.1	0.1	8.433	A
C-A	848	212			848				
A-B	33	8			33				
A-C	1077	269			1077				

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	78	20	321	0.243	79	0.6	0.3	14.944	B
C-AB	23	6	483	0.048	23	0.1	0.1	7.840	A
C-A	694	174			694				
A-B	27	7			27				
A-C	879	220			879				

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	65	16	369	0.177	66	0.3	0.2	11.892	B
C-AB	19	5	506	0.037	19	0.1	0.0	7.392	A
C-A	582	145			582				
A-B	23	6			23				
A-C	736	184			736				

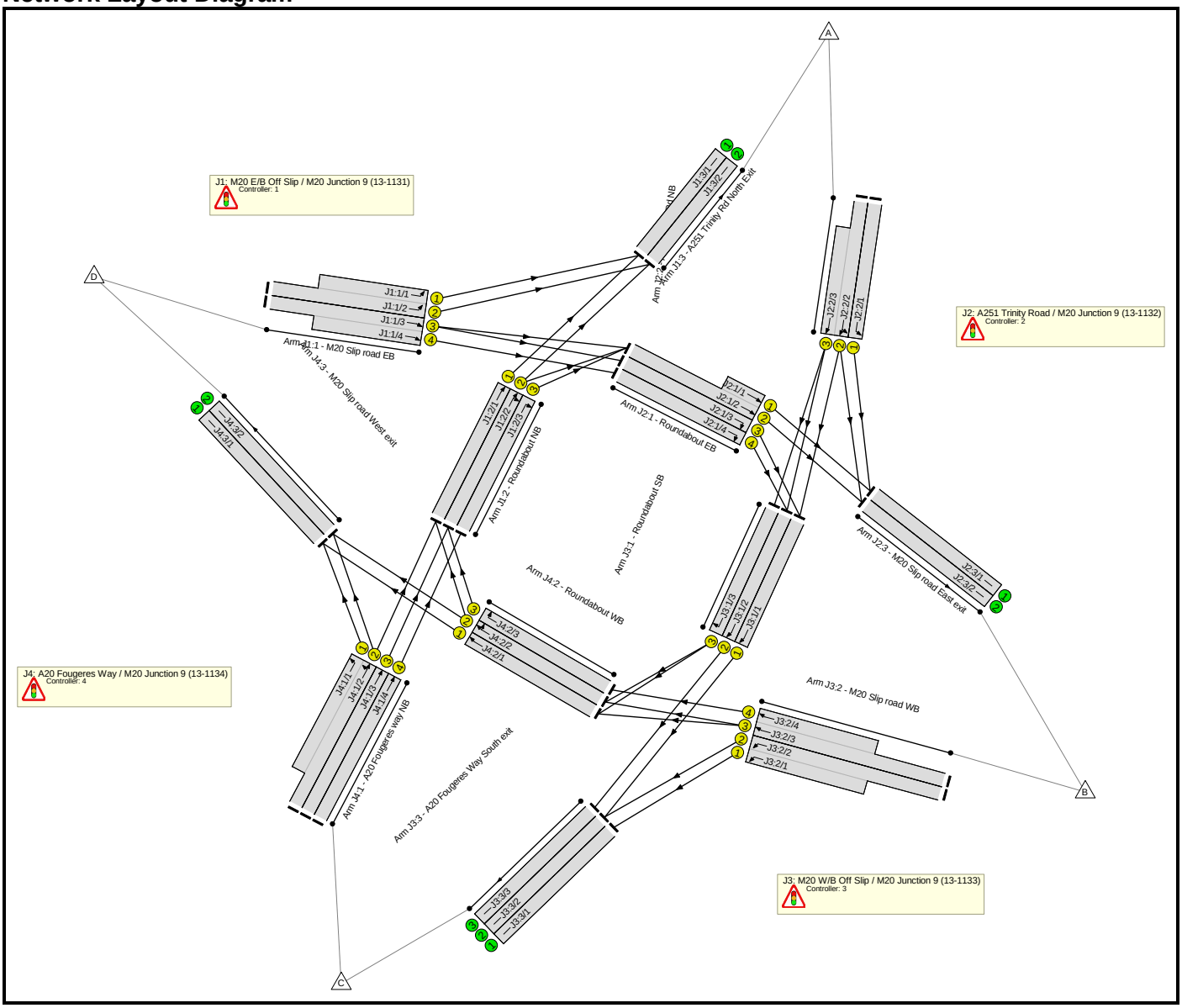
P.31 J23_M20 Junction 9

Full Input Data And Results

User and Project Details

Project:	**Otterpool Park**
Title:	**J23 M20 Junction 9**
Location:	M20 - Junction 9
Additional detail:	
File name:	J23_M20_Junction9_Mit.lsg3x
Author:	Jonathan Gunasekera
Company:	ARCADIS UK
Address:	

Network Layout Diagram



Full Input Data And Results

C1 - 13/1131

Phase Input Data

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

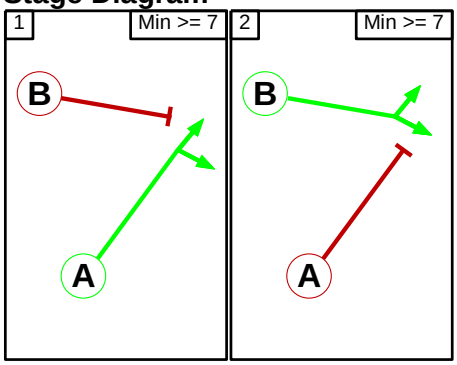
Phase Intergreens Matrix

		Starting Phase	
		A	B
Terminating Phase	A		7
	B	7	

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 - 13/1132

Phase Input Data

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

Full Input Data And Results

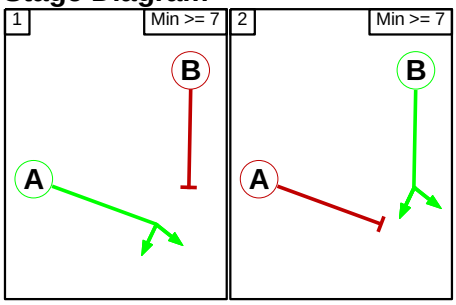
Phase Intergreens Matrix

Terminating Phase	Starting Phase		
		A	B
	A		5
	B	7	

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					

C3 - 13/1133

Phase Input Data

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

Phase Intergreens Matrix

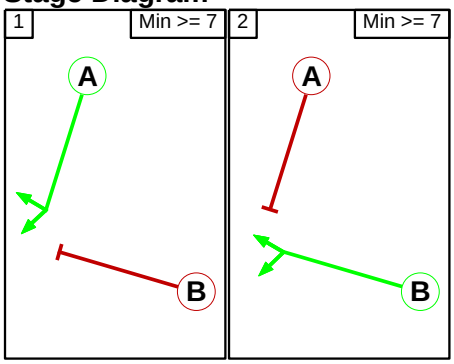
Terminating Phase	Starting Phase		
		A	B
	A		7
	B	7	

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					

C4 - 13/1134

Phase Input Data

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

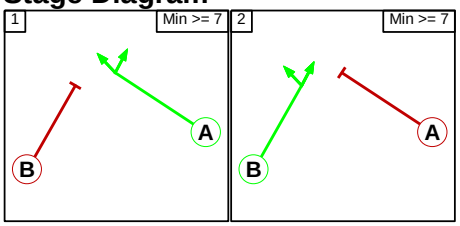
Phase Intergreens Matrix

Terminating Phase	Starting Phase A	Starting Phase B
A		5
B	7	

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

Traffic Flows, Desired

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

		Destination				
		A	B	C	D	Tot.
Origin	A	0	369	488	147	1004
	B	633	0	766	0	1399
	C	621	603	0	601	1825
	D	223	2	605	0	830
	Tot.	1477	974	1859	748	5058

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

		Destination				
		A	B	C	D	Tot.
Origin	A	0	653	783	151	1587
	B	492	0	554	0	1046
	C	493	669	0	507	1669
	D	171	0	793	0	964
	Tot.	1156	1322	2130	658	5266

Scenario 3: 'DS 2037 AM' (FG3: 'DS 2037 AM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	468	571	198	1237
	B	681	0	846	0	1527
	C	728	772	0	766	2266
	D	292	0	766	0	1058
	Tot.	1701	1240	2183	964	6088

Scenario 4: 'DS 2037 PM' (FG4: 'DS 2037 PM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	739	928	215	1882
	B	572	0	634	0	1206
	C	589	734	0	638	1961
	D	241	0	1023	0	1264
	Tot.	1402	1473	2585	853	6313

Full Input Data And Results

Scenario 5: 'DS 2044 AM' (FG5: 'DS 2044 AM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	472	602	203	1277
	B	738	0	919	0	1657
	C	769	788	0	790	2347
	D	309	0	808	0	1117
	Tot.	1816	1260	2329	993	6398

Scenario 6: 'DS 2044 PM' (FG6: 'DS 2044 PM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	799	976	226	2001
	B	584	0	650	0	1234
	C	620	820	0	668	2108
	D	250	0	1053	0	1303
	Tot.	1454	1619	2679	894	6646

Scenario 7: 'DS 2046 AM' (FG7: 'DS 2046 AM', Plan 1: 'Network Control Plan 1')
Desired Flow :

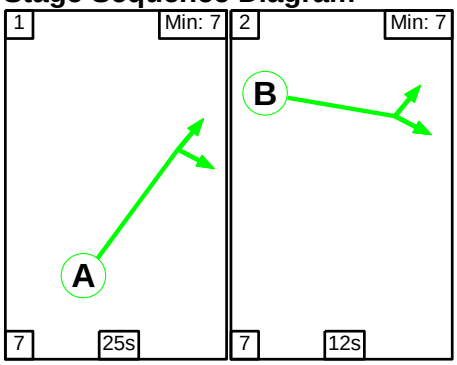
		Destination				
		A	B	C	D	Tot.
Origin	A	0	480	610	206	1296
	B	744	0	934	0	1678
	C	778	802	0	803	2383
	D	314	0	821	0	1135
	Tot.	1836	1282	2365	1009	6492

Scenario 8: 'DS 2046 PM' (FG8: 'DS 2046 PM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	808	985	231	2024
	B	594	0	664	0	1258
	C	626	834	0	679	2139
	D	254	0	1069	0	1323
	Tot.	1474	1642	2718	910	6744

Full Input Data And Results

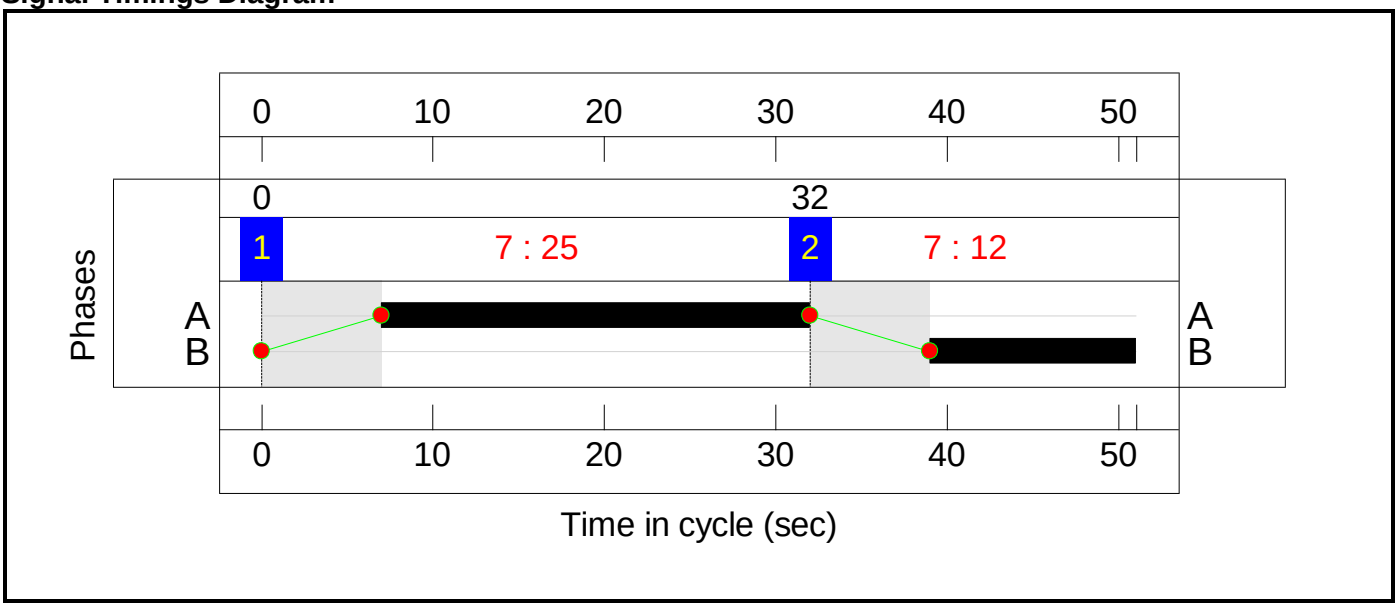
Scenario 1: 'Base AM' (FG1: 'Base AM', Plan 1: 'Network Control Plan 1')
C1 - 13/1131
Stage Sequence Diagram



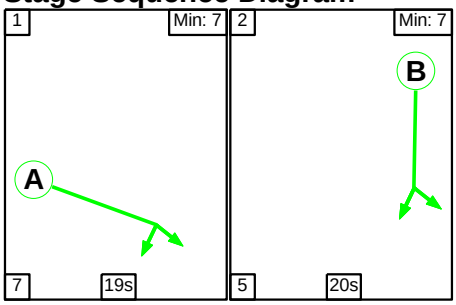
Stage Timings

Stage	1	2
Duration	25	12
Change Point	0	32

Signal Timings Diagram



C2 - 13/1132
Stage Sequence Diagram

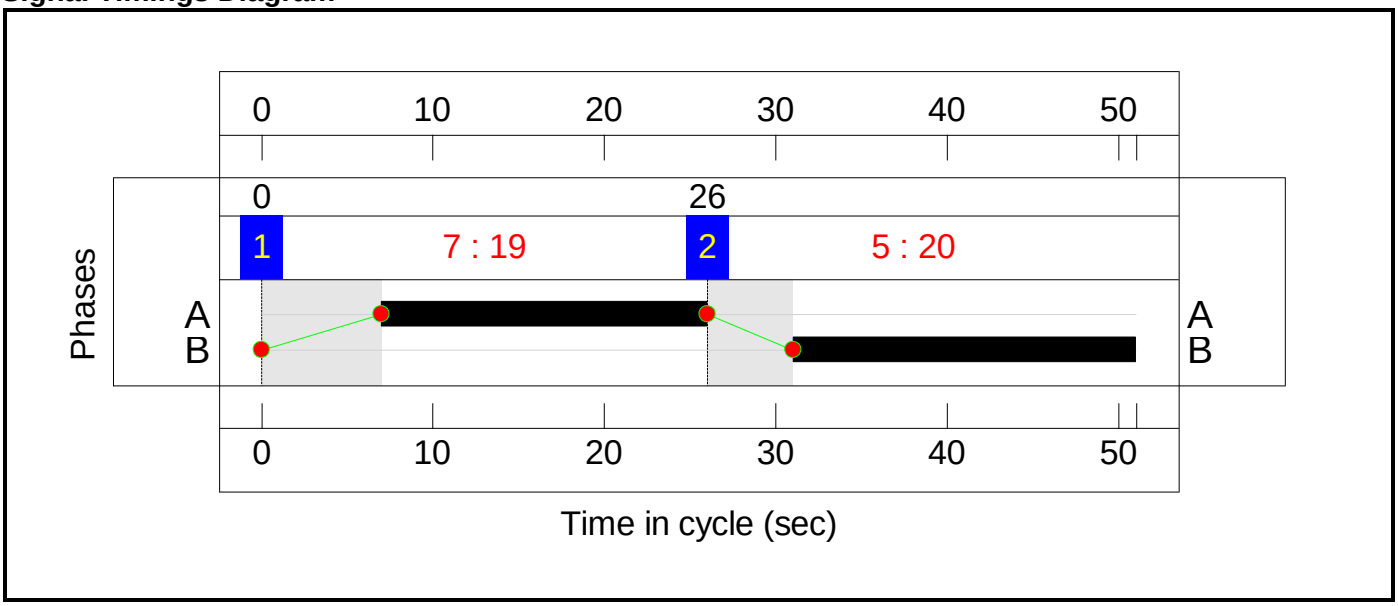


Full Input Data And Results

Stage Timings

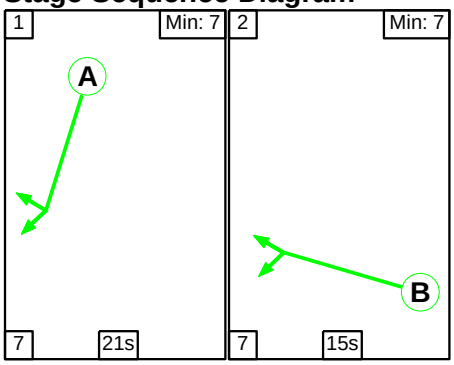
Stage	1	2
Duration	19	20
Change Point	0	26

Signal Timings Diagram



C3 - 13/1133

Stage Sequence Diagram

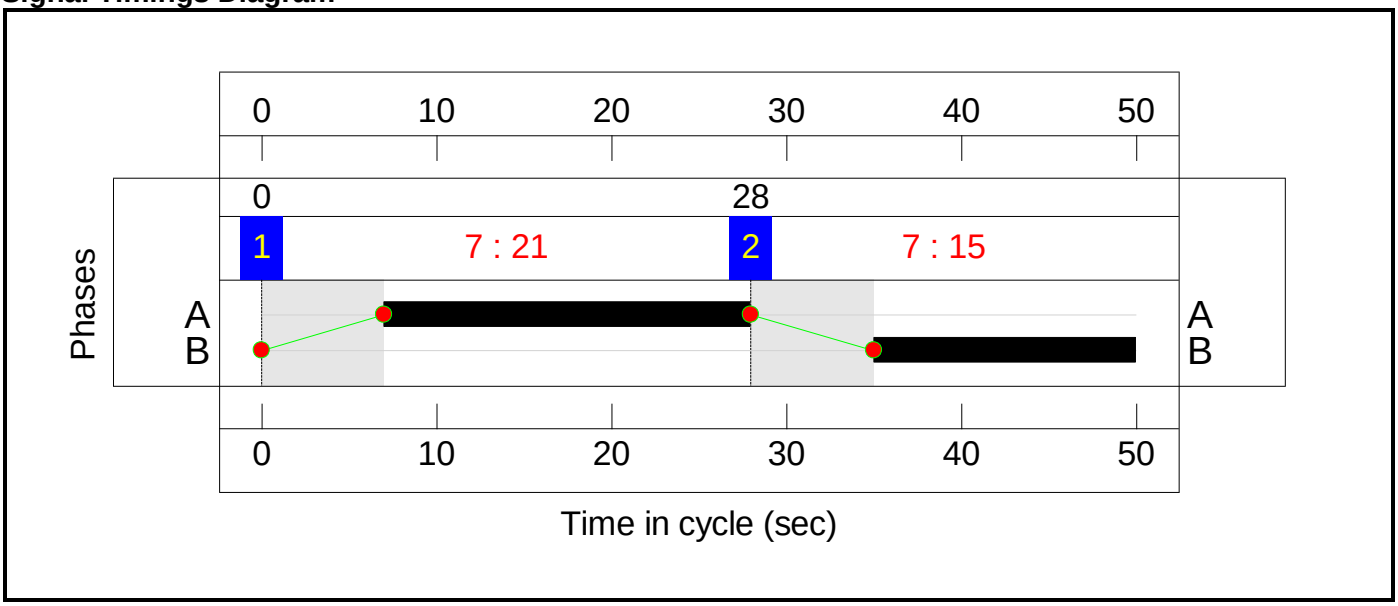


Stage Timings

Stage	1	2
Duration	21	15
Change Point	0	28

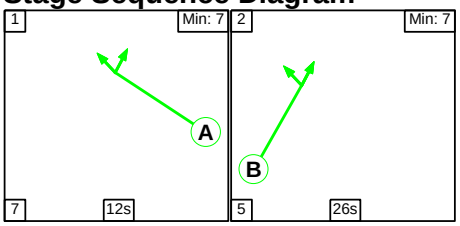
Full Input Data And Results

Signal Timings Diagram



C4 - 13/1134

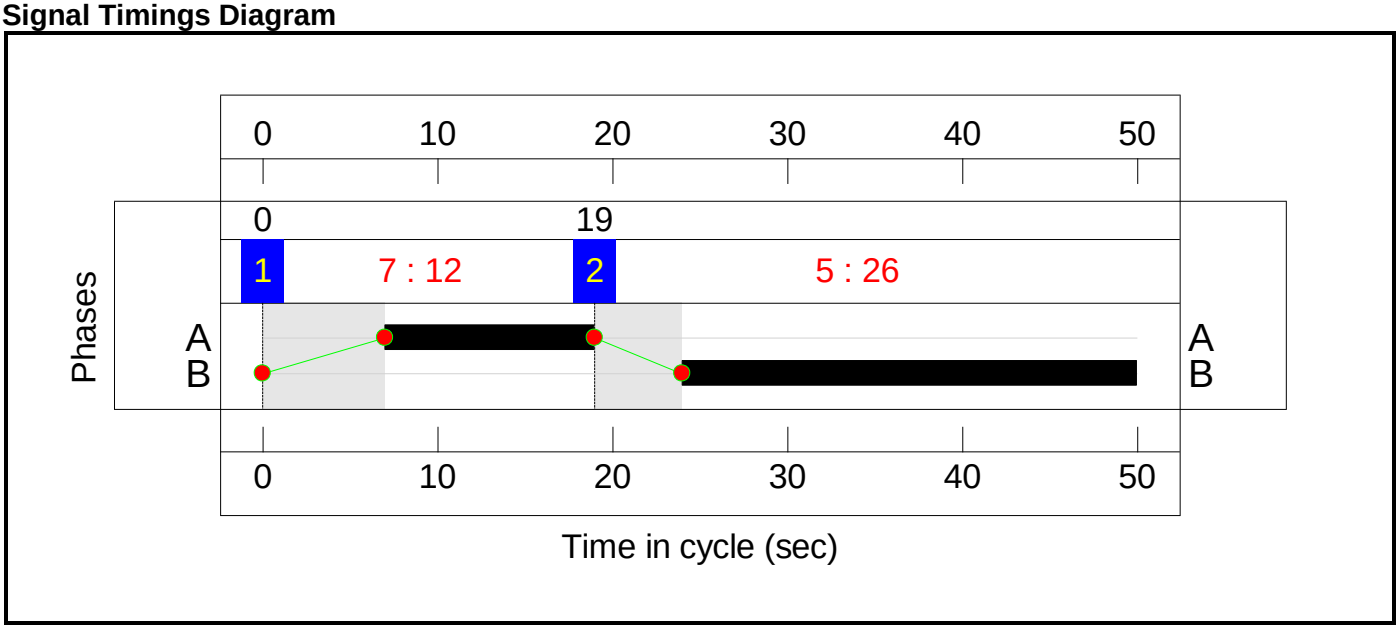
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	12	26
Change Point	0	19

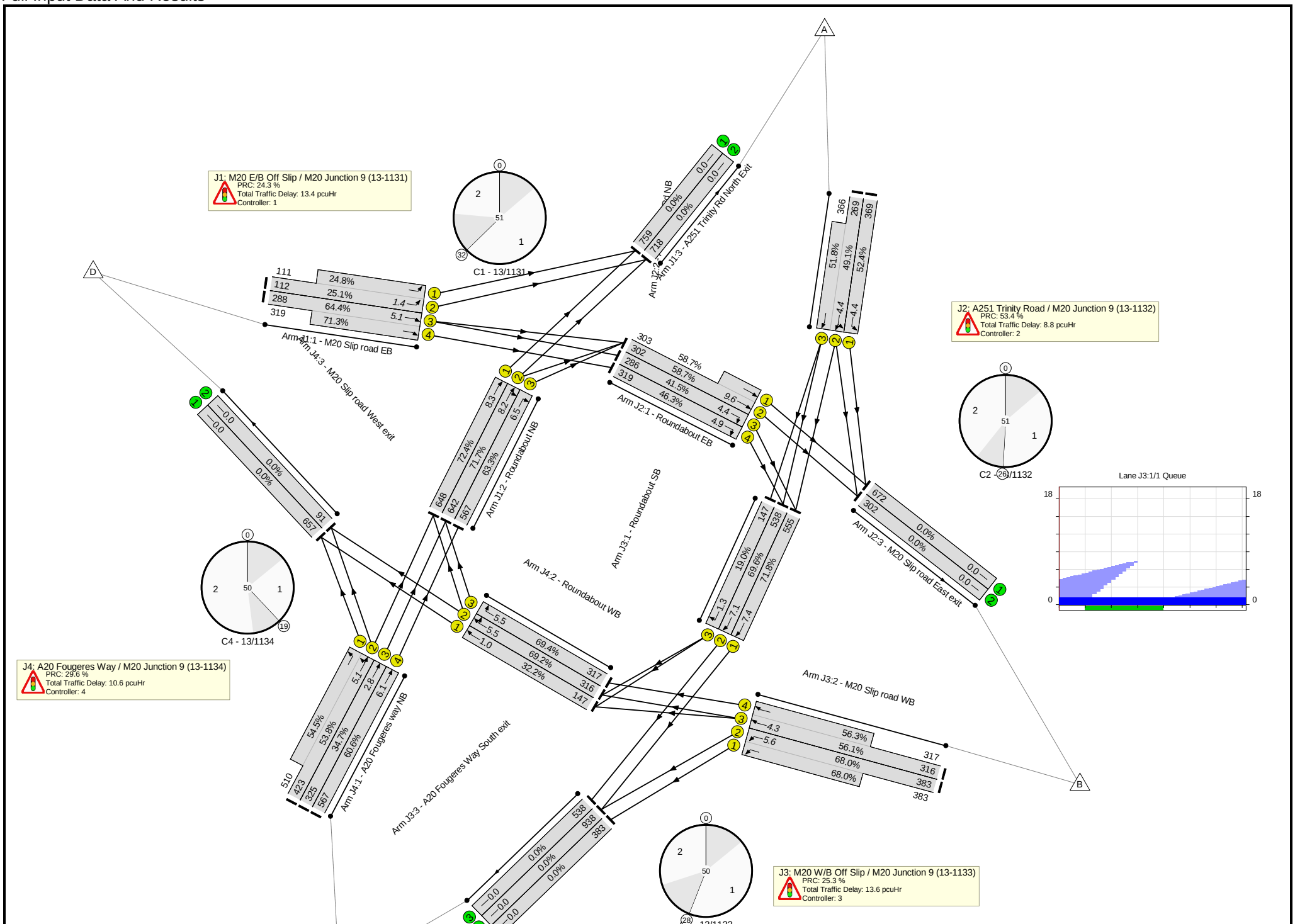
Signal Timings Diagram



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)
Network: J23 M20 Junction 9	-	-	-	-	-	-	-	**72.4%**	-
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	-	-	-	-	-	-	-	**72.4%**	-
1/2+1/1	M20 Slip road EB Left	U	12	-	223	1754:1754	447+447	25.1 : 24.8%	223
1/3+1/4	M20 Slip road EB Ahead	U	12	-	607	1754:1754	447+447	64.4 : 71.3%	607
2/1	Roundabout NB Ahead	U	25	-	648	1756	895	72.4%	648
2/2	Roundabout NB Right Ahead	U	25	-	642	1756	895	71.7%	642
2/3	Roundabout NB Right	U	25	-	567	1756	895	63.3%	567
3/1	A251 Trinity Rd North Exit	U	-	-	759	Inf	Inf	0.0%	759
3/2	A251 Trinity Rd North Exit	U	-	-	718	Inf	Inf	0.0%	718
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	-	-	-	-	-	-	-	**58.7%**	-
1/2+1/1	Roundabout EB Ahead	U	19	-	605	1756:1756	515+516	58.7 : 58.7%	605
1/3	Roundabout EB Right	U	19	-	286	1756	689	41.5%	286
1/4	Roundabout EB Right	U	19	-	319	1756	689	46.3%	319
2/1	A251 Trinity Rd NB Left	U	20	-	369	1709	704	52.4%	369
2/2+2/3	A251 Trinity Rd NB Ahead Left	U	20	-	635	1715:1715	548+706	49.1 : 51.8%	635
3/1	M20 Slip road East exit	U	-	-	672	Inf	Inf	0.0%	672
3/2	M20 Slip road East exit	U	-	-	302	Inf	Inf	0.0%	302
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	-	-	-	-	-	-	-	**71.8%**	-

Full Input Data And Results

1/1	Roundabout SB Ahead	U	21	-	555	1756	773	71.8%	555
1/2	Roundabout SB Ahead	U	21	-	538	1756	773	69.6%	538
1/3	Roundabout SB Right	U	21	-	147	1756	773	19.0%	147
2/2+2/1	M20 Slip road WB Left	U	15	-	766	1760:1760	563+563	68.0 : 68.0%	766
2/3+2/4	M20 Slip road WB Ahead	U	15	-	633	1760:1760	563+563	56.1 : 56.3%	633
3/1	A20 Fougeres Way South exit	U	-	-	383	Inf	Inf	0.0%	383
3/2	A20 Fougeres Way South exit	U	-	-	938	Inf	Inf	0.0%	938
3/3	A20 Fougeres Way South exit	U	-	-	538	Inf	Inf	0.0%	538
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**69.4%**	**-**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	26	-	933	1733:1733	786+936	53.8 : 54.5%	933
1/3	A20 Fougeres way NB Ahead	U	26	-	325	1733	936	34.7%	325
1/4	A20 Fougeres way NB Ahead	U	26	-	567	1733	936	60.6%	567
2/1	Roundabout WB Ahead	U	12	-	147	1756	457	32.2%	147
2/2	Roundabout WB Right Ahead	U	12	-	316	1756	457	69.2%	316
2/3	Roundabout WB Right	U	12	-	317	1756	457	69.4%	317
3/1	M20 Slip road West exit	U	-	-	657	Inf	Inf	0.0%	657
3/2	M20 Slip road West exit	U	-	-	91	Inf	Inf	0.0%	91

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: J23 M20 Junction 9	**-**	**0**	**30.9**	**15.5**	**46.4**	**-**	**-**	**-**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**0**	**8.7**	**4.6**	**13.4**	**-**	**-**	**-**	**-**
1/2+1/1	223	-	0.9	0.2	1.1	17.8	1.2	0.2	1.4
1/3+1/4	607	-	2.9	1.0	3.9	23.4	4.1	1.0	5.1
2/1	648	-	1.7	1.3	3.0	16.9	7.0	1.3	8.3
2/2	642	-	1.7	1.3	3.0	16.7	7.0	1.3	8.2
2/3	567	-	1.4	0.9	2.3	14.5	5.7	0.9	6.5
3/1	759	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	718	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**0**	**6.2**	**2.6**	**8.8**	**-**	**-**	**-**	**-**
1/2+1/1	605	-	1.3	0.7	2.0	12.1	8.9	0.7	9.6
1/3	286	-	0.8	0.4	1.2	15.1	4.0	0.4	4.4
1/4	319	-	1.0	0.4	1.4	15.6	4.5	0.4	4.9
2/1	369	-	1.2	0.5	1.7	16.6	3.9	0.5	4.4
2/2+2/3	635	-	1.9	0.5	2.4	13.8	3.9	0.5	4.4
3/1	672	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	302	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**0**	**9.4**	**4.2**	**13.6**	**-**	**-**	**-**	**-**
1/1	555	-	1.8	1.3	3.0	19.6	6.2	1.3	7.4
1/2	538	-	1.7	1.1	2.8	18.9	6.0	1.1	7.1
1/3	147	-	0.4	0.1	0.5	11.5	1.2	0.1	1.3
2/2+2/1	766	-	3.1	1.1	4.2	19.7	4.6	1.1	5.6
2/3+2/4	633	-	2.5	0.6	3.1	17.7	3.6	0.6	4.3
3/1	383	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	938	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

3/3	538	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**0**	**6.5**	**4.1**	**10.6**	**-**	**-**	**-**	**-**
1/2+1/1	933	-	1.9	0.6	2.5	9.6	4.5	0.6	5.1
1/3	325	-	0.6	0.3	0.9	9.5	2.5	0.3	2.8
1/4	567	-	1.2	0.8	2.0	12.7	5.4	0.8	6.1
2/1	147	-	0.5	0.2	0.7	17.5	0.8	0.2	1.0
2/2	316	-	1.2	1.1	2.3	25.9	4.4	1.1	5.5
2/3	317	-	1.2	1.1	2.3	26.0	4.4	1.1	5.5
3/1	657	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	91	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - 13/1131	PRC for Signalled Lanes (%): 24.3	Total Delay for Signalled Lanes (pcuHr): 13.35	Cycle Time (s): 51
C2 - 13/1132	PRC for Signalled Lanes (%): 53.4	Total Delay for Signalled Lanes (pcuHr): 8.76	Cycle Time (s): 51
C3 - 13/1133	PRC for Signalled Lanes (%): 25.3	Total Delay for Signalled Lanes (pcuHr): 13.64	Cycle Time (s): 50
C4 - 13/1134	PRC for Signalled Lanes (%): 29.6	Total Delay for Signalled Lanes (pcuHr): 10.62	Cycle Time (s): 50
	PRC Over All Lanes (%): 24.3	Total Delay Over All Lanes(pcuHr): 46.37	

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)
Network: J23 M20 Junction 9	-	-	-	-	-	-	-	**77.5%**	-
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	-	-	-	-	-	-	-	**74.9%**	-
1/2+1/1	M20 Slip road EB Left	U	19	-	171	1754:1754	540+540	15.9 : 15.7%	171
1/3+1/4	M20 Slip road EB Ahead	U	19	-	793	1754:1754	540+540	72.1 : 74.9%	793
2/1	Roundabout NB Ahead	U	32	-	561	1756	892	62.9%	561
2/2	Roundabout NB Right Ahead	U	32	-	560	1756	892	62.8%	560
2/3	Roundabout NB Right	U	32	-	533	1756	892	59.8%	533
3/1	A251 Trinity Rd North Exit	U	-	-	646	Inf	Inf	0.0%	646
3/2	A251 Trinity Rd North Exit	U	-	-	510	Inf	Inf	0.0%	510
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	-	-	-	-	-	-	-	**77.5%**	-
1/2+1/1	Roundabout EB Ahead	U	21	-	669	1756:1756	432+431	77.5 : 77.5%	669
1/3	Roundabout EB Right	U	21	-	389	1756	594	65.5%	389
1/4	Roundabout EB Right	U	21	-	404	1756	594	68.0%	404
2/1	A251 Trinity Rd NB Left	U	32	-	653	1709	868	75.3%	653
2/2+2/3	A251 Trinity Rd NB Ahead Left	U	32	-	934	1715:1715	645+818	63.8 : 63.8%	934
3/1	M20 Slip road East exit	U	-	-	987	Inf	Inf	0.0%	987
3/2	M20 Slip road East exit	U	-	-	335	Inf	Inf	0.0%	335
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	-	-	-	-	-	-	-	**77.4%**	-
1/1	Roundabout SB Ahead	U	34	-	801	1756	1042	76.9%	801

Full Input Data And Results

1/2	Roundabout SB Ahead	U	34	-	775	1756	1042	74.4%	775
1/3	Roundabout SB Right	U	34	-	151	1756	1042	14.5%	151
2/2+2/1	M20 Slip road WB Left	U	11	-	554	1760:1760	358+358	77.4 : 77.4%	554
2/3+2/4	M20 Slip road WB Ahead	U	11	-	492	1760:1760	358+358	68.7 : 68.7%	492
3/1	A20 Fougeres Way South exit	U	-	-	277	Inf	Inf	0.0%	277
3/2	A20 Fougeres Way South exit	U	-	-	1078	Inf	Inf	0.0%	1078
3/3	A20 Fougeres Way South exit	U	-	-	775	Inf	Inf	0.0%	775
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**59.0%**	**-**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	34	-	822	1733:1733	873+860	47.4 : 47.4%	822
1/3	A20 Fougeres way NB Ahead	U	34	-	314	1733	1028	30.5%	314
1/4	A20 Fougeres way NB Ahead	U	34	-	533	1733	1028	51.8%	533
2/1	Roundabout WB Ahead	U	13	-	151	1756	417	36.2%	151
2/2	Roundabout WB Right Ahead	U	13	-	246	1756	417	59.0%	246
2/3	Roundabout WB Right	U	13	-	246	1756	417	59.0%	246
3/1	M20 Slip road West exit	U	-	-	559	Inf	Inf	0.0%	559
3/2	M20 Slip road West exit	U	-	-	99	Inf	Inf	0.0%	99

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: J23 M20 Junction 9	**-**	**0**	**38.2**	**18.8**	**57.0**	**-**	**-**	**-**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**0**	**10.5**	**3.9**	**14.4**	**-**	**-**	**-**	**-**
1/2+1/1	171	-	0.8	0.1	0.9	18.4	1.1	0.1	1.2
1/3+1/4	793	-	4.4	1.4	5.8	26.4	6.5	1.4	7.9
2/1	561	-	1.8	0.8	2.6	17.0	7.3	0.8	8.2
2/2	560	-	1.8	0.8	2.6	17.0	7.2	0.8	8.0
2/3	533	-	1.7	0.7	2.4	16.3	6.7	0.7	7.4
3/1	646	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	510	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**0**	**12.1**	**6.1**	**18.2**	**-**	**-**	**-**	**-**
1/2+1/1	669	-	3.1	1.7	4.8	25.8	13.0	1.7	14.7
1/3	389	-	1.9	0.9	2.8	26.3	7.0	0.9	8.0
1/4	404	-	2.0	1.0	3.0	27.0	7.3	1.0	8.3
2/1	653	-	2.3	1.5	3.8	21.0	9.3	1.5	10.8
2/2+2/3	934	-	2.8	0.9	3.7	14.3	6.7	0.9	7.5
3/1	987	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	335	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**0**	**10.5**	**5.9**	**16.4**	**-**	**-**	**-**	**-**
1/1	801	-	2.0	1.6	3.6	16.4	9.8	1.6	11.4
1/2	775	-	1.9	1.4	3.3	15.4	9.0	1.4	10.5
1/3	151	-	0.2	0.1	0.3	7.4	1.1	0.1	1.2
2/2+2/1	554	-	3.4	1.7	5.1	33.1	4.2	1.7	5.9
2/3+2/4	492	-	3.0	1.1	4.1	29.7	3.7	1.1	4.8
3/1	277	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	1078	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

3/3	775	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**0**	**5.1**	**2.9**	**8.0**	**-**	**-**	**-**	**-**
1/2+1/1	822	-	1.5	0.5	1.9	8.4	3.6	0.5	4.0
1/3	314	-	0.5	0.2	0.7	8.5	2.5	0.2	2.7
1/4	533	-	1.0	0.5	1.6	10.7	5.0	0.5	5.6
2/1	151	-	0.7	0.3	1.0	23.4	1.3	0.3	1.6
2/2	246	-	0.7	0.7	1.4	20.3	4.0	0.7	4.7
2/3	246	-	0.7	0.7	1.4	20.3	4.0	0.7	4.7
3/1	559	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	99	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - 13/1131	PRC for Signalled Lanes (%): 20.2	Total Delay for Signalled Lanes (pcuHr): 14.38	Cycle Time (s): 65
C2 - 13/1132	PRC for Signalled Lanes (%): 16.1	Total Delay for Signalled Lanes (pcuHr): 18.18	Cycle Time (s): 65
C3 - 13/1133	PRC for Signalled Lanes (%): 16.3	Total Delay for Signalled Lanes (pcuHr): 16.43	Cycle Time (s): 59
C4 - 13/1134	PRC for Signalled Lanes (%): 52.4	Total Delay for Signalled Lanes (pcuHr): 7.98	Cycle Time (s): 59
	PRC Over All Lanes (%): 16.1	Total Delay Over All Lanes(pcuHr): 56.97	

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)
Network: J23 M20 Junction 9	-	-	-	-	-	-	-	**82.4%**	-
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	-	-	-	-	-	-	-	**82.4%**	-
1/2+1/1	M20 Slip road EB Left	U	16	-	292	1754:1754	497+497	29.4 : 29.4%	292
1/3+1/4	M20 Slip road EB Ahead	U	16	-	766	1754:1754	497+497	72.8 : 81.3%	766
2/1	Roundabout NB Ahead	U	30	-	737	1756	907	81.2%	737
2/2	Roundabout NB Right Ahead	U	30	-	748	1756	907	82.4%	748
2/3	Roundabout NB Right	U	30	-	696	1756	907	76.7%	696
3/1	A251 Trinity Rd North Exit	U	-	-	883	Inf	Inf	0.0%	883
3/2	A251 Trinity Rd North Exit	U	-	-	818	Inf	Inf	0.0%	818
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	-	-	-	-	-	-	-	**71.4%**	-
1/2+1/1	Roundabout EB Ahead	U	26	-	772	1756:1756	541+541	71.4 : 71.4%	772
1/3	Roundabout EB Right	U	26	-	362	1756	790	45.8%	362
1/4	Roundabout EB Right	U	26	-	404	1756	790	51.1%	404
2/1	A251 Trinity Rd NB Left	U	22	-	468	1709	655	71.4%	468
2/2+2/3	A251 Trinity Rd NB Ahead Left	U	22	-	769	1715:1715	451+657	69.4 : 69.4%	769
3/1	M20 Slip road East exit	U	-	-	854	Inf	Inf	0.0%	854
3/2	M20 Slip road East exit	U	-	-	386	Inf	Inf	0.0%	386
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	-	-	-	-	-	-	-	**80.1%**	-
1/1	Roundabout SB Ahead	U	29	-	675	1756	878	76.9%	675

Full Input Data And Results

1/2	Roundabout SB Ahead	U	29	-	662	1756	878	75.4%	662
1/3	Roundabout SB Right	U	29	-	198	1756	878	22.6%	198
2/2+2/1	M20 Slip road WB Left	U	17	-	846	1760:1760	528+528	80.1 : 80.1%	846
2/3+2/4	M20 Slip road WB Ahead	U	17	-	681	1760:1760	528+528	65.3 : 63.6%	681
3/1	A20 Fougeres Way South exit	U	-	-	423	Inf	Inf	0.0%	423
3/2	A20 Fougeres Way South exit	U	-	-	1098	Inf	Inf	0.0%	1098
3/3	A20 Fougeres Way South exit	U	-	-	662	Inf	Inf	0.0%	662
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**73.0%**	**-**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	32	-	1158	1733:1733	942+741	68.8 : 68.8%	1158
1/3	A20 Fougeres way NB Ahead	U	32	-	412	1733	953	43.2%	412
1/4	A20 Fougeres way NB Ahead	U	32	-	696	1733	953	73.0%	696
2/1	Roundabout WB Ahead	U	16	-	198	1756	498	39.8%	198
2/2	Roundabout WB Right Ahead	U	16	-	345	1756	498	69.3%	345
2/3	Roundabout WB Right	U	16	-	336	1756	498	67.5%	336
3/1	M20 Slip road West exit	U	-	-	708	Inf	Inf	0.0%	708
3/2	M20 Slip road West exit	U	-	-	256	Inf	Inf	0.0%	256

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: J23 M20 Junction 9	**-**	**0**	**45.2**	**23.9**	**69.1**	**-**	**-**	**-**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**0**	**14.7**	**7.9**	**22.6**	**-**	**-**	**-**	**-**
1/2+1/1	292	-	1.4	0.2	1.6	19.4	1.9	0.2	2.1
1/3+1/4	766	-	4.2	1.7	5.9	27.5	6.2	1.7	7.8
2/1	737	-	2.2	2.1	4.3	20.9	7.9	2.1	10.0
2/2	748	-	2.5	2.3	4.8	23.1	10.7	2.3	13.0
2/3	696	-	4.4	1.6	6.1	31.3	11.6	1.6	13.2
3/1	883	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	818	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**0**	**10.4**	**4.5**	**14.9**	**-**	**-**	**-**	**-**
1/2+1/1	772	-	2.0	1.2	3.3	15.3	16.2	1.2	17.5
1/3	362	-	1.5	0.4	1.9	18.9	6.0	0.4	6.5
1/4	404	-	1.7	0.5	2.2	19.4	6.7	0.5	7.3
2/1	468	-	2.0	1.2	3.3	25.2	6.5	1.2	7.7
2/2+2/3	769	-	3.2	1.1	4.3	20.2	6.3	1.1	7.5
3/1	854	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	386	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**0**	**11.1**	**6.2**	**17.2**	**-**	**-**	**-**	**-**
1/1	675	-	1.4	1.6	3.1	16.4	6.1	1.6	7.7
1/2	662	-	1.3	1.5	2.8	15.4	5.5	1.5	7.0
1/3	198	-	0.3	0.1	0.5	8.5	2.7	0.1	2.8
2/2+2/1	846	-	4.5	2.0	6.5	27.8	6.5	2.0	8.4
2/3+2/4	681	-	3.4	0.9	4.4	23.0	5.0	0.9	5.9
3/1	423	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	1098	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

3/3	662	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**0**	**9.1**	**5.3**	**14.3**	**-**	**-**	**-**	**-**
1/2+1/1	1158	-	3.0	1.1	4.1	12.6	7.7	1.1	8.8
1/3	412	-	0.9	0.4	1.3	11.3	4.0	0.4	4.4
1/4	696	-	2.0	1.3	3.3	17.1	8.7	1.3	10.0
2/1	198	-	0.3	0.3	0.6	11.1	0.4	0.3	0.8
2/2	345	-	1.5	1.1	2.6	27.1	5.7	1.1	6.9
2/3	336	-	1.4	1.0	2.5	26.5	5.6	1.0	6.6
3/1	708	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	256	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - 13/1131	PRC for Signalled Lanes (%):	9.2	Total Delay for Signalled Lanes (pcuHr):	22.57	Cycle Time (s): 60
C2 - 13/1132	PRC for Signalled Lanes (%):	26.0	Total Delay for Signalled Lanes (pcuHr):	14.94	Cycle Time (s): 60
C3 - 13/1133	PRC for Signalled Lanes (%):	12.3	Total Delay for Signalled Lanes (pcuHr):	17.24	Cycle Time (s): 60
C4 - 13/1134	PRC for Signalled Lanes (%):	23.3	Total Delay for Signalled Lanes (pcuHr):	14.34	Cycle Time (s): 60
	PRC Over All Lanes (%):	9.2	Total Delay Over All Lanes(pcuHr):	69.09	

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)
Network: J23 M20 Junction 9	-	-	-	-	-	-	-	**90.6%**	-
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	-	-	-	-	-	-	-	**82.7%**	-
1/2+1/1	M20 Slip road EB Left	U	22	-	241	1754:1754	621+621	19.5 : 19.3%	241
1/3+1/4	M20 Slip road EB Ahead	U	22	-	1023	1754:1754	621+621	82.2 : 82.7%	1023
2/1	Roundabout NB Ahead	U	29	-	639	1756	810	78.8%	639
2/2	Roundabout NB Right Ahead	U	29	-	646	1756	810	79.7%	646
2/3	Roundabout NB Right	U	29	-	610	1756	810	75.3%	610
3/1	A251 Trinity Rd North Exit	U	-	-	759	Inf	Inf	0.0%	759
3/2	A251 Trinity Rd North Exit	U	-	-	643	Inf	Inf	0.0%	643
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	-	-	-	-	-	-	-	**87.8%**	-
1/2+1/1	Roundabout EB Ahead	U	22	-	734	1756:1756	445+445	82.5 : 82.5%	734
1/3	Roundabout EB Right	U	22	-	510	1756	621	82.1%	510
1/4	Roundabout EB Right	U	22	-	513	1756	621	82.6%	513
2/1	A251 Trinity Rd NB Left	U	31	-	739	1709	841	87.8%	739
2/2+2/3	A251 Trinity Rd NB Ahead Left	U	31	-	1143	1715:1715	561+807	83.5 : 83.5%	1143
3/1	M20 Slip road East exit	U	-	-	1106	Inf	Inf	0.0%	1106
3/2	M20 Slip road East exit	U	-	-	367	Inf	Inf	0.0%	367
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	-	-	-	-	-	-	-	**90.6%**	-
1/1	Roundabout SB Ahead	U	39	-	979	1756	1081	90.6%	979

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1/2	Roundabout SB Ahead	U	39	-	972	1756	1081	89.9%	972
1/3	Roundabout SB Right	U	39	-	215	1756	1081	19.9%	215
2/2+2/1	M20 Slip road WB Left	U	12	-	634	1760:1760	352+352	90.1 : 90.1%	634
2/3+2/4	M20 Slip road WB Ahead	U	12	-	572	1760:1760	352+352	81.5 : 81.0%	572
3/1	A20 Fougeres Way South exit	U	-	-	317	Inf	Inf	0.0%	317
3/2	A20 Fougeres Way South exit	U	-	-	1296	Inf	Inf	0.0%	1296
3/3	A20 Fougeres Way South exit	U	-	-	972	Inf	Inf	0.0%	972
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**63.6%**	**-**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	35	-	990	1733:1733	867+867	57.1 : 57.1%	990
1/3	A20 Fougeres way NB Ahead	U	35	-	361	1733	960	37.6%	361
1/4	A20 Fougeres way NB Ahead	U	35	-	610	1733	960	63.6%	610
2/1	Roundabout WB Ahead	U	18	-	215	1756	513	41.9%	215
2/2	Roundabout WB Right Ahead	U	18	-	287	1756	513	55.9%	287
2/3	Roundabout WB Right	U	18	-	285	1756	513	55.5%	285
3/1	M20 Slip road West exit	U	-	-	710	Inf	Inf	0.0%	710
3/2	M20 Slip road West exit	U	-	-	143	Inf	Inf	0.0%	143

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: J23 M20 Junction 9	**-**	**0**	**53.0**	**38.6**	**91.6**	**-**	**-**	**-**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**0**	**15.3**	**7.7**	**23.0**	**-**	**-**	**-**	**-**
1/2+1/1	241	-	1.0	0.1	1.1	16.4	1.5	0.1	1.6
1/3+1/4	1023	-	5.4	2.3	7.7	27.2	8.4	2.3	10.7
2/1	639	-	2.2	1.8	4.1	23.0	7.4	1.8	9.2
2/2	646	-	2.4	1.9	4.3	24.1	7.9	1.9	9.8
2/3	610	-	4.2	1.5	5.7	33.8	11.0	1.5	12.5
3/1	759	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	643	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**0**	**16.9**	**12.6**	**29.5**	**-**	**-**	**-**	**-**
1/2+1/1	734	-	3.9	2.3	6.2	30.3	15.2	2.3	17.5
1/3	510	-	2.9	2.2	5.1	36.3	9.2	2.2	11.4
1/4	513	-	3.0	2.3	5.2	36.7	9.3	2.3	11.5
2/1	739	-	3.0	3.4	6.4	31.3	11.9	3.4	15.3
2/2+2/3	1143	-	4.1	2.5	6.6	20.7	10.1	2.5	12.6
3/1	1106	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	367	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**0**	**13.9**	**14.9**	**28.8**	**-**	**-**	**-**	**-**
1/1	979	-	2.6	4.4	7.0	25.9	14.1	4.4	18.6
1/2	972	-	2.2	4.2	6.4	23.7	11.7	4.2	15.9
1/3	215	-	0.6	0.1	0.7	12.4	3.5	0.1	3.6
2/2+2/1	634	-	4.5	4.1	8.5	48.4	5.5	4.1	9.6
2/3+2/4	572	-	3.9	2.1	6.0	38.1	4.9	2.1	7.0
3/1	317	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	1296	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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3/3	972	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**0**	**6.9**	**3.4**	**10.4**	**-**	**-**	**-**	**-**
1/2+1/1	990	-	2.5	0.7	3.2	11.5	5.5	0.7	6.2
1/3	361	-	0.8	0.3	1.1	11.2	3.6	0.3	3.9
1/4	610	-	1.7	0.9	2.6	15.1	7.5	0.9	8.3
2/1	215	-	0.2	0.4	0.6	9.3	0.3	0.4	0.7
2/2	287	-	0.9	0.6	1.5	18.8	5.2	0.6	5.8
2/3	285	-	0.9	0.6	1.5	18.7	5.1	0.6	5.8
3/1	710	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	143	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - 13/1131	PRC for Signalled Lanes (%):	8.9	Total Delay for Signalled Lanes (pcuHr):	22.97	Cycle Time (s):	65			
C2 - 13/1132	PRC for Signalled Lanes (%):	2.5	Total Delay for Signalled Lanes (pcuHr):	29.53	Cycle Time (s):	65			
C3 - 13/1133	PRC for Signalled Lanes (%):	-0.7	Total Delay for Signalled Lanes (pcuHr):	28.76	Cycle Time (s):	65			
C4 - 13/1134	PRC for Signalled Lanes (%):	41.6	Total Delay for Signalled Lanes (pcuHr):	10.37	Cycle Time (s):	65			
	PRC Over All Lanes (%):	-0.7	Total Delay Over All Lanes(pcuHr):	91.63					

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)
Network: J23 M20 Junction 9	-	-	-	-	-	-	-	**85.2%**	-
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	-	-	-	-	-	-	-	**85.2%**	-
1/2+1/1	M20 Slip road EB Left	U	18	-	309	1754:1754	513+513	30.2 : 30.0%	309
1/3+1/4	M20 Slip road EB Ahead	U	18	-	808	1754:1754	513+513	74.7 : 82.9%	808
2/1	Roundabout NB Ahead	U	33	-	774	1756	919	84.3%	774
2/2	Roundabout NB Right Ahead	U	33	-	783	1756	919	85.2%	783
2/3	Roundabout NB Right	U	33	-	738	1756	919	80.3%	738
3/1	A251 Trinity Rd North Exit	U	-	-	928	Inf	Inf	0.0%	928
3/2	A251 Trinity Rd North Exit	U	-	-	888	Inf	Inf	0.0%	888
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	-	-	-	-	-	-	-	**73.0%**	-
1/2+1/1	Roundabout EB Ahead	U	29	-	788	1756:1756	540+540	73.0 : 73.0%	788
1/3	Roundabout EB Right	U	29	-	383	1756	810	47.3%	383
1/4	Roundabout EB Right	U	29	-	425	1756	810	52.4%	425
2/1	A251 Trinity Rd NB Left	U	24	-	472	1709	657	71.8%	472
2/2+2/3	A251 Trinity Rd NB Ahead Left	U	24	-	805	1715:1715	449+660	72.6 : 72.6%	805
3/1	M20 Slip road East exit	U	-	-	866	Inf	Inf	0.0%	866
3/2	M20 Slip road East exit	U	-	-	394	Inf	Inf	0.0%	394
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	-	-	-	-	-	-	-	**82.0%**	-
1/1	Roundabout SB Ahead	U	31	-	709	1756	864	82.0%	709

Full Input Data And Results

1/2	Roundabout SB Ahead	U	31	-	701	1756	864	81.1%	701
1/3	Roundabout SB Right	U	31	-	203	1756	864	23.5%	203
2/2+2/1	M20 Slip road WB Left	U	20	-	919	1760:1760	569+569	80.7 : 80.9%	919
2/3+2/4	M20 Slip road WB Ahead	U	20	-	738	1760:1760	569+569	65.8 : 64.0%	738
3/1	A20 Fougeres Way South exit	U	-	-	460	Inf	Inf	0.0%	460
3/2	A20 Fougeres Way South exit	U	-	-	1168	Inf	Inf	0.0%	1168
3/3	A20 Fougeres Way South exit	U	-	-	701	Inf	Inf	0.0%	701
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**81.4%**	**-**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	37	-	1190	1733:1733	946+710	71.9 : 71.9%	1190
1/3	A20 Fougeres way NB Ahead	U	37	-	419	1733	1013	41.4%	419
1/4	A20 Fougeres way NB Ahead	U	37	-	738	1733	1013	72.8%	738
2/1	Roundabout WB Ahead	U	16	-	203	1756	459	44.2%	203
2/2	Roundabout WB Right Ahead	U	16	-	374	1756	459	81.4%	374
2/3	Roundabout WB Right	U	16	-	364	1756	459	79.3%	364
3/1	M20 Slip road West exit	U	-	-	713	Inf	Inf	0.0%	713
3/2	M20 Slip road West exit	U	-	-	280	Inf	Inf	0.0%	280

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: J23 M20 Junction 9	**-**	**0**	**50.9**	**29.0**	**80.0**	**-**	**-**	**-**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**0**	**17.0**	**9.4**	**26.4**	**-**	**-**	**-**	**-**
1/2+1/1	309	-	1.5	0.2	1.7	20.4	2.2	0.2	2.4
1/3+1/4	808	-	4.8	1.8	6.6	29.3	7.1	1.8	8.9
2/1	774	-	2.5	2.6	5.1	23.7	12.3	2.6	14.9
2/2	783	-	2.8	2.8	5.6	25.8	12.8	2.8	15.6
2/3	738	-	5.4	2.0	7.4	36.1	13.0	2.0	15.0
3/1	928	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	888	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**0**	**11.5**	**4.9**	**16.4**	**-**	**-**	**-**	**-**
1/2+1/1	788	-	1.9	1.3	3.2	14.7	16.8	1.3	18.2
1/3	383	-	1.8	0.4	2.2	20.9	6.9	0.4	7.4
1/4	425	-	2.0	0.5	2.5	21.4	7.7	0.5	8.2
2/1	472	-	2.2	1.3	3.5	26.6	7.2	1.3	8.5
2/2+2/3	805	-	3.6	1.3	5.0	22.2	7.3	1.3	8.6
3/1	866	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	394	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**0**	**12.6**	**7.4**	**20.0**	**-**	**-**	**-**	**-**
1/1	709	-	1.6	2.2	3.9	19.6	6.8	2.2	9.0
1/2	701	-	1.5	2.1	3.6	18.5	6.2	2.1	8.3
1/3	203	-	0.4	0.2	0.5	9.7	3.1	0.2	3.3
2/2+2/1	919	-	5.1	2.1	7.2	28.3	7.5	2.1	9.6
2/3+2/4	738	-	3.9	0.9	4.8	23.3	5.7	0.9	6.6
3/1	460	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	1168	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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3/3	701	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**0**	**9.8**	**7.3**	**17.1**	**-**	**-**	**-**	**-**
1/2+1/1	1190	-	2.9	1.3	4.1	12.5	8.3	1.3	9.6
1/3	419	-	0.9	0.4	1.2	10.4	4.1	0.4	4.4
1/4	738	-	2.0	1.3	3.3	16.2	9.6	1.3	11.0
2/1	203	-	0.3	0.4	0.7	12.8	0.5	0.4	0.9
2/2	374	-	1.9	2.1	4.0	38.5	6.8	2.1	8.8
2/3	364	-	1.9	1.8	3.7	36.6	6.6	1.8	8.4
3/1	713	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	280	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - 13/1131	PRC for Signalled Lanes (%):	5.6	Total Delay for Signalled Lanes (pcuHr):	26.43	Cycle Time (s):	65			
C2 - 13/1132	PRC for Signalled Lanes (%):	23.3	Total Delay for Signalled Lanes (pcuHr):	16.42	Cycle Time (s):	65			
C3 - 13/1133	PRC for Signalled Lanes (%):	9.7	Total Delay for Signalled Lanes (pcuHr):	20.01	Cycle Time (s):	65			
C4 - 13/1134	PRC for Signalled Lanes (%):	10.5	Total Delay for Signalled Lanes (pcuHr):	17.11	Cycle Time (s):	65			
	PRC Over All Lanes (%):	5.6	Total Delay Over All Lanes(pcuHr):	79.96					

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)
Network: J23 M20 Junction 9	-	-	-	-	-	-	-	**95.2%**	-
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	-	-	-	-	-	-	-	**93.4%**	-
1/2+1/1	M20 Slip road EB Left	U	21	-	250	1754:1754	567+567	22.0 : 22.0%	250
1/3+1/4	M20 Slip road EB Ahead	U	21	-	1053	1754:1754	567+567	92.9 : 92.7%	1053
2/1	Roundabout NB Ahead	U	33	-	594	1756	878	67.7%	594
2/2	Roundabout NB Right Ahead	U	33	-	610	1756	878	69.5%	610
2/3	Roundabout NB Right	U	33	-	820	1756	878	93.4%	820
3/1	A251 Trinity Rd North Exit	U	-	-	719	Inf	Inf	0.0%	719
3/2	A251 Trinity Rd North Exit	U	-	-	735	Inf	Inf	0.0%	735
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	-	-	-	-	-	-	-	**91.3%**	-
1/2+1/1	Roundabout EB Ahead	U	25	-	820	1756:1756	464+464	88.3 : 88.3%	820
1/3	Roundabout EB Right	U	25	-	527	1756	671	78.5%	527
1/4	Roundabout EB Right	U	25	-	526	1756	671	78.3%	526
2/1	A251 Trinity Rd NB Left	U	31	-	644	1709	804	80.1%	644
2/2+2/3	A251 Trinity Rd NB Ahead Left	U	31	-	1357	1715:1715	724+762	91.3 : 91.3%	1357
3/1	M20 Slip road East exit	U	-	-	1054	Inf	Inf	0.0%	1054
3/2	M20 Slip road East exit	U	-	-	565	Inf	Inf	0.0%	565
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	-	-	-	-	-	-	-	**95.2%**	-
1/1	Roundabout SB Ahead	U	41	-	1033	1756	1085	95.2%	1033

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1/2	Roundabout SB Ahead	U	41	-	996	1756	1085	91.8%	996
1/3	Roundabout SB Right	U	41	-	226	1756	1085	20.8%	226
2/2+2/1	M20 Slip road WB Left	U	13	-	650	1760:1760	362+362	89.7 : 89.7%	650
2/3+2/4	M20 Slip road WB Ahead	U	13	-	584	1760:1760	362+362	81.1 : 80.0%	584
3/1	A20 Fougeres Way South exit	U	-	-	325	Inf	Inf	0.0%	325
3/2	A20 Fougeres Way South exit	U	-	-	1358	Inf	Inf	0.0%	1358
3/3	A20 Fougeres Way South exit	U	-	-	996	Inf	Inf	0.0%	996
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**76.2%**	**-**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	42	-	968	1733:1733	867+867	55.9 : 55.9%	968
1/3	A20 Fougeres way NB Ahead	U	42	-	320	1733	1096	29.2%	320
1/4	A20 Fougeres way NB Ahead	U	42	-	820	1733	1096	74.8%	820
2/1	Roundabout WB Ahead	U	14	-	225	1756	387	58.1%	225
2/2	Roundabout WB Right Ahead	U	14	-	295	1756	387	76.2%	295
2/3	Roundabout WB Right	U	14	-	290	1756	387	74.9%	290
3/1	M20 Slip road West exit	U	-	-	709	Inf	Inf	0.0%	709
3/2	M20 Slip road West exit	U	-	-	185	Inf	Inf	0.0%	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: J23 M20 Junction 9	**-**	**0**	**57.7**	**52.6**	**110.3**	**-**	**-**	**-**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**0**	**17.8**	**13.8**	**31.7**	**-**	**-**	**-**	**-**
1/2+1/1	250	-	1.2	0.1	1.3	18.8	1.7	0.1	1.8
1/3+1/4	1053	-	6.5	5.6	12.2	41.5	9.5	5.6	15.2
2/1	594	-	1.8	1.0	2.8	17.1	5.2	1.0	6.2
2/2	610	-	1.8	1.1	2.9	17.3	5.2	1.1	6.4
2/3	820	-	6.6	5.9	12.4	54.6	14.7	5.9	20.6
3/1	719	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	735	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**0**	**18.3**	**14.0**	**32.2**	**-**	**-**	**-**	**-**
1/2+1/1	820	-	3.8	3.6	7.3	32.2	3.4	3.6	6.9
1/3	527	-	2.9	1.8	4.7	32.0	10.0	1.8	11.7
1/4	526	-	2.9	1.8	4.7	31.9	9.9	1.8	11.7
2/1	644	-	2.7	2.0	4.7	26.3	10.2	2.0	12.2
2/2+2/3	1357	-	5.9	4.9	10.8	28.8	11.6	4.9	16.5
3/1	1054	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	565	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**0**	**14.7**	**18.8**	**33.6**	**-**	**-**	**-**	**-**
1/1	1033	-	2.8	7.7	10.6	36.8	19.1	7.7	26.8
1/2	996	-	2.3	5.0	7.4	26.7	17.6	5.0	22.7
1/3	226	-	0.6	0.1	0.8	12.0	3.8	0.1	3.9
2/2+2/1	650	-	4.7	3.9	8.7	48.1	6.0	3.9	9.9
2/3+2/4	584	-	4.2	2.0	6.2	38.1	5.2	2.0	7.2
3/1	325	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	1358	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

3/3	996	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**0**	**6.9**	**6.0**	**12.9**	**-**	**-**	**-**	**-**
1/2+1/1	968	-	1.7	0.6	2.3	8.7	4.6	0.6	5.2
1/3	320	-	0.5	0.2	0.7	8.0	2.7	0.2	2.9
1/4	820	-	2.0	1.5	3.5	15.2	10.7	1.5	12.2
2/1	225	-	0.8	0.7	1.4	23.1	1.0	0.7	1.7
2/2	295	-	1.0	1.5	2.5	30.7	5.6	1.5	7.1
2/3	290	-	1.0	1.4	2.4	29.8	5.5	1.4	6.9
3/1	709	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	185	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - 13/1131	PRC for Signalled Lanes (%):	-3.8	Total Delay for Signalled Lanes (pcuHr):	31.65	Cycle Time (s):	68
C2 - 13/1132	PRC for Signalled Lanes (%):	-1.5	Total Delay for Signalled Lanes (pcuHr):	32.24	Cycle Time (s):	68
C3 - 13/1133	PRC for Signalled Lanes (%):	-5.8	Total Delay for Signalled Lanes (pcuHr):	33.56	Cycle Time (s):	68
C4 - 13/1134	PRC for Signalled Lanes (%):	18.2	Total Delay for Signalled Lanes (pcuHr):	12.88	Cycle Time (s):	68
	PRC Over All Lanes (%):	-5.8	Total Delay Over All Lanes(pcuHr):	110.33		

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)
Network: J23 M20 Junction 9	-	-	-	-	-	-	-	**86.2%**	-
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	-	-	-	-	-	-	-	**86.2%**	-
1/2+1/1	M20 Slip road EB Left	U	18	-	314	1754:1754	513+513	30.6 : 30.6%	314
1/3+1/4	M20 Slip road EB Ahead	U	18	-	821	1754:1754	513+513	76.3 : 83.9%	821
2/1	Roundabout NB Ahead	U	33	-	784	1756	919	85.4%	784
2/2	Roundabout NB Right Ahead	U	33	-	792	1756	919	86.2%	792
2/3	Roundabout NB Right	U	33	-	748	1756	919	81.4%	748
3/1	A251 Trinity Rd North Exit	U	-	-	941	Inf	Inf	0.0%	941
3/2	A251 Trinity Rd North Exit	U	-	-	895	Inf	Inf	0.0%	895
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	-	-	-	-	-	-	-	**74.3%**	-
1/2+1/1	Roundabout EB Ahead	U	29	-	802	1756:1756	540+540	74.3 : 74.3%	802
1/3	Roundabout EB Right	U	29	-	391	1756	810	48.2%	391
1/4	Roundabout EB Right	U	29	-	430	1756	810	53.1%	430
2/1	A251 Trinity Rd NB Left	U	24	-	480	1709	657	73.0%	480
2/2+2/3	A251 Trinity Rd NB Ahead Left	U	24	-	816	1715:1715	443+660	74.0 : 74.0%	816
3/1	M20 Slip road East exit	U	-	-	881	Inf	Inf	0.0%	881
3/2	M20 Slip road East exit	U	-	-	401	Inf	Inf	0.0%	401
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	-	-	-	-	-	-	-	**83.2%**	-
1/1	Roundabout SB Ahead	U	31	-	719	1756	864	83.2%	719

Full Input Data And Results

1/2	Roundabout SB Ahead	U	31	-	712	1756	864	82.4%	712
1/3	Roundabout SB Right	U	31	-	206	1756	864	23.8%	206
2/2+2/1	M20 Slip road WB Left	U	20	-	934	1760:1760	569+569	82.1 : 82.1%	934
2/3+2/4	M20 Slip road WB Ahead	U	20	-	744	1760:1760	569+569	66.1 : 64.7%	744
3/1	A20 Fougeres Way South exit	U	-	-	467	Inf	Inf	0.0%	467
3/2	A20 Fougeres Way South exit	U	-	-	1186	Inf	Inf	0.0%	1186
3/3	A20 Fougeres Way South exit	U	-	-	712	Inf	Inf	0.0%	712
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**81.9%**	**-**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	37	-	1211	1733:1733	948+690	74.0 : 74.0%	1211
1/3	A20 Fougeres way NB Ahead	U	37	-	424	1733	1013	41.9%	424
1/4	A20 Fougeres way NB Ahead	U	37	-	748	1733	1013	73.8%	748
2/1	Roundabout WB Ahead	U	16	-	206	1756	459	44.9%	206
2/2	Roundabout WB Right Ahead	U	16	-	376	1756	459	81.9%	376
2/3	Roundabout WB Right	U	16	-	368	1756	459	80.1%	368
3/1	M20 Slip road West exit	U	-	-	716	Inf	Inf	0.0%	716
3/2	M20 Slip road West exit	U	-	-	293	Inf	Inf	0.0%	293

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: J23 M20 Junction 9	**-**	**0**	**52.1**	**31.0**	**83.0**	**-**	**-**	**-**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**0**	**17.4**	**10.1**	**27.5**	**-**	**-**	**-**	**-**
1/2+1/1	314	-	1.6	0.2	1.8	20.4	2.2	0.2	2.4
1/3+1/4	821	-	4.9	2.0	6.8	29.9	7.2	2.0	9.1
2/1	784	-	2.6	2.8	5.4	24.7	12.8	2.8	15.6
2/2	792	-	2.9	3.0	5.9	26.7	13.2	3.0	16.2
2/3	748	-	5.5	2.1	7.6	36.7	13.2	2.1	15.4
3/1	941	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	895	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**0**	**11.8**	**5.2**	**17.0**	**-**	**-**	**-**	**-**
1/2+1/1	802	-	2.0	1.4	3.4	15.5	17.0	1.4	18.4
1/3	391	-	1.8	0.5	2.3	21.0	7.1	0.5	7.5
1/4	430	-	2.0	0.6	2.6	21.5	7.8	0.6	8.3
2/1	480	-	2.3	1.3	3.6	27.1	7.3	1.3	8.7
2/2+2/3	816	-	3.7	1.4	5.1	22.6	7.5	1.4	8.9
3/1	881	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	401	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**0**	**12.8**	**8.0**	**20.8**	**-**	**-**	**-**	**-**
1/1	719	-	1.7	2.4	4.1	20.5	6.9	2.4	9.3
1/2	712	-	1.6	2.3	3.8	19.3	6.4	2.3	8.7
1/3	206	-	0.4	0.2	0.6	9.7	3.2	0.2	3.3
2/2+2/1	934	-	5.3	2.2	7.5	28.9	7.7	2.2	9.9
2/3+2/4	744	-	3.9	0.9	4.8	23.4	5.7	0.9	6.7
3/1	467	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	1186	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

3/3	712	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**0**	**10.0**	**7.7**	**17.7**	**-**	**-**	**-**	**-**
1/2+1/1	1211	-	3.0	1.4	4.4	13.0	8.8	1.4	10.2
1/3	424	-	0.9	0.4	1.2	10.5	4.1	0.4	4.5
1/4	748	-	2.1	1.4	3.4	16.6	9.8	1.4	11.2
2/1	206	-	0.3	0.4	0.7	13.0	0.5	0.4	0.9
2/2	376	-	1.9	2.1	4.1	39.0	6.8	2.1	8.9
2/3	368	-	1.9	1.9	3.8	37.3	6.6	1.9	8.6
3/1	716	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	293	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - 13/1131	PRC for Signalled Lanes (%):	4.4	Total Delay for Signalled Lanes (pcuHr):	27.50	Cycle Time (s):	65
C2 - 13/1132	PRC for Signalled Lanes (%):	21.1	Total Delay for Signalled Lanes (pcuHr):	17.04	Cycle Time (s):	65
C3 - 13/1133	PRC for Signalled Lanes (%):	8.2	Total Delay for Signalled Lanes (pcuHr):	20.83	Cycle Time (s):	65
C4 - 13/1134	PRC for Signalled Lanes (%):	9.9	Total Delay for Signalled Lanes (pcuHr):	17.68	Cycle Time (s):	65
	PRC Over All Lanes (%):	4.4	Total Delay Over All Lanes(pcuHr):	83.04		

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)
Network: J23 M20 Junction 9	-	-	-	-	-	-	-	**94.8%**	-
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	-	-	-	-	-	-	-	**91.0%**	-
1/2+1/1	M20 Slip road EB Left	U	22	-	254	1754:1754	593+593	21.4 : 21.4%	254
1/3+1/4	M20 Slip road EB Ahead	U	22	-	1069	1754:1754	593+593	91.0 : 89.2%	1069
2/1	Roundabout NB Ahead	U	32	-	737	1756	852	86.5%	737
2/2	Roundabout NB Right Ahead	U	32	-	741	1756	852	87.0%	741
2/3	Roundabout NB Right	U	32	-	576	1756	852	67.6%	576
3/1	A251 Trinity Rd North Exit	U	-	-	864	Inf	Inf	0.0%	864
3/2	A251 Trinity Rd North Exit	U	-	-	610	Inf	Inf	0.0%	610
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	-	-	-	-	-	-	-	**93.4%**	-
1/2+1/1	Roundabout EB Ahead	U	24	-	834	1756:1756	451+451	92.4 : 92.4%	834
1/3	Roundabout EB Right	U	24	-	540	1756	646	83.6%	540
1/4	Roundabout EB Right	U	24	-	529	1756	646	81.9%	529
2/1	A251 Trinity Rd NB Left	U	32	-	718	1709	829	86.6%	718
2/2+2/3	A251 Trinity Rd NB Ahead Left	U	32	-	1306	1715:1715	617+782	93.4 : 93.4%	1306
3/1	M20 Slip road East exit	U	-	-	1135	Inf	Inf	0.0%	1135
3/2	M20 Slip road East exit	U	-	-	507	Inf	Inf	0.0%	507
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	-	-	-	-	-	-	-	**94.8%**	-
1/1	Roundabout SB Ahead	U	41	-	1026	1756	1085	94.6%	1026

Full Input Data And Results

1/2	Roundabout SB Ahead	U	41	-	1028	1756	1085	94.8%	1028
1/3	Roundabout SB Right	U	41	-	231	1756	1085	21.3%	231
2/2+2/1	M20 Slip road WB Left	U	13	-	664	1760:1760	362+362	91.6 : 91.6%	664
2/3+2/4	M20 Slip road WB Ahead	U	13	-	594	1760:1760	362+362	82.5 : 81.4%	594
3/1	A20 Fougeres Way South exit	U	-	-	332	Inf	Inf	0.0%	332
3/2	A20 Fougeres Way South exit	U	-	-	1358	Inf	Inf	0.0%	1358
3/3	A20 Fougeres Way South exit	U	-	-	1028	Inf	Inf	0.0%	1028
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**77.2%**	**-**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	42	-	1117	1733:1733	870+863	64.5 : 64.5%	1117
1/3	A20 Fougeres way NB Ahead	U	42	-	446	1733	1096	40.7%	446
1/4	A20 Fougeres way NB Ahead	U	42	-	576	1733	1096	52.6%	576
2/1	Roundabout WB Ahead	U	14	-	231	1756	387	59.6%	231
2/2	Roundabout WB Right Ahead	U	14	-	299	1756	387	77.2%	299
2/3	Roundabout WB Right	U	14	-	295	1756	387	76.2%	295
3/1	M20 Slip road West exit	U	-	-	787	Inf	Inf	0.0%	787
3/2	M20 Slip road West exit	U	-	-	123	Inf	Inf	0.0%	123

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: J23 M20 Junction 9	**-**	**0**	**60.2**	**57.9**	**118.1**	**-**	**-**	**-**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**0**	**18.3**	**11.6**	**29.9**	**-**	**-**	**-**	**-**
1/2+1/1	254	-	1.1	0.1	1.3	18.0	1.7	0.1	1.8
1/3+1/4	1069	-	6.4	4.2	10.6	35.7	9.8	4.2	14.0
2/1	737	-	3.2	3.0	6.3	30.6	12.9	3.0	15.9
2/2	741	-	3.3	3.2	6.4	31.3	12.9	3.2	16.0
2/3	576	-	4.3	1.0	5.3	33.1	10.3	1.0	11.4
3/1	864	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	610	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**0**	**19.7**	**19.2**	**38.9**	**-**	**-**	**-**	**-**
1/2+1/1	834	-	5.1	5.3	10.4	44.8	18.7	5.3	24.0
1/3	540	-	3.1	2.4	5.6	37.1	10.2	2.4	12.6
1/4	529	-	3.1	2.2	5.2	35.7	10.0	2.2	12.2
2/1	718	-	3.1	3.1	6.2	30.9	12.0	3.1	15.0
2/2+2/3	1306	-	5.4	6.2	11.6	31.9	12.2	6.2	18.4
3/1	1135	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	507	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**0**	**15.5**	**21.4**	**36.8**	**-**	**-**	**-**	**-**
1/1	1026	-	2.9	7.1	10.0	35.0	18.7	7.1	25.7
1/2	1028	-	2.7	7.2	10.0	34.9	18.8	7.2	26.0
1/3	231	-	0.7	0.1	0.8	12.5	3.9	0.1	4.1
2/2+2/1	664	-	4.9	4.7	9.6	52.1	6.1	4.7	10.8
2/3+2/4	594	-	4.3	2.2	6.5	39.1	5.4	2.2	7.6
3/1	332	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	1358	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

3/3	1028	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**0**	**6.7**	**5.7**	**12.4**	**-**	**-**	**-**	**-**
1/2+1/1	1117	-	2.1	0.9	3.0	9.7	5.6	0.9	6.5
1/3	446	-	0.8	0.3	1.1	9.0	4.1	0.3	4.4
1/4	576	-	1.1	0.6	1.7	10.3	5.9	0.6	6.5
2/1	231	-	0.8	0.7	1.5	23.9	1.1	0.7	1.8
2/2	299	-	1.0	1.6	2.6	31.5	5.6	1.6	7.3
2/3	295	-	1.0	1.5	2.5	30.7	5.6	1.5	7.1
3/1	787	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	123	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - 13/1131	PRC for Signalled Lanes (%):	-1.1	Total Delay for Signalled Lanes (pcuHr):	29.89	Cycle Time (s):	68
C2 - 13/1132	PRC for Signalled Lanes (%):	-3.8	Total Delay for Signalled Lanes (pcuHr):	38.92	Cycle Time (s):	68
C3 - 13/1133	PRC for Signalled Lanes (%):	-5.3	Total Delay for Signalled Lanes (pcuHr):	36.81	Cycle Time (s):	68
C4 - 13/1134	PRC for Signalled Lanes (%):	16.6	Total Delay for Signalled Lanes (pcuHr):	12.44	Cycle Time (s):	68
	PRC Over All Lanes (%):	-5.3	Total Delay Over All Lanes(pcuHr):	118.06		

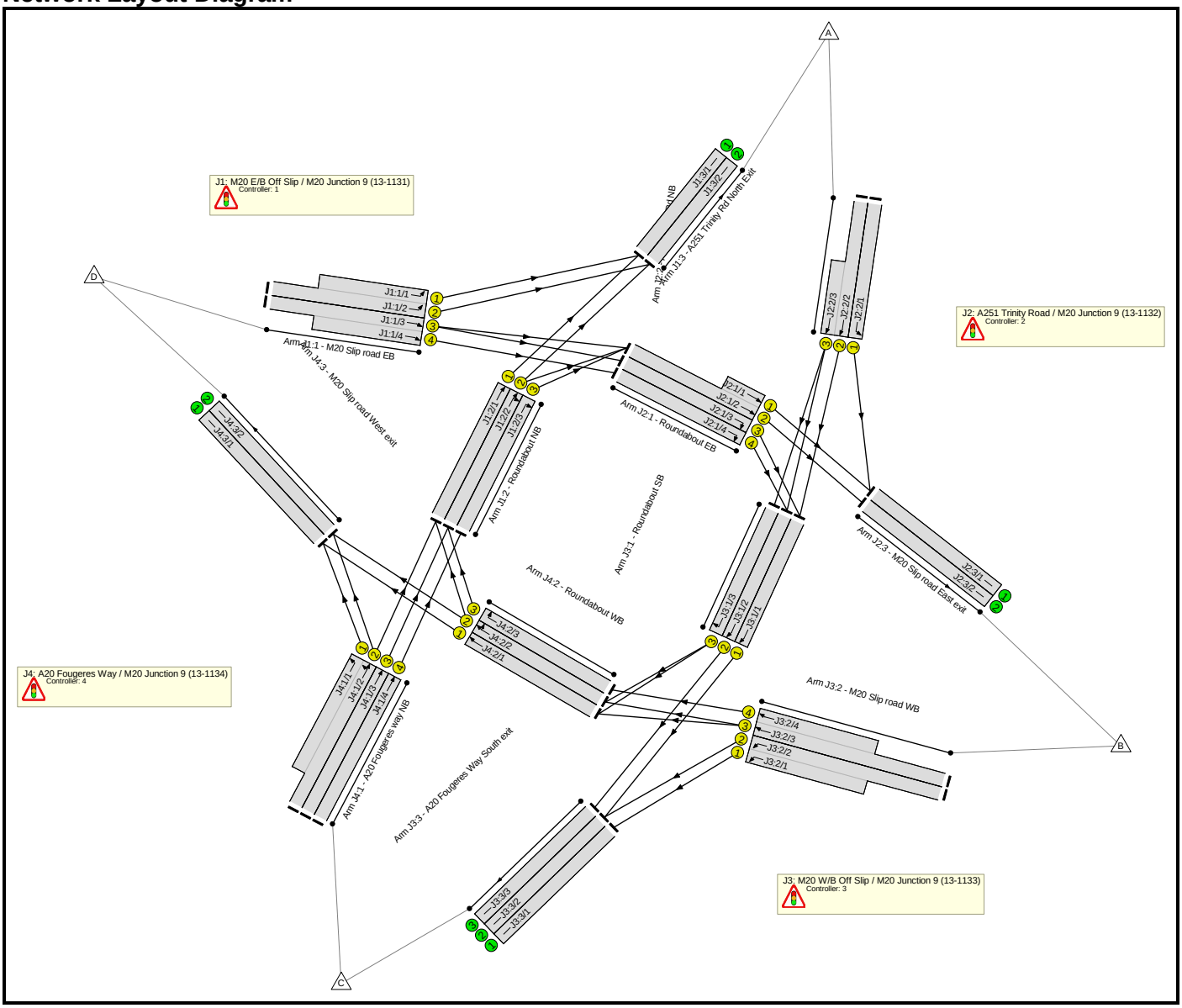
P.32 J23 M20 J9_Mit

Full Input Data And Results

User and Project Details

Project:	**Otterpool Park**
Title:	**J23 M20 Junction 9**
Location:	M20 - Junction 9
Additional detail:	
File name:	J23_M20 Junction 9.lsg3x
Author:	Jonathan Gunasekera
Company:	ARCADIS UK
Address:	

Network Layout Diagram



Full Input Data And Results

C1 - 13/1131

Phase Input Data

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

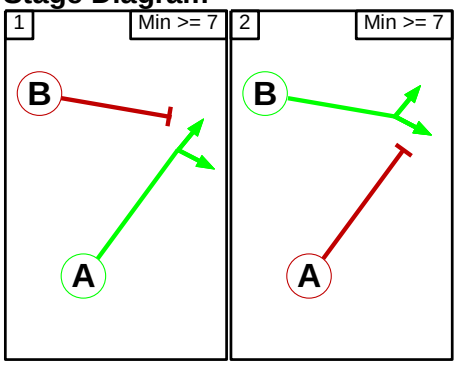
Phase Intergreens Matrix

		Starting Phase	
		A	B
Terminating Phase	A		7
	B	7	

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 - 13/1132

Phase Input Data

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

Full Input Data And Results

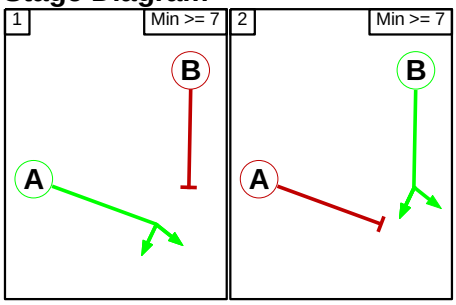
Phase Intergreens Matrix

Terminating Phase	Starting Phase		
		A	B
	A		5
	B	7	

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					

C3 - 13/1133

Phase Input Data

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

Phase Intergreens Matrix

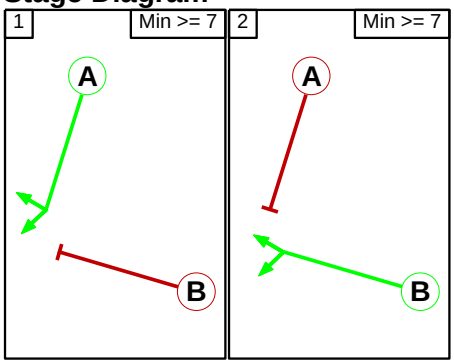
Terminating Phase	Starting Phase		
		A	B
	A		7
	B	7	

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					

C4 - 13/1134

Phase Input Data

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

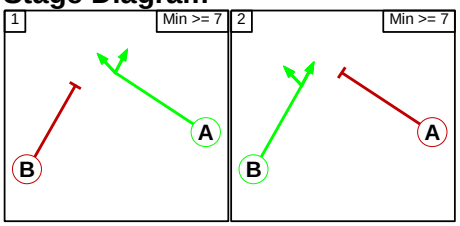
Phase Intergreens Matrix

Terminating Phase	Starting Phase A	Starting Phase B
A		5
B	7	

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

Traffic Flows, Desired

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

		Destination				
		A	B	C	D	Tot.
Origin	A	0	369	488	147	1004
	B	633	0	766	0	1399
	C	621	603	0	601	1825
	D	223	2	605	0	830
	Tot.	1477	974	1859	748	5058

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

		Destination				
		A	B	C	D	Tot.
Origin	A	0	653	783	151	1587
	B	492	0	554	0	1046
	C	493	669	0	507	1669
	D	171	0	793	0	964
	Tot.	1156	1322	2130	658	5266

Scenario 3: 'DM 2037 AM' (FG3: 'DM 2037 AM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	455	571	198	1224
	B	661	0	783	0	1444
	C	728	731	0	766	2225
	D	292	0	766	0	1058
	Tot.	1681	1186	2120	964	5951

Scenario 4: 'DM 2037 PM' (FG4: 'DM 2037 PM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	726	928	215	1869
	B	552	0	571	0	1123
	C	589	693	0	638	1920
	D	241	0	1023	0	1264
	Tot.	1382	1419	2522	853	6176

Full Input Data And Results

Scenario 5: 'DM 2044 AM' (FG5: 'DM 2044 AM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	456	602	203	1261
	B	714	0	844	0	1558
	C	769	739	0	790	2298
	D	309	0	808	0	1117
	Tot.	1792	1195	2254	993	6234

Scenario 6: 'DM 2044 PM' (FG6: 'DM 2044 PM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	773	976	225	1974
	B	562	0	584	0	1146
	C	621	740	0	668	2029
	D	249	0	1052	0	1301
	Tot.	1432	1513	2612	893	6450

Scenario 7: 'DM 2046 AM' (FG7: 'DM 2046 AM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	465	610	206	1281
	B	717	0	848	0	1565
	C	778	752	0	803	2333
	D	314	0	821	0	1135
	Tot.	1809	1217	2279	1009	6314

Scenario 8: 'DM 2046 PM' (FG8: 'DM 2046 PM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	778	985	231	1994
	B	570	0	590	0	1160
	C	626	742	0	679	2047
	D	254	0	1069	0	1323
	Tot.	1450	1520	2644	910	6524

Full Input Data And Results

Scenario 9: 'DS 2037 AM' (FG9: 'DS 2037 AM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	468	571	198	1237
	B	681	0	846	0	1527
	C	728	772	0	766	2266
	D	292	0	766	0	1058
	Tot.	1701	1240	2183	964	6088

Scenario 10: 'DS 2037 PM' (FG10: 'DS 2037 PM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	739	928	215	1882
	B	572	0	634	0	1206
	C	589	734	0	638	1961
	D	241	0	1023	0	1264
	Tot.	1402	1473	2585	853	6313

Scenario 11: 'DS 2044 AM' (FG11: 'DS 2044 AM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	472	602	203	1277
	B	738	0	919	0	1657
	C	769	788	0	790	2347
	D	309	0	808	0	1117
	Tot.	1816	1260	2329	993	6398

Scenario 12: 'DS 2044 PM' (FG12: 'DS 2044 PM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	799	976	226	2001
	B	584	0	650	0	1234
	C	620	820	0	668	2108
	D	250	0	1053	0	1303
	Tot.	1454	1619	2679	894	6646

Full Input Data And Results

Scenario 13: 'DS 2046 AM ' (FG13: 'DS 2046 AM', Plan 1: 'Network Control Plan 1')
Desired Flow :

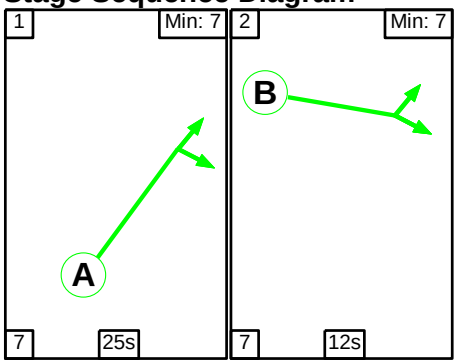
		Destination				
		A	B	C	D	Tot.
Origin	A	0	480	610	206	1296
	B	744	0	934	0	1678
	C	778	802	0	803	2383
	D	314	0	821	0	1135
	Tot.	1836	1282	2365	1009	6492

Scenario 14: 'DS 2046 PM' (FG14: 'DS 2046 PM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	808	985	231	2024
	B	594	0	664	0	1258
	C	626	834	0	679	2139
	D	254	0	1069	0	1323
	Tot.	1474	1642	2718	910	6744

Scenario 1: 'Base AM' (FG1: 'AM PEAK', Plan 1: 'Network Control Plan 1')
C1 - 13/1131

Stage Sequence Diagram

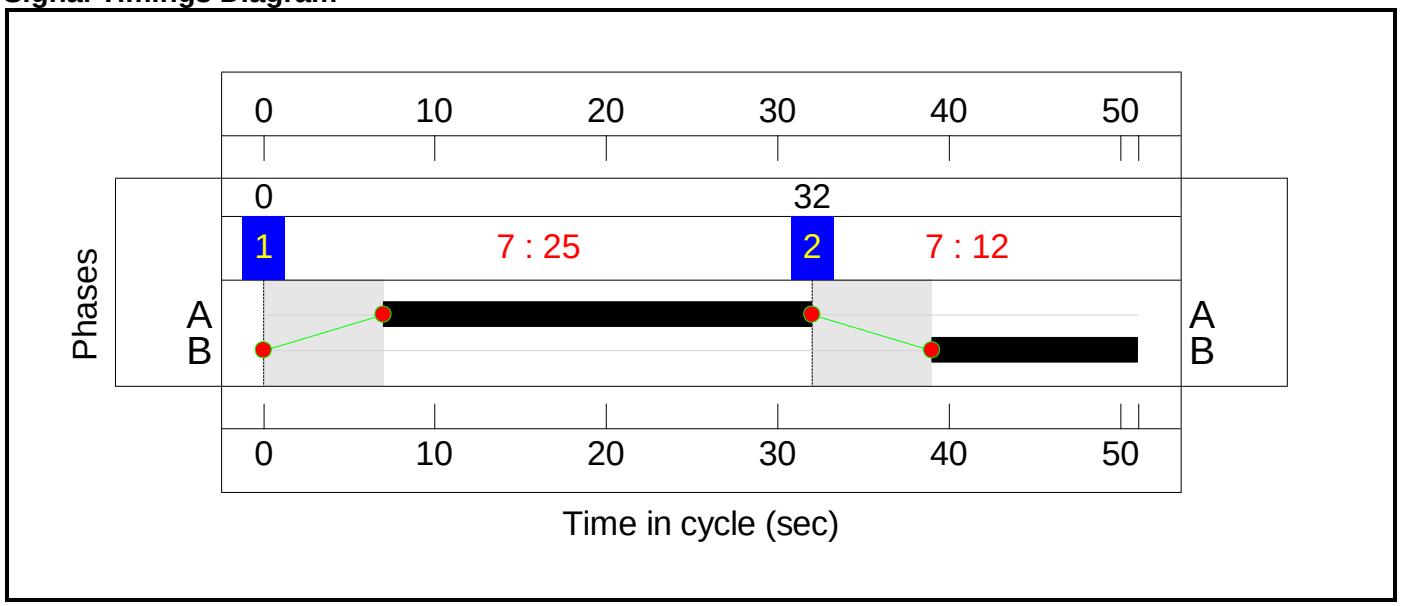


Stage Timings

Stage	1	2
Duration	25	12
Change Point	0	32

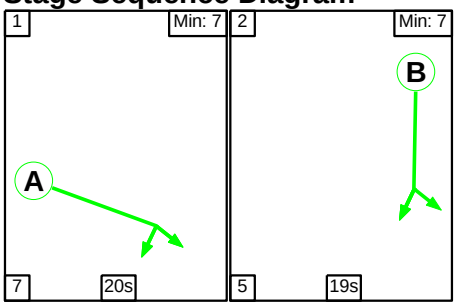
Full Input Data And Results

Signal Timings Diagram



C2 - 13/1132

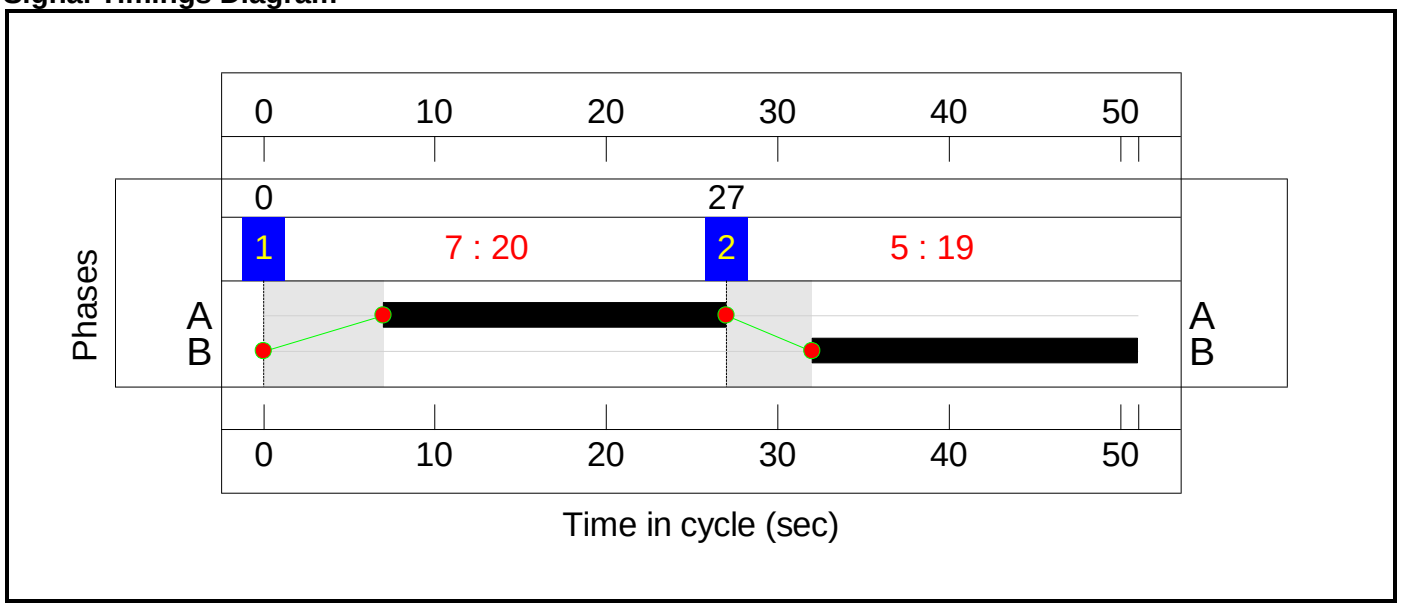
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	20	19
Change Point	0	27

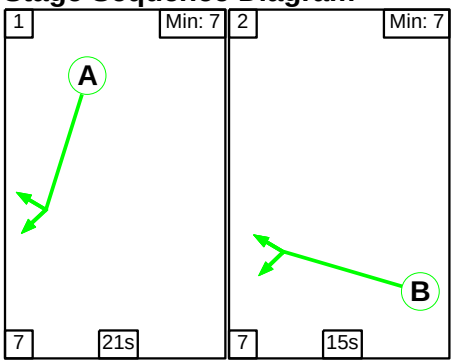
Signal Timings Diagram



Full Input Data And Results

C3 - 13/1133

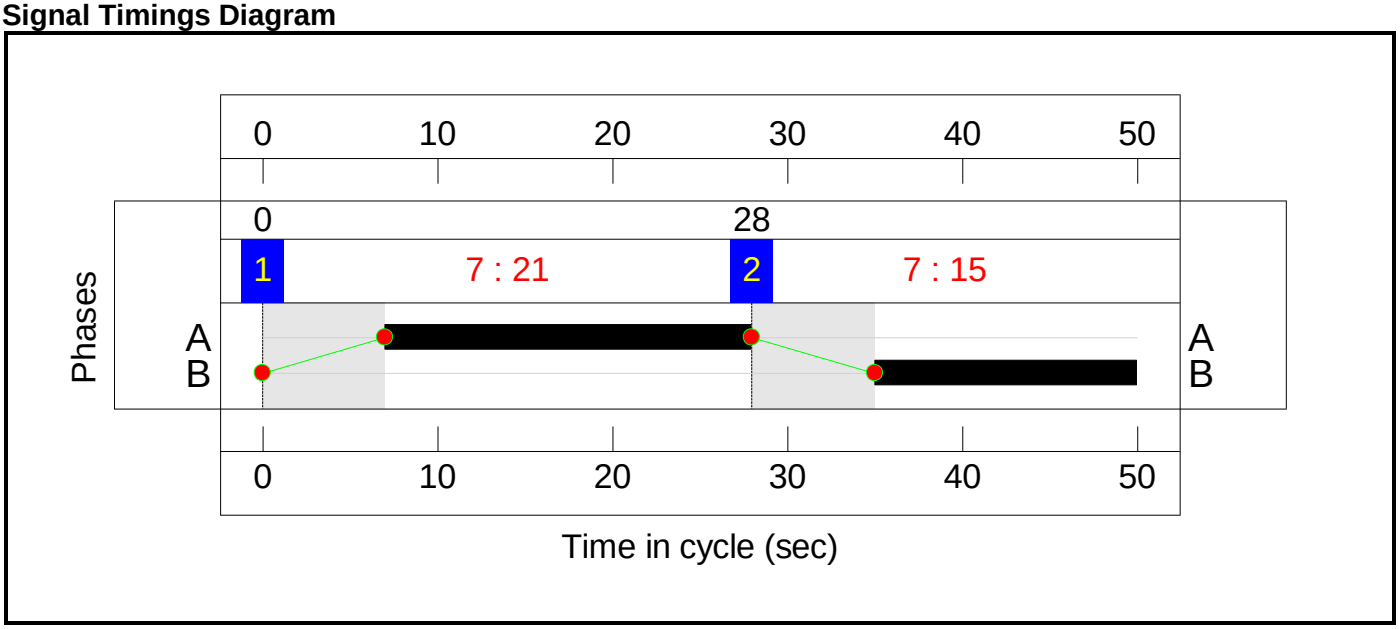
Stage Sequence Diagram



Stage Timings

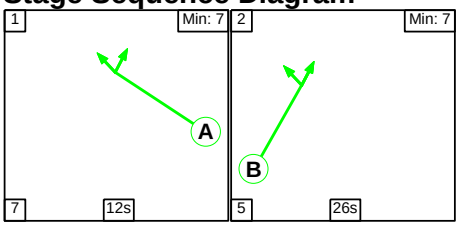
Stage	1	2
Duration	21	15
Change Point	0	28

Signal Timings Diagram



C4 - 13/1134

Stage Sequence Diagram

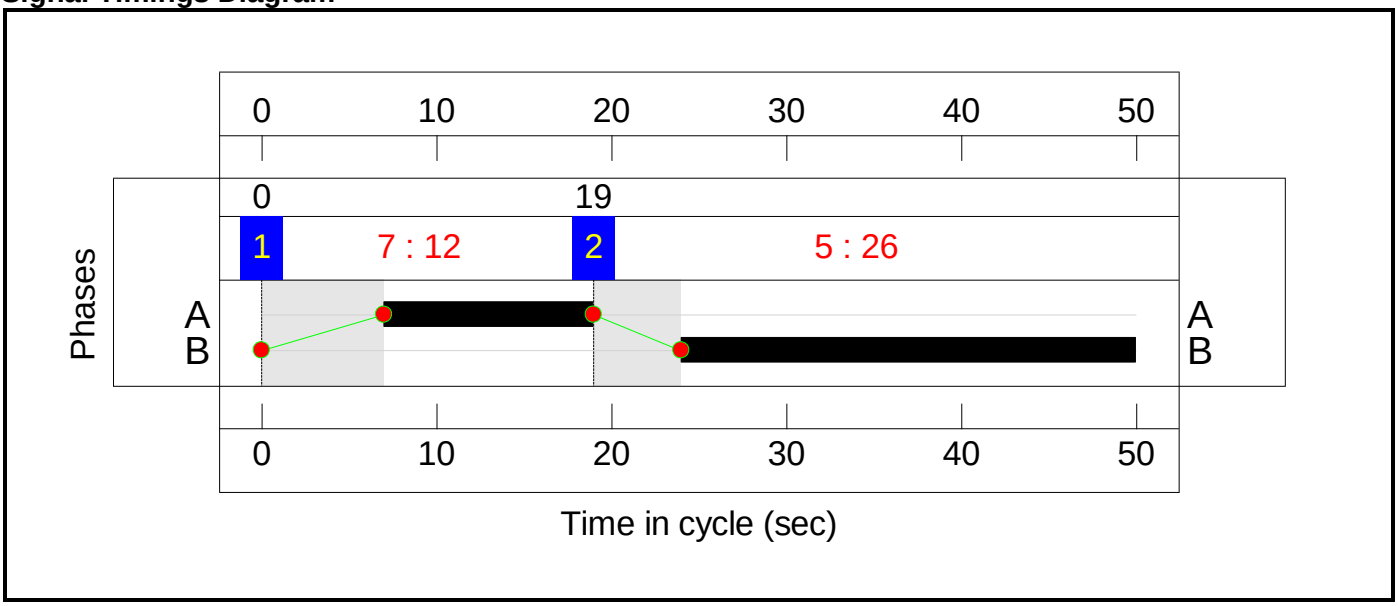


Stage Timings

Stage	1	2
Duration	12	26
Change Point	0	19

Full Input Data And Results

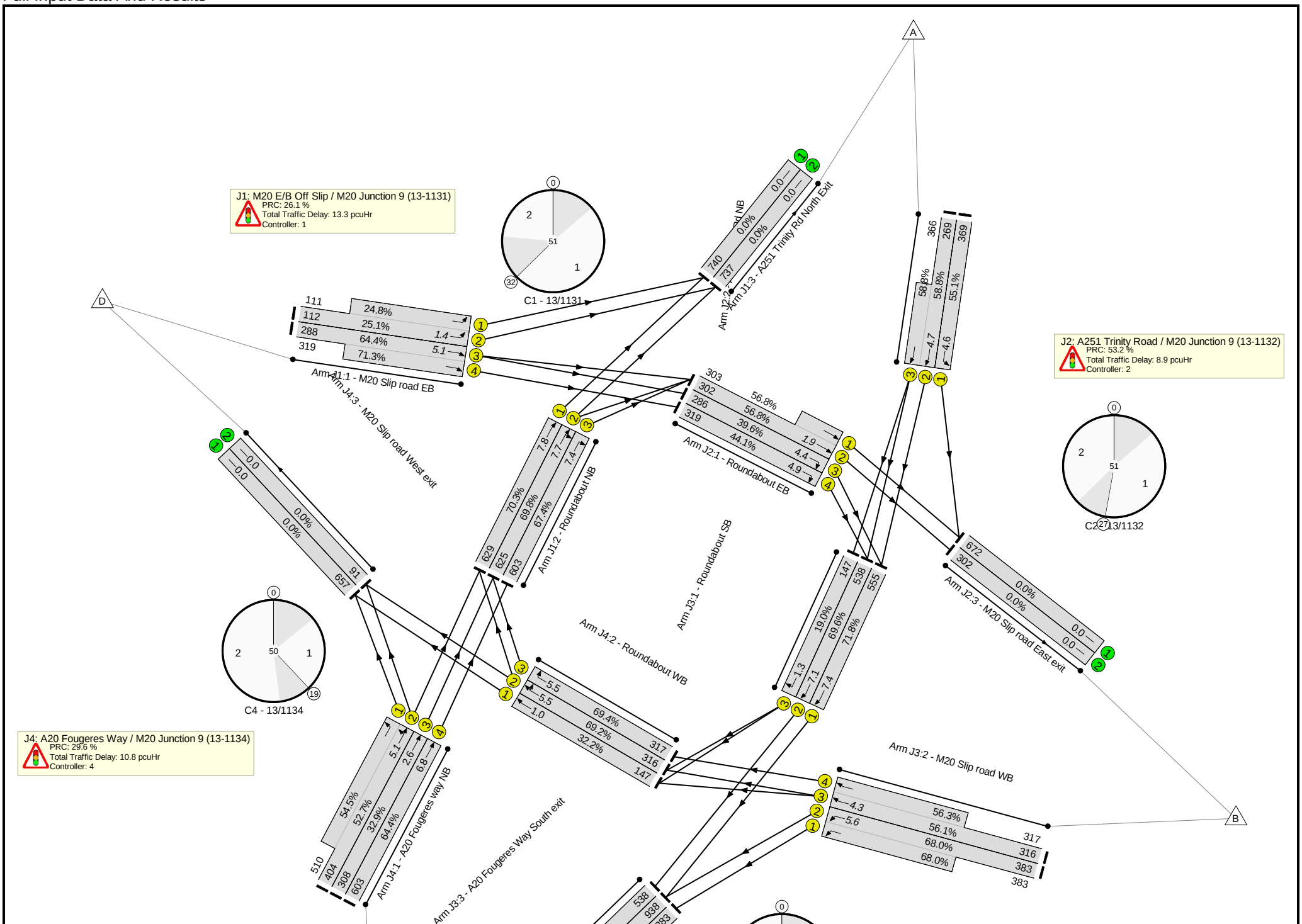
Signal Timings Diagram



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)
Network: J23 M20 Junction 9	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**71.8%**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**71.3%**	**-**
1/2+1/1	M20 Slip road EB Left	U	12	-	223	1754:1754	447+447	25.1 : 24.8%	223
1/3+1/4	M20 Slip road EB Ahead	U	12	-	607	1754:1754	447+447	64.4 : 71.3%	607
2/1	Roundabout NB Ahead	U	25	-	629	1756	895	70.3%	629
2/2	Roundabout NB Right Ahead	U	25	-	625	1756	895	69.8%	625
2/3	Roundabout NB Right	U	25	-	603	1756	895	67.4%	603
3/1	A251 Trinity Rd North Exit	U	-	-	740	Inf	Inf	0.0%	740
3/2	A251 Trinity Rd North Exit	U	-	-	737	Inf	Inf	0.0%	737
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**58.8%**	**-**
1/2+1/1	Roundabout EB Ahead	U	20	-	605	1756:1756	532+534	56.8 : 56.8%	605
1/3	Roundabout EB Right	U	20	-	286	1756	723	39.6%	286
1/4	Roundabout EB Right	U	20	-	319	1756	723	44.1%	319
2/1	A251 Trinity Rd NB Left	U	19	-	369	1709	670	55.1%	369
2/2+2/3	A251 Trinity Rd NB Ahead	U	19	-	635	1715:1715	458+623	58.8 : 58.8%	635
3/1	M20 Slip road East exit	U	-	-	672	Inf	Inf	0.0%	672
3/2	M20 Slip road East exit	U	-	-	302	Inf	Inf	0.0%	302
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**71.8%**	**-**

Full Input Data And Results

1/1	Roundabout SB Ahead	U	21	-	555	1756	773	71.8%	555
1/2	Roundabout SB Ahead	U	21	-	538	1756	773	69.6%	538
1/3	Roundabout SB Right	U	21	-	147	1756	773	19.0%	147
2/2+2/1	M20 Slip road WB Left	U	15	-	766	1760:1760	563+563	68.0 : 68.0%	766
2/3+2/4	M20 Slip road WB Ahead	U	15	-	633	1760:1760	563+563	56.1 : 56.3%	633
3/1	A20 Fougeres Way South exit	U	-	-	383	Inf	Inf	0.0%	383
3/2	A20 Fougeres Way South exit	U	-	-	938	Inf	Inf	0.0%	938
3/3	A20 Fougeres Way South exit	U	-	-	538	Inf	Inf	0.0%	538
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**69.4%**	**-**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	26	-	914	1733:1733	766+936	52.7 : 54.5%	914
1/3	A20 Fougeres way NB Ahead	U	26	-	308	1733	936	32.9%	308
1/4	A20 Fougeres way NB Ahead	U	26	-	603	1733	936	64.4%	603
2/1	Roundabout WB Ahead	U	12	-	147	1756	457	32.2%	147
2/2	Roundabout WB Right Ahead	U	12	-	316	1756	457	69.2%	316
2/3	Roundabout WB Right	U	12	-	317	1756	457	69.4%	317
3/1	M20 Slip road West exit	U	-	-	657	Inf	Inf	0.0%	657
3/2	M20 Slip road West exit	U	-	-	91	Inf	Inf	0.0%	91

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: J23 M20 Junction 9	**-**	**0**	**31.0**	**15.7**	**46.6**	**-**	**-**	**-**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**0**	**8.7**	**4.6**	**13.3**	**-**	**-**	**-**	**-**
1/2+1/1	223	-	0.9	0.2	1.1	17.8	1.2	0.2	1.4
1/3+1/4	607	-	2.9	1.0	3.9	23.4	4.1	1.0	5.1
2/1	629	-	1.7	1.2	2.8	16.3	6.6	1.2	7.8
2/2	625	-	1.7	1.1	2.8	16.1	6.6	1.1	7.7
2/3	603	-	1.6	1.0	2.6	15.5	6.4	1.0	7.4
3/1	740	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	737	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**0**	**6.3**	**2.7**	**8.9**	**-**	**-**	**-**	**-**
1/2+1/1	605	-	1.2	0.7	1.8	10.9	1.2	0.7	1.9
1/3	286	-	0.8	0.3	1.2	14.7	4.0	0.3	4.4
1/4	319	-	1.0	0.4	1.3	15.2	4.5	0.4	4.9
2/1	369	-	1.2	0.6	1.8	18.0	4.0	0.6	4.6
2/2+2/3	635	-	2.1	0.7	2.8	15.7	4.0	0.7	4.7
3/1	672	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	302	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**0**	**9.4**	**4.2**	**13.6**	**-**	**-**	**-**	**-**
1/1	555	-	1.8	1.3	3.0	19.6	6.2	1.3	7.4
1/2	538	-	1.7	1.1	2.8	18.9	6.0	1.1	7.1
1/3	147	-	0.4	0.1	0.5	11.5	1.2	0.1	1.3
2/2+2/1	766	-	3.1	1.1	4.2	19.7	4.6	1.1	5.6
2/3+2/4	633	-	2.5	0.6	3.1	17.7	3.6	0.6	4.3
3/1	383	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	938	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

3/3	538	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**0**	**6.6**	**4.2**	**10.8**	**-**	**-**	**-**	**-**
1/2+1/1	914	-	1.8	0.6	2.4	9.5	4.5	0.6	5.1
1/3	308	-	0.6	0.2	0.8	9.3	2.3	0.2	2.6
1/4	603	-	1.4	0.9	2.3	13.5	5.9	0.9	6.8
2/1	147	-	0.5	0.2	0.7	17.5	0.8	0.2	1.0
2/2	316	-	1.2	1.1	2.3	25.9	4.4	1.1	5.5
2/3	317	-	1.2	1.1	2.3	26.0	4.4	1.1	5.5
3/1	657	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	91	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - 13/1131	PRC for Signalled Lanes (%): 26.1	Total Delay for Signalled Lanes (pcuHr): 13.27	Cycle Time (s): 51
C2 - 13/1132	PRC for Signalled Lanes (%): 53.2	Total Delay for Signalled Lanes (pcuHr): 8.95	Cycle Time (s): 51
C3 - 13/1133	PRC for Signalled Lanes (%): 25.3	Total Delay for Signalled Lanes (pcuHr): 13.64	Cycle Time (s): 50
C4 - 13/1134	PRC for Signalled Lanes (%): 29.6	Total Delay for Signalled Lanes (pcuHr): 10.75	Cycle Time (s): 50
	PRC Over All Lanes (%): 25.3	Total Delay Over All Lanes(pcuHr): 46.62	

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)
Network: J23 M20 Junction 9	-	-	-	-	-	-	-	**77.5%**	-
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	-	-	-	-	-	-	-	**75.0%**	-
1/2+1/1	M20 Slip road EB Left	U	19	-	171	1754:1754	540+540	15.9 : 15.7%	171
1/3+1/4	M20 Slip road EB Ahead	U	19	-	793	1754:1754	540+540	72.1 : 74.9%	793
2/1	Roundabout NB Ahead	U	32	-	490	1756	892	55.0%	490
2/2	Roundabout NB Right Ahead	U	32	-	495	1756	892	55.5%	495
2/3	Roundabout NB Right	U	32	-	669	1756	892	75.0%	669
3/1	A251 Trinity Rd North Exit	U	-	-	575	Inf	Inf	0.0%	575
3/2	A251 Trinity Rd North Exit	U	-	-	581	Inf	Inf	0.0%	581
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	-	-	-	-	-	-	-	**77.5%**	-
1/2+1/1	Roundabout EB Ahead	U	21	-	669	1756:1756	431+432	77.5 : 77.5%	669
1/3	Roundabout EB Right	U	21	-	389	1756	594	65.5%	389
1/4	Roundabout EB Right	U	21	-	404	1756	594	68.0%	404
2/1	A251 Trinity Rd NB Left	U	32	-	653	1709	868	75.3%	653
2/2+2/3	A251 Trinity Rd NB Ahead	U	32	-	934	1715:1715	536+679	76.9 : 76.9%	934
3/1	M20 Slip road East exit	U	-	-	988	Inf	Inf	0.0%	988
3/2	M20 Slip road East exit	U	-	-	334	Inf	Inf	0.0%	334
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	-	-	-	-	-	-	-	**77.4%**	-
1/1	Roundabout SB Ahead	U	34	-	801	1756	1042	76.9%	801

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1/2	Roundabout SB Ahead	U	34	-	775	1756	1042	74.4%	775
1/3	Roundabout SB Right	U	34	-	151	1756	1042	14.5%	151
2/2+2/1	M20 Slip road WB Left	U	11	-	554	1760:1760	358+358	77.4 : 77.4%	554
2/3+2/4	M20 Slip road WB Ahead	U	11	-	492	1760:1760	358+358	68.7 : 68.7%	492
3/1	A20 Fougeres Way South exit	U	-	-	277	Inf	Inf	0.0%	277
3/2	A20 Fougeres Way South exit	U	-	-	1078	Inf	Inf	0.0%	1078
3/3	A20 Fougeres Way South exit	U	-	-	775	Inf	Inf	0.0%	775
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**63.6%**	**-**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	35	-	751	1733:1733	870+863	43.3 : 43.3%	751
1/3	A20 Fougeres way NB Ahead	U	35	-	249	1733	1057	23.5%	249
1/4	A20 Fougeres way NB Ahead	U	35	-	669	1733	1057	63.3%	669
2/1	Roundabout WB Ahead	U	12	-	151	1756	387	39.0%	151
2/2	Roundabout WB Right Ahead	U	12	-	246	1756	387	63.6%	246
2/3	Roundabout WB Right	U	12	-	246	1756	387	63.6%	246
3/1	M20 Slip road West exit	U	-	-	525	Inf	Inf	0.0%	525
3/2	M20 Slip road West exit	U	-	-	133	Inf	Inf	0.0%	133

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: J23 M20 Junction 9	**-**	**0**	**38.2**	**20.4**	**58.6**	**-**	**-**	**-**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**0**	**10.6**	**4.2**	**14.8**	**-**	**-**	**-**	**-**
1/2+1/1	171	-	0.8	0.1	0.9	18.4	1.1	0.1	1.2
1/3+1/4	793	-	4.4	1.4	5.8	26.4	6.5	1.4	7.9
2/1	490	-	1.5	0.6	2.1	15.4	6.0	0.6	6.6
2/2	495	-	1.5	0.6	2.1	15.5	6.1	0.6	6.7
2/3	669	-	2.4	1.5	3.8	20.7	9.5	1.5	11.0
3/1	575	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	581	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**0**	**12.1**	**6.8**	**19.0**	**-**	**-**	**-**	**-**
1/2+1/1	669	-	3.1	1.7	4.8	25.8	2.6	1.7	4.3
1/3	389	-	1.9	0.9	2.8	26.3	7.0	0.9	8.0
1/4	404	-	2.0	1.0	3.0	27.0	7.3	1.0	8.3
2/1	653	-	2.3	1.5	3.8	21.0	9.3	1.5	10.8
2/2+2/3	934	-	2.8	1.6	4.5	17.2	6.7	1.6	8.3
3/1	988	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	334	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**0**	**10.5**	**5.9**	**16.4**	**-**	**-**	**-**	**-**
1/1	801	-	2.0	1.6	3.6	16.4	9.8	1.6	11.4
1/2	775	-	1.9	1.4	3.3	15.4	9.0	1.4	10.5
1/3	151	-	0.2	0.1	0.3	7.4	1.1	0.1	1.2
2/2+2/1	554	-	3.4	1.7	5.1	33.1	4.2	1.7	5.9
2/3+2/4	492	-	3.0	1.1	4.1	29.7	3.7	1.1	4.8
3/1	277	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	1078	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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3/3	775	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**0**	**5.0**	**3.4**	**8.4**	**-**	**-**	**-**	**-**
1/2+1/1	751	-	1.2	0.4	1.6	7.6	3.0	0.4	3.4
1/3	249	-	0.4	0.2	0.5	7.5	1.8	0.2	2.0
1/4	669	-	1.4	0.9	2.2	11.9	6.9	0.9	7.7
2/1	151	-	0.8	0.3	1.1	25.6	1.3	0.3	1.7
2/2	246	-	0.7	0.9	1.5	22.4	4.0	0.9	4.9
2/3	246	-	0.7	0.9	1.5	22.4	4.0	0.9	4.9
3/1	525	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	133	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - 13/1131	PRC for Signalled Lanes (%): 19.9	Total Delay for Signalled Lanes (pcuHr): 14.76	Cycle Time (s): 65
C2 - 13/1132	PRC for Signalled Lanes (%): 16.1	Total Delay for Signalled Lanes (pcuHr): 18.95	Cycle Time (s): 65
C3 - 13/1133	PRC for Signalled Lanes (%): 16.3	Total Delay for Signalled Lanes (pcuHr): 16.43	Cycle Time (s): 59
C4 - 13/1134	PRC for Signalled Lanes (%): 41.6	Total Delay for Signalled Lanes (pcuHr): 8.45	Cycle Time (s): 59
	PRC Over All Lanes (%): 16.1	Total Delay Over All Lanes(pcuHr): 58.58	

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)
Network: J23 M20 Junction 9	-	-	-	-	-	-	-	**84.9%**	-
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	-	-	-	-	-	-	-	**84.9%**	-
1/2+1/1	M20 Slip road EB Left	U	13	-	292	1754:1754	481+481	30.3 : 30.3%	292
1/3+1/4	M20 Slip road EB Ahead	U	13	-	766	1754:1754	481+481	75.2 : 83.9%	766
2/1	Roundabout NB Ahead	U	24	-	689	1756	861	80.0%	689
2/2	Roundabout NB Right Ahead	U	24	-	700	1756	861	81.3%	700
2/3	Roundabout NB Right	U	24	-	731	1756	861	84.9%	731
3/1	A251 Trinity Rd North Exit	U	-	-	835	Inf	Inf	0.0%	835
3/2	A251 Trinity Rd North Exit	U	-	-	846	Inf	Inf	0.0%	846
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	-	-	-	-	-	-	-	**72.6%**	-
1/2+1/1	Roundabout EB Ahead	U	20	-	731	1756:1756	532+533	68.6 : 68.6%	731
1/3	Roundabout EB Right	U	20	-	362	1756	723	50.1%	362
1/4	Roundabout EB Right	U	20	-	404	1756	723	55.9%	404
2/1	A251 Trinity Rd NB Left	U	19	-	455	1709	670	67.9%	455
2/2+2/3	A251 Trinity Rd NB Ahead	U	19	-	769	1715:1715	435+624	72.6 : 72.6%	769
3/1	M20 Slip road East exit	U	-	-	821	Inf	Inf	0.0%	821
3/2	M20 Slip road East exit	U	-	-	365	Inf	Inf	0.0%	365
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	-	-	-	-	-	-	-	**80.4%**	-
1/1	Roundabout SB Ahead	U	23	-	678	1756	843	80.4%	678

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1/2	Roundabout SB Ahead	U	23	-	659	1756	843	78.2%	659
1/3	Roundabout SB Right	U	23	-	198	1756	843	23.5%	198
2/2+2/1	M20 Slip road WB Left	U	13	-	783	1760:1760	493+493	79.3 : 79.5%	783
2/3+2/4	M20 Slip road WB Ahead	U	13	-	661	1760:1760	493+493	67.8 : 66.4%	661
3/1	A20 Fougeres Way South exit	U	-	-	392	Inf	Inf	0.0%	392
3/2	A20 Fougeres Way South exit	U	-	-	1069	Inf	Inf	0.0%	1069
3/3	A20 Fougeres Way South exit	U	-	-	659	Inf	Inf	0.0%	659
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**78.1%**	**-**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	26	-	1121	1733:1733	867+866	64.7 : 64.7%	1121
1/3	A20 Fougeres way NB Ahead	U	26	-	373	1733	936	39.9%	373
1/4	A20 Fougeres way NB Ahead	U	26	-	731	1733	936	78.1%	731
2/1	Roundabout WB Ahead	U	12	-	198	1756	457	43.4%	198
2/2	Roundabout WB Right Ahead	U	12	-	334	1756	457	73.2%	334
2/3	Roundabout WB Right	U	12	-	327	1756	457	71.6%	327
3/1	M20 Slip road West exit	U	-	-	758	Inf	Inf	0.0%	758
3/2	M20 Slip road West exit	U	-	-	206	Inf	Inf	0.0%	206

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: J23 M20 Junction 9	**-**	**0**	**39.2**	**26.3**	**65.4**	**-**	**-**	**-**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**0**	**11.4**	**8.9**	**20.3**	**-**	**-**	**-**	**-**
1/2+1/1	292	-	1.2	0.2	1.4	17.3	1.6	0.2	1.8
1/3+1/4	766	-	3.7	1.9	5.6	26.2	5.4	1.9	7.3
2/1	689	-	2.1	2.0	4.0	21.2	8.0	2.0	10.0
2/2	700	-	2.1	2.1	4.3	21.9	8.4	2.1	10.5
2/3	731	-	2.3	2.7	5.0	24.7	8.9	2.7	11.6
3/1	835	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	846	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**0**	**8.9**	**4.6**	**13.5**	**-**	**-**	**-**	**-**
1/2+1/1	731	-	2.2	1.1	3.2	16.0	2.0	1.1	3.1
1/3	362	-	1.2	0.5	1.7	16.7	5.1	0.5	5.6
1/4	404	-	1.3	0.6	2.0	17.5	5.7	0.6	6.3
2/1	455	-	1.6	1.0	2.7	21.1	5.3	1.0	6.4
2/2+2/3	769	-	2.6	1.3	3.9	18.4	5.3	1.3	6.6
3/1	821	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	365	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**0**	**11.0**	**6.8**	**17.9**	**-**	**-**	**-**	**-**
1/1	678	-	2.1	2.0	4.1	21.7	7.9	2.0	9.9
1/2	659	-	2.0	1.8	3.7	20.4	7.5	1.8	9.3
1/3	198	-	0.4	0.2	0.6	10.4	1.6	0.2	1.7
2/2+2/1	783	-	3.6	1.9	5.5	25.4	5.0	1.9	6.9
2/3+2/4	661	-	2.9	1.0	3.9	21.5	4.1	1.0	5.1
3/1	392	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	1069	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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3/3	659	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**0**	**7.8**	**6.0**	**13.8**	**-**	**-**	**-**	**-**
1/2+1/1	1121	-	2.4	0.9	3.3	10.8	5.3	0.9	6.2
1/3	373	-	0.7	0.3	1.0	9.9	3.0	0.3	3.3
1/4	731	-	1.9	1.8	3.6	17.8	7.9	1.8	9.7
2/1	198	-	0.7	0.4	1.1	19.8	1.2	0.4	1.6
2/2	334	-	1.1	1.3	2.4	26.1	4.6	1.3	6.0
2/3	327	-	1.1	1.2	2.3	25.3	4.5	1.2	5.8
3/1	758	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	206	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - 13/1131	PRC for Signalled Lanes (%): 6.0	Total Delay for Signalled Lanes (pcuHr): 20.30	Cycle Time (s): 51
C2 - 13/1132	PRC for Signalled Lanes (%): 24.0	Total Delay for Signalled Lanes (pcuHr): 13.49	Cycle Time (s): 51
C3 - 13/1133	PRC for Signalled Lanes (%): 11.9	Total Delay for Signalled Lanes (pcuHr): 17.86	Cycle Time (s): 50
C4 - 13/1134	PRC for Signalled Lanes (%): 15.2	Total Delay for Signalled Lanes (pcuHr): 13.80	Cycle Time (s): 50
	PRC Over All Lanes (%): 6.0	Total Delay Over All Lanes(pcuHr): 65.44	

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)
Network: J23 M20 Junction 9	-	-	-	-	-	-	-	**95.1%**	-
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	-	-	-	-	-	-	-	**86.6%**	-
1/2+1/1	M20 Slip road EB Left	U	21	-	241	1754:1754	594+594	20.4 : 20.2%	241
1/3+1/4	M20 Slip road EB Ahead	U	21	-	1023	1754:1754	594+594	85.7 : 86.6%	1023
2/1	Roundabout NB Ahead	U	30	-	564	1756	837	67.3%	564
2/2	Roundabout NB Right Ahead	U	30	-	577	1756	837	68.9%	577
2/3	Roundabout NB Right	U	30	-	693	1756	837	82.7%	693
3/1	A251 Trinity Rd North Exit	U	-	-	684	Inf	Inf	0.0%	684
3/2	A251 Trinity Rd North Exit	U	-	-	698	Inf	Inf	0.0%	698
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	-	-	-	-	-	-	-	**95.1%**	-
1/2+1/1	Roundabout EB Ahead	U	20	-	693	1756:1756	417+419	82.9 : 82.9%	693
1/3	Roundabout EB Right	U	20	-	509	1756	567	89.7%	509
1/4	Roundabout EB Right	U	20	-	514	1756	567	90.6%	514
2/1	A251 Trinity Rd NB Left	U	33	-	726	1709	894	81.2%	726
2/2+2/3	A251 Trinity Rd NB Ahead	U	33	-	1143	1715:1715	495+707	95.1 : 95.1%	1143
3/1	M20 Slip road East exit	U	-	-	1073	Inf	Inf	0.0%	1073
3/2	M20 Slip road East exit	U	-	-	346	Inf	Inf	0.0%	346
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	-	-	-	-	-	-	-	**91.5%**	-
1/1	Roundabout SB Ahead	U	35	-	980	1756	1071	91.5%	980

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1/2	Roundabout SB Ahead	U	35	-	971	1756	1071	90.6%	971
1/3	Roundabout SB Right	U	35	-	215	1756	1071	20.1%	215
2/2+2/1	M20 Slip road WB Left	U	10	-	571	1760:1760	328+328	86.9 : 87.2%	571
2/3+2/4	M20 Slip road WB Ahead	U	10	-	552	1760:1760	328+328	84.7 : 83.5%	552
3/1	A20 Fougeres Way South exit	U	-	-	286	Inf	Inf	0.0%	286
3/2	A20 Fougeres Way South exit	U	-	-	1265	Inf	Inf	0.0%	1265
3/3	A20 Fougeres Way South exit	U	-	-	971	Inf	Inf	0.0%	971
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**67.4%**	**-**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	34	-	924	1733:1733	867+867	53.3 : 53.3%	924
1/3	A20 Fougeres way NB Ahead	U	34	-	303	1733	1028	29.5%	303
1/4	A20 Fougeres way NB Ahead	U	34	-	693	1733	1028	67.4%	693
2/1	Roundabout WB Ahead	U	13	-	215	1756	417	51.6%	215
2/2	Roundabout WB Right Ahead	U	13	-	278	1756	417	66.7%	278
2/3	Roundabout WB Right	U	13	-	274	1756	417	65.8%	274
3/1	M20 Slip road West exit	U	-	-	677	Inf	Inf	0.0%	677
3/2	M20 Slip road West exit	U	-	-	176	Inf	Inf	0.0%	176

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: J23 M20 Junction 9	**-**	**0**	**48.7**	**47.1**	**95.8**	**-**	**-**	**-**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**0**	**13.7**	**7.6**	**21.3**	**-**	**-**	**-**	**-**
1/2+1/1	241	-	1.0	0.1	1.2	17.2	1.5	0.1	1.7
1/3+1/4	1023	-	5.7	3.0	8.7	30.6	8.6	3.0	11.6
2/1	564	-	2.1	1.0	3.1	19.6	7.8	1.0	8.9
2/2	577	-	2.1	1.1	3.2	20.1	8.0	1.1	9.1
2/3	693	-	2.8	2.3	5.2	26.8	10.8	2.3	13.1
3/1	684	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	698	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**0**	**15.8**	**20.1**	**35.9**	**-**	**-**	**-**	**-**
1/2+1/1	693	-	3.8	2.3	6.2	32.0	3.1	2.3	5.4
1/3	509	-	2.8	3.9	6.7	47.0	9.2	3.9	13.0
1/4	514	-	2.8	4.2	7.0	49.0	9.3	4.2	13.4
2/1	726	-	2.6	2.1	4.7	23.3	10.7	2.1	12.8
2/2+2/3	1143	-	3.7	7.7	11.4	35.9	13.1	7.7	20.8
3/1	1073	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	346	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**0**	**13.0**	**15.1**	**28.1**	**-**	**-**	**-**	**-**
1/1	980	-	2.8	4.8	7.6	27.9	14.2	4.8	19.0
1/2	971	-	2.7	4.4	7.1	26.5	13.8	4.4	18.2
1/3	215	-	0.3	0.1	0.4	7.2	1.6	0.1	1.7
2/2+2/1	571	-	3.7	3.1	6.8	43.0	4.5	3.1	7.6
2/3+2/4	552	-	3.6	2.5	6.1	39.6	4.4	2.5	6.9
3/1	286	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	1265	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

3/3	971	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**0**	**6.2**	**4.3**	**10.5**	**-**	**-**	**-**	**-**
1/2+1/1	924	-	1.7	0.6	2.3	8.9	4.1	0.6	4.7
1/3	303	-	0.5	0.2	0.7	8.4	2.4	0.2	2.6
1/4	693	-	1.6	1.0	2.6	13.5	7.5	1.0	8.5
2/1	215	-	1.0	0.5	1.6	26.3	1.9	0.5	2.4
2/2	278	-	0.7	1.0	1.7	21.7	4.5	1.0	5.5
2/3	274	-	0.7	0.9	1.6	21.4	4.5	0.9	5.4
3/1	677	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	176	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - 13/1131	PRC for Signalled Lanes (%):	3.9	Total Delay for Signalled Lanes (pcuHr):	21.31	Cycle Time (s): 65
C2 - 13/1132	PRC for Signalled Lanes (%):	-5.6	Total Delay for Signalled Lanes (pcuHr):	35.92	Cycle Time (s): 65
C3 - 13/1133	PRC for Signalled Lanes (%):	-1.6	Total Delay for Signalled Lanes (pcuHr):	28.08	Cycle Time (s): 59
C4 - 13/1134	PRC for Signalled Lanes (%):	33.5	Total Delay for Signalled Lanes (pcuHr):	10.46	Cycle Time (s): 59
	PRC Over All Lanes (%):	-5.6	Total Delay Over All Lanes(pcuHr):	95.76	

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)
Network: J23 M20 Junction 9	-	-	-	-	-	-	-	**88.3%**	-
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	-	-	-	-	-	-	-	**88.3%**	-
1/2+1/1	M20 Slip road EB Left	U	13	-	309	1754:1754	481+481	32.2 : 32.0%	309
1/3+1/4	M20 Slip road EB Ahead	U	13	-	808	1754:1754	481+481	79.5 : 88.3%	808
2/1	Roundabout NB Ahead	U	24	-	738	1756	861	85.7%	738
2/2	Roundabout NB Right Ahead	U	24	-	745	1756	861	86.5%	745
2/3	Roundabout NB Right	U	24	-	739	1756	861	85.9%	739
3/1	A251 Trinity Rd North Exit	U	-	-	892	Inf	Inf	0.0%	892
3/2	A251 Trinity Rd North Exit	U	-	-	900	Inf	Inf	0.0%	900
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	-	-	-	-	-	-	-	**76.2%**	-
1/2+1/1	Roundabout EB Ahead	U	20	-	739	1756:1756	532+533	69.4 : 69.4%	739
1/3	Roundabout EB Right	U	20	-	383	1756	723	53.0%	383
1/4	Roundabout EB Right	U	20	-	425	1756	723	58.8%	425
2/1	A251 Trinity Rd NB Left	U	19	-	456	1709	670	68.0%	456
2/2+2/3	A251 Trinity Rd NB Ahead	U	19	-	805	1715:1715	432+624	76.2 : 76.2%	805
3/1	M20 Slip road East exit	U	-	-	826	Inf	Inf	0.0%	826
3/2	M20 Slip road East exit	U	-	-	369	Inf	Inf	0.0%	369
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	-	-	-	-	-	-	-	**85.6%**	-
1/1	Roundabout SB Ahead	U	23	-	712	1756	843	84.5%	712

Full Input Data And Results

1/2	Roundabout SB Ahead	U	23	-	698	1756	843	82.8%	698
1/3	Roundabout SB Right	U	23	-	203	1756	843	24.1%	203
2/2+2/1	M20 Slip road WB Left	U	13	-	844	1760:1760	493+493	85.6 : 85.6%	844
2/3+2/4	M20 Slip road WB Ahead	U	13	-	714	1760:1760	493+493	73.3 : 71.6%	714
3/1	A20 Fougeres Way South exit	U	-	-	422	Inf	Inf	0.0%	422
3/2	A20 Fougeres Way South exit	U	-	-	1134	Inf	Inf	0.0%	1134
3/3	A20 Fougeres Way South exit	U	-	-	698	Inf	Inf	0.0%	698
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**82.0%**	**-**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	25	-	1167	1733:1733	867+866	67.3 : 67.3%	1167
1/3	A20 Fougeres way NB Ahead	U	25	-	392	1733	901	43.5%	392
1/4	A20 Fougeres way NB Ahead	U	25	-	739	1733	901	82.0%	739
2/1	Roundabout WB Ahead	U	13	-	203	1756	492	41.3%	203
2/2	Roundabout WB Right Ahead	U	13	-	361	1756	492	73.4%	361
2/3	Roundabout WB Right	U	13	-	353	1756	492	71.8%	353
3/1	M20 Slip road West exit	U	-	-	786	Inf	Inf	0.0%	786
3/2	M20 Slip road West exit	U	-	-	207	Inf	Inf	0.0%	207

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: J23 M20 Junction 9	**-**	**0**	**42.3**	**32.5**	**74.8**	**-**	**-**	**-**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**0**	**12.3**	**11.6**	**23.8**	**-**	**-**	**-**	**-**
1/2+1/1	309	-	1.3	0.2	1.5	17.5	1.7	0.2	2.0
1/3+1/4	808	-	3.9	2.5	6.4	28.7	5.7	2.5	8.2
2/1	738	-	2.3	2.9	5.2	25.4	9.0	2.9	11.9
2/2	745	-	2.4	3.1	5.4	26.3	9.3	3.1	12.4
2/3	739	-	2.3	2.9	5.2	25.6	9.0	2.9	11.9
3/1	892	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	900	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**0**	**9.3**	**5.0**	**14.3**	**-**	**-**	**-**	**-**
1/2+1/1	739	-	2.2	1.1	3.3	16.3	2.1	1.1	3.2
1/3	383	-	1.3	0.6	1.8	17.1	5.4	0.6	6.0
1/4	425	-	1.4	0.7	2.1	17.9	6.0	0.7	6.7
2/1	456	-	1.6	1.1	2.7	21.2	5.3	1.1	6.4
2/2+2/3	805	-	2.8	1.6	4.4	19.6	5.6	1.6	7.1
3/1	826	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	369	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**0**	**12.1**	**9.3**	**21.4**	**-**	**-**	**-**	**-**
1/1	712	-	2.2	2.6	4.9	24.6	8.5	2.6	11.1
1/2	698	-	2.2	2.3	4.5	23.3	8.3	2.3	10.7
1/3	203	-	0.4	0.2	0.6	10.5	1.6	0.2	1.8
2/2+2/1	844	-	4.0	2.9	6.9	29.3	5.5	2.9	8.4
2/3+2/4	714	-	3.2	1.3	4.5	22.8	4.5	1.3	5.8
3/1	422	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	1134	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

3/3	698	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**0**	**8.7**	**6.6**	**15.2**	**-**	**-**	**-**	**-**
1/2+1/1	1167	-	2.8	1.0	3.8	11.9	5.8	1.0	6.9
1/3	392	-	0.8	0.4	1.2	11.0	3.4	0.4	3.8
1/4	739	-	2.1	2.2	4.3	20.8	8.4	2.2	10.6
2/1	203	-	0.6	0.4	1.0	17.7	1.1	0.4	1.5
2/2	361	-	1.2	1.4	2.5	25.2	5.0	1.4	6.4
2/3	353	-	1.2	1.3	2.4	24.5	4.9	1.3	6.1
3/1	786	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	207	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - 13/1131	PRC for Signalled Lanes (%):	2.0	Total Delay for Signalled Lanes (pcuHr):	23.84	Cycle Time (s): 51
C2 - 13/1132	PRC for Signalled Lanes (%):	18.1	Total Delay for Signalled Lanes (pcuHr):	14.32	Cycle Time (s): 51
C3 - 13/1133	PRC for Signalled Lanes (%):	5.1	Total Delay for Signalled Lanes (pcuHr):	21.36	Cycle Time (s): 50
C4 - 13/1134	PRC for Signalled Lanes (%):	9.7	Total Delay for Signalled Lanes (pcuHr):	15.25	Cycle Time (s): 50
	PRC Over All Lanes (%):	2.0	Total Delay Over All Lanes(pcuHr):	74.77	

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)
Network: J23 M20 Junction 9	-	-	-	-	-	-	-	**97.9%**	-
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	-	-	-	-	-	-	-	**88.8%**	-
1/2+1/1	M20 Slip road EB Left	U	21	-	249	1754:1754	594+594	21.1 : 20.9%	249
1/3+1/4	M20 Slip road EB Ahead	U	21	-	1052	1754:1754	594+594	88.4 : 88.8%	1052
2/1	Roundabout NB Ahead	U	30	-	585	1756	837	69.9%	585
2/2	Roundabout NB Right Ahead	U	30	-	598	1756	837	71.4%	598
2/3	Roundabout NB Right	U	30	-	740	1756	837	88.4%	740
3/1	A251 Trinity Rd North Exit	U	-	-	709	Inf	Inf	0.0%	709
3/2	A251 Trinity Rd North Exit	U	-	-	723	Inf	Inf	0.0%	723
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	-	-	-	-	-	-	-	**97.9%**	-
1/2+1/1	Roundabout EB Ahead	U	19	-	740	1756:1756	405+405	91.5 : 91.5%	740
1/3	Roundabout EB Right	U	19	-	525	1756	540	97.2%	525
1/4	Roundabout EB Right	U	19	-	527	1756	540	97.5%	527
2/1	A251 Trinity Rd NB Left	U	34	-	773	1709	920	84.0%	773
2/2+2/3	A251 Trinity Rd NB Ahead	U	34	-	1201	1715:1715	503+723	97.9 : 97.9%	1201
3/1	M20 Slip road East exit	U	-	-	1143	Inf	Inf	0.0%	1143
3/2	M20 Slip road East exit	U	-	-	370	Inf	Inf	0.0%	370
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	-	-	-	-	-	-	-	**95.0%**	-
1/1	Roundabout SB Ahead	U	35	-	1018	1756	1071	95.0%	1018

Full Input Data And Results

1/2	Roundabout SB Ahead	U	35	-	1010	1756	1071	94.3%	1010
1/3	Roundabout SB Right	U	35	-	225	1756	1071	21.0%	225
2/2+2/1	M20 Slip road WB Left	U	10	-	584	1760:1760	328+328	89.0 : 89.0%	584
2/3+2/4	M20 Slip road WB Ahead	U	10	-	562	1760:1760	328+328	86.2 : 85.0%	562
3/1	A20 Fougeres Way South exit	U	-	-	292	Inf	Inf	0.0%	292
3/2	A20 Fougeres Way South exit	U	-	-	1310	Inf	Inf	0.0%	1310
3/3	A20 Fougeres Way South exit	U	-	-	1010	Inf	Inf	0.0%	1010
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**72.0%**	**-**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	34	-	970	1733:1733	867+867	56.0 : 56.0%	970
1/3	A20 Fougeres way NB Ahead	U	34	-	319	1733	1028	31.0%	319
1/4	A20 Fougeres way NB Ahead	U	34	-	740	1733	1028	72.0%	740
2/1	Roundabout WB Ahead	U	13	-	223	1756	417	53.5%	223
2/2	Roundabout WB Right Ahead	U	13	-	285	1756	417	68.4%	285
2/3	Roundabout WB Right	U	13	-	279	1756	417	67.0%	279
3/1	M20 Slip road West exit	U	-	-	708	Inf	Inf	0.0%	708
3/2	M20 Slip road West exit	U	-	-	185	Inf	Inf	0.0%	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: J23 M20 Junction 9	**-**	**0**	**52.0**	**71.5**	**123.5**	**-**	**-**	**-**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**0**	**14.6**	**9.7**	**24.3**	**-**	**-**	**-**	**-**
1/2+1/1	249	-	1.1	0.1	1.2	17.2	1.6	0.1	1.7
1/3+1/4	1052	-	5.9	3.7	9.6	32.9	8.9	3.7	12.6
2/1	585	-	2.2	1.1	3.3	20.4	8.1	1.1	9.3
2/2	598	-	2.2	1.2	3.5	20.9	8.5	1.2	9.7
2/3	740	-	3.2	3.5	6.7	32.6	11.9	3.5	15.5
3/1	709	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	723	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**0**	**17.1**	**36.2**	**53.3**	**-**	**-**	**-**	**-**
1/2+1/1	740	-	4.7	4.7	9.4	45.9	3.8	4.7	8.5
1/3	525	-	2.9	8.3	11.1	76.4	9.5	8.3	17.7
1/4	527	-	2.9	8.6	11.5	78.7	9.5	8.6	18.1
2/1	773	-	2.7	2.5	5.3	24.5	11.6	2.5	14.1
2/2+2/3	1201	-	3.9	12.1	16.0	47.9	15.0	12.1	27.1
3/1	1143	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	370	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**0**	**13.7**	**20.8**	**34.5**	**-**	**-**	**-**	**-**
1/1	1018	-	3.0	7.4	10.5	37.0	15.3	7.4	22.7
1/2	1010	-	3.0	6.7	9.7	34.6	15.2	6.7	21.9
1/3	225	-	0.3	0.1	0.5	7.3	1.6	0.1	1.8
2/2+2/1	584	-	3.8	3.7	7.5	46.0	4.6	3.7	8.3
2/3+2/4	562	-	3.6	2.8	6.4	41.3	4.5	2.8	7.3
3/1	292	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	1310	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

3/3	1010	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**0**	**6.6**	**4.8**	**11.4**	**-**	**-**	**-**	**-**
1/2+1/1	970	-	1.8	0.6	2.5	9.1	4.4	0.6	5.1
1/3	319	-	0.5	0.2	0.8	8.5	2.6	0.2	2.8
1/4	740	-	1.8	1.3	3.0	14.7	8.4	1.3	9.7
2/1	223	-	1.1	0.6	1.7	26.8	2.0	0.6	2.5
2/2	285	-	0.7	1.1	1.8	22.5	4.6	1.1	5.7
2/3	279	-	0.7	1.0	1.7	21.8	4.6	1.0	5.6
3/1	708	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	185	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - 13/1131	PRC for Signalled Lanes (%):	1.4	Total Delay for Signalled Lanes (pcuHr):	24.31	Cycle Time (s): 65
C2 - 13/1132	PRC for Signalled Lanes (%):	-8.8	Total Delay for Signalled Lanes (pcuHr):	53.33	Cycle Time (s): 65
C3 - 13/1133	PRC for Signalled Lanes (%):	-5.6	Total Delay for Signalled Lanes (pcuHr):	34.53	Cycle Time (s): 59
C4 - 13/1134	PRC for Signalled Lanes (%):	25.0	Total Delay for Signalled Lanes (pcuHr):	11.37	Cycle Time (s): 59
	PRC Over All Lanes (%):	-8.8	Total Delay Over All Lanes(pcuHr):	123.54	

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)
Network: J23 M20 Junction 9	-	-	-	-	-	-	-	**89.1%**	-
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	-	-	-	-	-	-	-	**89.1%**	-
1/2+1/1	M20 Slip road EB Left	U	13	-	314	1754:1754	481+481	32.6 : 32.6%	314
1/3+1/4	M20 Slip road EB Ahead	U	13	-	821	1754:1754	481+481	81.4 : 89.1%	821
2/1	Roundabout NB Ahead	U	24	-	744	1756	861	86.4%	744
2/2	Roundabout NB Right Ahead	U	24	-	751	1756	861	87.2%	751
2/3	Roundabout NB Right	U	24	-	752	1756	861	87.4%	752
3/1	A251 Trinity Rd North Exit	U	-	-	901	Inf	Inf	0.0%	901
3/2	A251 Trinity Rd North Exit	U	-	-	908	Inf	Inf	0.0%	908
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	-	-	-	-	-	-	-	**75.4%**	-
1/2+1/1	Roundabout EB Ahead	U	19	-	752	1756:1756	516+516	72.9 : 72.9%	752
1/3	Roundabout EB Right	U	19	-	392	1756	689	56.9%	392
1/4	Roundabout EB Right	U	19	-	429	1756	689	62.3%	429
2/1	A251 Trinity Rd NB Left	U	20	-	465	1709	704	66.1%	465
2/2+2/3	A251 Trinity Rd NB Ahead	U	20	-	816	1715:1715	438+645	75.4 : 75.4%	816
3/1	M20 Slip road East exit	U	-	-	841	Inf	Inf	0.0%	841
3/2	M20 Slip road East exit	U	-	-	376	Inf	Inf	0.0%	376
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	-	-	-	-	-	-	-	**86.0%**	-
1/1	Roundabout SB Ahead	U	23	-	722	1756	843	85.7%	722

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1/2	Roundabout SB Ahead	U	23	-	709	1756	843	84.1%	709
1/3	Roundabout SB Right	U	23	-	206	1756	843	24.4%	206
2/2+2/1	M20 Slip road WB Left	U	13	-	848	1760:1760	493+493	86.0 : 86.0%	848
2/3+2/4	M20 Slip road WB Ahead	U	13	-	717	1760:1760	493+493	73.5 : 72.0%	717
3/1	A20 Fougeres Way South exit	U	-	-	424	Inf	Inf	0.0%	424
3/2	A20 Fougeres Way South exit	U	-	-	1146	Inf	Inf	0.0%	1146
3/3	A20 Fougeres Way South exit	U	-	-	709	Inf	Inf	0.0%	709
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**80.4%**	**-**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	26	-	1185	1733:1733	867+866	68.4 : 68.4%	1185
1/3	A20 Fougeres way NB Ahead	U	26	-	396	1733	936	42.3%	396
1/4	A20 Fougeres way NB Ahead	U	26	-	752	1733	936	80.4%	752
2/1	Roundabout WB Ahead	U	12	-	206	1756	457	45.1%	206
2/2	Roundabout WB Right Ahead	U	12	-	362	1756	457	79.3%	362
2/3	Roundabout WB Right	U	12	-	355	1756	457	77.8%	355
3/1	M20 Slip road West exit	U	-	-	798	Inf	Inf	0.0%	798
3/2	M20 Slip road West exit	U	-	-	211	Inf	Inf	0.0%	211

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: J23 M20 Junction 9	**-**	**0**	**42.8**	**35.1**	**77.8**	**-**	**-**	**-**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**0**	**12.5**	**12.5**	**25.0**	**-**	**-**	**-**	**-**
1/2+1/1	314	-	1.3	0.2	1.5	17.5	1.7	0.2	2.0
1/3+1/4	821	-	4.0	2.8	6.8	29.7	5.7	2.8	8.5
2/1	744	-	2.4	3.0	5.4	26.2	9.3	3.0	12.3
2/2	751	-	2.4	3.2	5.6	27.1	9.4	3.2	12.6
2/3	752	-	2.4	3.3	5.7	27.2	9.4	3.3	12.7
3/1	901	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	908	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**0**	**9.6**	**5.3**	**14.9**	**-**	**-**	**-**	**-**
1/2+1/1	752	-	2.7	1.3	4.0	19.1	2.4	1.3	3.7
1/3	392	-	1.3	0.7	1.9	17.9	5.5	0.7	6.2
1/4	429	-	1.4	0.8	2.2	18.8	6.1	0.8	6.9
2/1	465	-	1.6	1.0	2.5	19.6	5.3	1.0	6.3
2/2+2/3	816	-	2.7	1.5	4.2	18.4	5.5	1.5	7.0
3/1	841	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	376	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**0**	**12.2**	**9.8**	**22.1**	**-**	**-**	**-**	**-**
1/1	722	-	2.3	2.9	5.2	25.7	8.8	2.9	11.7
1/2	709	-	2.2	2.6	4.8	24.3	8.5	2.6	11.0
1/3	206	-	0.4	0.2	0.6	10.5	1.7	0.2	1.8
2/2+2/1	848	-	4.0	3.0	7.0	29.6	5.5	3.0	8.5
2/3+2/4	717	-	3.2	1.3	4.6	22.9	4.5	1.3	5.8
3/1	424	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	1146	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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3/3	709	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**0**	**8.4**	**7.4**	**15.8**	**-**	**-**	**-**	**-**
1/2+1/1	1185	-	2.6	1.1	3.7	11.3	5.6	1.1	6.7
1/3	396	-	0.8	0.4	1.1	10.2	3.2	0.4	3.6
1/4	752	-	2.0	2.0	4.0	18.9	8.4	2.0	10.4
2/1	206	-	0.7	0.4	1.2	20.1	1.3	0.4	1.7
2/2	362	-	1.2	1.8	3.0	30.1	5.0	1.8	6.9
2/3	355	-	1.2	1.7	2.8	28.9	4.9	1.7	6.6
3/1	798	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	211	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - 13/1131	PRC for Signalled Lanes (%): 1.0	Total Delay for Signalled Lanes (pcuHr): 25.05	Cycle Time (s): 51
C2 - 13/1132	PRC for Signalled Lanes (%): 19.4	Total Delay for Signalled Lanes (pcuHr): 14.88	Cycle Time (s): 51
C3 - 13/1133	PRC for Signalled Lanes (%): 4.6	Total Delay for Signalled Lanes (pcuHr): 22.08	Cycle Time (s): 50
C4 - 13/1134	PRC for Signalled Lanes (%): 12.0	Total Delay for Signalled Lanes (pcuHr): 15.83	Cycle Time (s): 50
	PRC Over All Lanes (%): 1.0	Total Delay Over All Lanes(pcuHr): 77.83	

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)
Network: J23 M20 Junction 9	-	-	-	-	-	-	-	**99.5%**	-
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	-	-	-	-	-	-	-	**90.1%**	-
1/2+1/1	M20 Slip road EB Left	U	21	-	254	1754:1754	594+594	21.4 : 21.4%	254
1/3+1/4	M20 Slip road EB Ahead	U	21	-	1069	1754:1754	594+594	90.0 : 90.1%	1069
2/1	Roundabout NB Ahead	U	30	-	590	1756	837	70.4%	590
2/2	Roundabout NB Right Ahead	U	30	-	606	1756	837	72.4%	606
2/3	Roundabout NB Right	U	30	-	742	1756	837	88.6%	742
3/1	A251 Trinity Rd North Exit	U	-	-	717	Inf	Inf	0.0%	717
3/2	A251 Trinity Rd North Exit	U	-	-	733	Inf	Inf	0.0%	733
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	-	-	-	-	-	-	-	**99.5%**	-
1/2+1/1	Roundabout EB Ahead	U	19	-	742	1756:1756	405+405	91.7 : 91.7%	742
1/3	Roundabout EB Right	U	19	-	534	1756	540	98.8%	534
1/4	Roundabout EB Right	U	19	-	535	1756	540	99.0%	535
2/1	A251 Trinity Rd NB Left	U	34	-	778	1709	920	84.5%	778
2/2+2/3	A251 Trinity Rd NB Ahead	U	34	-	1216	1715:1715	498+725	99.5 : 99.5%	1216
3/1	M20 Slip road East exit	U	-	-	1149	Inf	Inf	0.0%	1149
3/2	M20 Slip road East exit	U	-	-	371	Inf	Inf	0.0%	371
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	-	-	-	-	-	-	-	**96.0%**	-
1/1	Roundabout SB Ahead	U	35	-	1029	1756	1071	96.0%	1029

Full Input Data And Results

1/2	Roundabout SB Ahead	U	35	-	1025	1756	1071	95.7%	1025
1/3	Roundabout SB Right	U	35	-	231	1756	1071	21.6%	231
2/2+2/1	M20 Slip road WB Left	U	10	-	590	1760:1760	328+328	89.9 : 89.9%	590
2/3+2/4	M20 Slip road WB Ahead	U	10	-	570	1760:1760	328+328	87.5 : 86.2%	570
3/1	A20 Fougeres Way South exit	U	-	-	295	Inf	Inf	0.0%	295
3/2	A20 Fougeres Way South exit	U	-	-	1324	Inf	Inf	0.0%	1324
3/3	A20 Fougeres Way South exit	U	-	-	1025	Inf	Inf	0.0%	1025
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**72.2%**	**-**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	34	-	982	1733:1733	867+867	56.7 : 56.7%	982
1/3	A20 Fougeres way NB Ahead	U	34	-	323	1733	1028	31.4%	323
1/4	A20 Fougeres way NB Ahead	U	34	-	742	1733	1028	72.2%	742
2/1	Roundabout WB Ahead	U	13	-	230	1756	417	55.2%	230
2/2	Roundabout WB Right Ahead	U	13	-	288	1756	417	69.1%	288
2/3	Roundabout WB Right	U	13	-	283	1756	417	67.9%	283
3/1	M20 Slip road West exit	U	-	-	721	Inf	Inf	0.0%	721
3/2	M20 Slip road West exit	U	-	-	189	Inf	Inf	0.0%	189

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: J23 M20 Junction 9	**-**	**0**	**53.0**	**83.2**	**136.1**	**-**	**-**	**-**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**0**	**14.8**	**10.4**	**25.3**	**-**	**-**	**-**	**-**
1/2+1/1	254	-	1.1	0.1	1.2	17.3	1.6	0.1	1.8
1/3+1/4	1069	-	6.1	4.2	10.3	34.7	9.1	4.2	13.3
2/1	590	-	2.2	1.2	3.4	20.6	8.4	1.2	9.5
2/2	606	-	2.3	1.3	3.6	21.3	8.6	1.3	9.9
2/3	742	-	3.2	3.6	6.8	32.9	12.0	3.6	15.6
3/1	717	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	733	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**0**	**17.4**	**43.8**	**61.3**	**-**	**-**	**-**	**-**
1/2+1/1	742	-	4.7	4.8	9.6	46.5	3.9	4.8	8.7
1/3	534	-	2.9	10.1	13.0	87.8	9.6	10.1	19.7
1/4	535	-	2.9	10.3	13.3	89.2	9.7	10.3	20.0
2/1	778	-	2.7	2.6	5.4	24.9	11.9	2.6	14.5
2/2+2/3	1216	-	4.0	16.0	20.0	59.2	16.4	16.0	32.4
3/1	1149	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	371	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**0**	**14.0**	**24.0**	**38.0**	**-**	**-**	**-**	**-**
1/1	1029	-	3.1	8.6	11.7	41.0	15.7	8.6	24.3
1/2	1025	-	3.1	8.2	11.2	39.4	15.7	8.2	23.8
1/3	231	-	0.3	0.1	0.5	7.3	1.7	0.1	1.8
2/2+2/1	590	-	3.8	4.0	7.8	47.7	4.7	4.0	8.6
2/3+2/4	570	-	3.7	3.1	6.8	42.8	4.5	3.1	7.6
3/1	295	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	1324	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

3/3	1025	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**0**	**6.7**	**4.9**	**11.6**	**-**	**-**	**-**	**-**
1/2+1/1	982	-	1.9	0.7	2.5	9.2	4.5	0.7	5.2
1/3	323	-	0.5	0.2	0.8	8.6	2.6	0.2	2.8
1/4	742	-	1.8	1.3	3.0	14.8	8.5	1.3	9.7
2/1	230	-	1.1	0.6	1.7	27.2	2.0	0.6	2.6
2/2	288	-	0.7	1.1	1.8	22.7	4.7	1.1	5.8
2/3	283	-	0.7	1.0	1.7	22.2	4.6	1.0	5.7
3/1	721	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	189	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - 13/1131	PRC for Signalled Lanes (%): -0.1	Total Delay for Signalled Lanes (pcuHr): 25.25	Cycle Time (s): 65
C2 - 13/1132	PRC for Signalled Lanes (%): -10.5	Total Delay for Signalled Lanes (pcuHr): 61.25	Cycle Time (s): 65
C3 - 13/1133	PRC for Signalled Lanes (%): -6.7	Total Delay for Signalled Lanes (pcuHr): 38.01	Cycle Time (s): 59
C4 - 13/1134	PRC for Signalled Lanes (%): 24.7	Total Delay for Signalled Lanes (pcuHr): 11.62	Cycle Time (s): 59
	PRC Over All Lanes (%): -10.5	Total Delay Over All Lanes(pcuHr): 136.14	

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)
Network: J23 M20 Junction 9	-	-	-	-	-	-	-	**89.7%**	-
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	-	-	-	-	-	-	-	**89.7%**	-
1/2+1/1	M20 Slip road EB Left	U	13	-	292	1754:1754	481+481	30.3 : 30.3%	292
1/3+1/4	M20 Slip road EB Ahead	U	13	-	766	1754:1754	481+481	75.2 : 83.9%	766
2/1	Roundabout NB Ahead	U	24	-	698	1756	861	81.1%	698
2/2	Roundabout NB Right Ahead	U	24	-	711	1756	861	82.6%	711
2/3	Roundabout NB Right	U	24	-	772	1756	861	89.7%	772
3/1	A251 Trinity Rd North Exit	U	-	-	844	Inf	Inf	0.0%	844
3/2	A251 Trinity Rd North Exit	U	-	-	857	Inf	Inf	0.0%	857
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	-	-	-	-	-	-	-	**72.9%**	-
1/2+1/1	Roundabout EB Ahead	U	20	-	772	1756:1756	533+533	72.4 : 72.4%	772
1/3	Roundabout EB Right	U	20	-	362	1756	723	50.1%	362
1/4	Roundabout EB Right	U	20	-	404	1756	723	55.9%	404
2/1	A251 Trinity Rd NB Left	U	19	-	468	1709	670	69.8%	468
2/2+2/3	A251 Trinity Rd NB Ahead	U	19	-	769	1715:1715	431+624	72.9 : 72.9%	769
3/1	M20 Slip road East exit	U	-	-	854	Inf	Inf	0.0%	854
3/2	M20 Slip road East exit	U	-	-	386	Inf	Inf	0.0%	386
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	-	-	-	-	-	-	-	**83.7%**	-
1/1	Roundabout SB Ahead	U	22	-	676	1756	808	83.7%	676

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1/2	Roundabout SB Ahead	U	22	-	661	1756	808	81.8%	661
1/3	Roundabout SB Right	U	22	-	198	1756	808	24.5%	198
2/2+2/1	M20 Slip road WB Left	U	14	-	846	1760:1760	528+528	80.1 : 80.1%	846
2/3+2/4	M20 Slip road WB Ahead	U	14	-	681	1760:1760	528+528	65.3 : 63.6%	681
3/1	A20 Fougeres Way South exit	U	-	-	423	Inf	Inf	0.0%	423
3/2	A20 Fougeres Way South exit	U	-	-	1099	Inf	Inf	0.0%	1099
3/3	A20 Fougeres Way South exit	U	-	-	661	Inf	Inf	0.0%	661
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**82.5%**	**-**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	26	-	1119	1733:1733	936+790	65.1 : 64.6%	1119
1/3	A20 Fougeres way NB Ahead	U	26	-	375	1733	936	40.1%	375
1/4	A20 Fougeres way NB Ahead	U	26	-	772	1733	936	82.5%	772
2/1	Roundabout WB Ahead	U	12	-	198	1756	457	43.4%	198
2/2	Roundabout WB Right Ahead	U	12	-	345	1756	457	75.6%	345
2/3	Roundabout WB Right	U	12	-	336	1756	457	73.6%	336
3/1	M20 Slip road West exit	U	-	-	708	Inf	Inf	0.0%	708
3/2	M20 Slip road West exit	U	-	-	256	Inf	Inf	0.0%	256

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: J23 M20 Junction 9	**-**	**0**	**40.8**	**29.9**	**70.7**	**-**	**-**	**-**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**0**	**11.7**	**10.5**	**22.2**	**-**	**-**	**-**	**-**
1/2+1/1	292	-	1.2	0.2	1.4	17.3	1.6	0.2	1.8
1/3+1/4	766	-	3.7	1.9	5.6	26.2	5.4	1.9	7.3
2/1	698	-	2.1	2.1	4.2	21.8	8.3	2.1	10.4
2/2	711	-	2.2	2.3	4.5	22.8	8.5	2.3	10.8
2/3	772	-	2.5	4.0	6.5	30.4	9.9	4.0	13.9
3/1	844	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	857	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**0**	**9.3**	**4.9**	**14.2**	**-**	**-**	**-**	**-**
1/2+1/1	772	-	2.5	1.3	3.8	17.6	2.3	1.3	3.6
1/3	362	-	1.2	0.5	1.7	16.7	5.1	0.5	5.6
1/4	404	-	1.3	0.6	2.0	17.5	5.7	0.6	6.3
2/1	468	-	1.7	1.1	2.8	21.8	5.5	1.1	6.6
2/2+2/3	769	-	2.6	1.3	4.0	18.5	5.3	1.3	6.6
3/1	854	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	386	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**0**	**11.5**	**7.7**	**19.2**	**-**	**-**	**-**	**-**
1/1	676	-	2.2	2.5	4.7	25.0	8.1	2.5	10.5
1/2	661	-	2.1	2.2	4.3	23.6	7.9	2.2	10.1
1/3	198	-	0.5	0.2	0.6	11.2	1.7	0.2	1.8
2/2+2/1	846	-	3.8	2.0	5.8	24.5	5.4	2.0	7.4
2/3+2/4	681	-	2.9	0.9	3.8	20.0	4.1	0.9	5.0
3/1	423	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	1099	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

3/3	661	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**0**	**8.3**	**6.8**	**15.1**	**-**	**-**	**-**	**-**
1/2+1/1	1119	-	2.4	0.9	3.4	10.8	5.9	0.9	6.8
1/3	375	-	0.7	0.3	1.0	10.0	3.0	0.3	3.4
1/4	772	-	2.0	2.3	4.3	20.2	8.8	2.3	11.1
2/1	198	-	0.7	0.4	1.1	19.6	1.2	0.4	1.5
2/2	345	-	1.2	1.5	2.7	28.3	4.8	1.5	6.3
2/3	336	-	1.2	1.4	2.5	27.2	4.7	1.4	6.0
3/1	708	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	256	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - 13/1131	PRC for Signalled Lanes (%):	0.4	Total Delay for Signalled Lanes (pcuHr):	22.23	Cycle Time (s): 51
C2 - 13/1132	PRC for Signalled Lanes (%):	23.5	Total Delay for Signalled Lanes (pcuHr):	14.20	Cycle Time (s): 51
C3 - 13/1133	PRC for Signalled Lanes (%):	7.5	Total Delay for Signalled Lanes (pcuHr):	19.19	Cycle Time (s): 50
C4 - 13/1134	PRC for Signalled Lanes (%):	9.1	Total Delay for Signalled Lanes (pcuHr):	15.06	Cycle Time (s): 50
	PRC Over All Lanes (%):	0.4	Total Delay Over All Lanes(pcuHr):	70.68	

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)
Network: J23 M20 Junction 9	-	-	-	-	-	-	-	**94.8%**	-
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	-	-	-	-	-	-	-	**87.6%**	-
1/2+1/1	M20 Slip road EB Left	U	21	-	241	1754:1754	594+594	20.4 : 20.2%	241
1/3+1/4	M20 Slip road EB Ahead	U	21	-	1023	1754:1754	594+594	86.1 : 86.2%	1023
2/1	Roundabout NB Ahead	U	30	-	574	1756	837	68.5%	574
2/2	Roundabout NB Right Ahead	U	30	-	587	1756	837	70.1%	587
2/3	Roundabout NB Right	U	30	-	734	1756	837	87.6%	734
3/1	A251 Trinity Rd North Exit	U	-	-	694	Inf	Inf	0.0%	694
3/2	A251 Trinity Rd North Exit	U	-	-	708	Inf	Inf	0.0%	708
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	-	-	-	-	-	-	-	**94.8%**	-
1/2+1/1	Roundabout EB Ahead	U	19	-	734	1756:1756	405+405	90.7 : 90.7%	734
1/3	Roundabout EB Right	U	19	-	511	1756	540	94.6%	511
1/4	Roundabout EB Right	U	19	-	512	1756	540	94.8%	512
2/1	A251 Trinity Rd NB Left	U	34	-	739	1709	920	80.3%	739
2/2+2/3	A251 Trinity Rd NB Ahead	U	34	-	1143	1715:1715	502+724	93.3 : 93.3%	1143
3/1	M20 Slip road East exit	U	-	-	1106	Inf	Inf	0.0%	1106
3/2	M20 Slip road East exit	U	-	-	367	Inf	Inf	0.0%	367
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	-	-	-	-	-	-	-	**94.0%**	-
1/1	Roundabout SB Ahead	U	34	-	979	1756	1042	94.0%	979

Full Input Data And Results

1/2	Roundabout SB Ahead	U	34	-	972	1756	1042	93.3%	972
1/3	Roundabout SB Right	U	34	-	215	1756	1042	20.6%	215
2/2+2/1	M20 Slip road WB Left	U	11	-	634	1760:1760	358+358	88.6 : 88.6%	634
2/3+2/4	M20 Slip road WB Ahead	U	11	-	572	1760:1760	358+358	80.5 : 79.3%	572
3/1	A20 Fougeres Way South exit	U	-	-	317	Inf	Inf	0.0%	317
3/2	A20 Fougeres Way South exit	U	-	-	1296	Inf	Inf	0.0%	1296
3/3	A20 Fougeres Way South exit	U	-	-	972	Inf	Inf	0.0%	972
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**71.4%**	**-**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	34	-	924	1733:1733	867+867	53.3 : 53.3%	924
1/3	A20 Fougeres way NB Ahead	U	34	-	303	1733	1028	29.5%	303
1/4	A20 Fougeres way NB Ahead	U	34	-	734	1733	1028	71.4%	734
2/1	Roundabout WB Ahead	U	13	-	215	1756	417	51.6%	215
2/2	Roundabout WB Right Ahead	U	13	-	288	1756	417	69.1%	288
2/3	Roundabout WB Right	U	13	-	284	1756	417	68.2%	284
3/1	M20 Slip road West exit	U	-	-	677	Inf	Inf	0.0%	677
3/2	M20 Slip road West exit	U	-	-	176	Inf	Inf	0.0%	176

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: J23 M20 Junction 9	**-**	**0**	**50.8**	**56.3**	**107.1**	**-**	**-**	**-**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**0**	**14.1**	**8.7**	**22.8**	**-**	**-**	**-**	**-**
1/2+1/1	241	-	1.0	0.1	1.2	17.2	1.5	0.1	1.7
1/3+1/4	1023	-	5.7	3.0	8.7	30.7	8.5	3.0	11.5
2/1	574	-	2.1	1.1	3.2	20.0	8.0	1.1	9.1
2/2	587	-	2.2	1.2	3.3	20.5	8.3	1.2	9.5
2/3	734	-	3.1	3.3	6.4	31.6	11.8	3.3	15.2
3/1	694	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	708	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**0**	**16.3**	**24.8**	**41.1**	**-**	**-**	**-**	**-**
1/2+1/1	734	-	4.7	4.4	9.0	44.3	3.7	4.4	8.1
1/3	511	-	2.8	6.1	9.0	63.1	9.2	6.1	15.4
1/4	512	-	2.8	6.3	9.1	63.9	9.2	6.3	15.5
2/1	739	-	2.5	2.0	4.5	21.9	10.7	2.0	12.7
2/2+2/3	1143	-	3.5	6.1	9.5	30.0	12.1	6.1	18.2
3/1	1106	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	367	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**0**	**13.9**	**18.1**	**31.9**	**-**	**-**	**-**	**-**
1/1	979	-	3.0	6.5	9.5	34.8	14.7	6.5	21.2
1/2	972	-	3.0	6.0	8.9	33.0	14.3	6.0	20.3
1/3	215	-	0.3	0.1	0.5	7.8	1.6	0.1	1.7
2/2+2/1	634	-	4.0	3.6	7.6	43.1	5.0	3.6	8.6
2/3+2/4	572	-	3.6	1.9	5.5	34.5	4.5	1.9	6.4
3/1	317	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	1296	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

3/3	972	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**0**	**6.5**	**4.7**	**11.2**	**-**	**-**	**-**	**-**
1/2+1/1	924	-	1.7	0.6	2.3	8.9	4.1	0.6	4.7
1/3	303	-	0.5	0.2	0.7	8.4	2.4	0.2	2.6
1/4	734	-	1.7	1.2	3.0	14.5	8.4	1.2	9.6
2/1	215	-	1.0	0.5	1.6	26.1	1.8	0.5	2.4
2/2	288	-	0.8	1.1	1.9	23.6	4.7	1.1	5.8
2/3	284	-	0.8	1.1	1.8	23.2	4.6	1.1	5.7
3/1	677	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	176	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - 13/1131	PRC for Signalled Lanes (%):	2.7	Total Delay for Signalled Lanes (pcuHr):	22.83	Cycle Time (s): 65
C2 - 13/1132	PRC for Signalled Lanes (%):	-5.3	Total Delay for Signalled Lanes (pcuHr):	41.10	Cycle Time (s): 65
C3 - 13/1133	PRC for Signalled Lanes (%):	-4.4	Total Delay for Signalled Lanes (pcuHr):	31.91	Cycle Time (s): 59
C4 - 13/1134	PRC for Signalled Lanes (%):	26.1	Total Delay for Signalled Lanes (pcuHr):	11.23	Cycle Time (s): 59
	PRC Over All Lanes (%):	-5.3	Total Delay Over All Lanes(pcuHr):	107.08	

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)
Network: J23 M20 Junction 9	-	-	-	-	-	-	-	**91.5%**	-
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	-	-	-	-	-	-	-	**91.5%**	-
1/2+1/1	M20 Slip road EB Left	U	13	-	309	1754:1754	481+481	32.2 : 32.0%	309
1/3+1/4	M20 Slip road EB Ahead	U	13	-	808	1754:1754	481+481	79.5 : 88.3%	808
2/1	Roundabout NB Ahead	U	24	-	745	1756	861	86.5%	745
2/2	Roundabout NB Right Ahead	U	24	-	762	1756	861	88.5%	762
2/3	Roundabout NB Right	U	24	-	788	1756	861	91.5%	788
3/1	A251 Trinity Rd North Exit	U	-	-	899	Inf	Inf	0.0%	899
3/2	A251 Trinity Rd North Exit	U	-	-	917	Inf	Inf	0.0%	917
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	-	-	-	-	-	-	-	**76.7%**	-
1/2+1/1	Roundabout EB Ahead	U	20	-	788	1756:1756	533+533	73.9 : 73.9%	788
1/3	Roundabout EB Right	U	20	-	383	1756	723	53.0%	383
1/4	Roundabout EB Right	U	20	-	425	1756	723	58.8%	425
2/1	A251 Trinity Rd NB Left	U	19	-	472	1709	670	70.4%	472
2/2+2/3	A251 Trinity Rd NB Ahead	U	19	-	805	1715:1715	425+625	76.7 : 76.7%	805
3/1	M20 Slip road East exit	U	-	-	866	Inf	Inf	0.0%	866
3/2	M20 Slip road East exit	U	-	-	394	Inf	Inf	0.0%	394
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	-	-	-	-	-	-	-	**87.8%**	-
1/1	Roundabout SB Ahead	U	22	-	709	1756	808	87.8%	709

Full Input Data And Results

1/2	Roundabout SB Ahead	U	22	-	701	1756	808	86.8%	701
1/3	Roundabout SB Right	U	22	-	203	1756	808	25.1%	203
2/2+2/1	M20 Slip road WB Left	U	14	-	919	1760:1760	528+528	86.9 : 87.1%	919
2/3+2/4	M20 Slip road WB Ahead	U	14	-	738	1760:1760	528+528	70.6 : 69.1%	738
3/1	A20 Fougeres Way South exit	U	-	-	460	Inf	Inf	0.0%	460
3/2	A20 Fougeres Way South exit	U	-	-	1168	Inf	Inf	0.0%	1168
3/3	A20 Fougeres Way South exit	U	-	-	701	Inf	Inf	0.0%	701
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**84.2%**	**-**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	26	-	1162	1733:1733	936+761	69.7 : 67.1%	1162
1/3	A20 Fougeres way NB Ahead	U	26	-	397	1733	936	42.4%	397
1/4	A20 Fougeres way NB Ahead	U	26	-	788	1733	936	84.2%	788
2/1	Roundabout WB Ahead	U	12	-	203	1756	457	44.5%	203
2/2	Roundabout WB Right Ahead	U	12	-	373	1756	457	81.7%	373
2/3	Roundabout WB Right	U	12	-	365	1756	457	79.9%	365
3/1	M20 Slip road West exit	U	-	-	713	Inf	Inf	0.0%	713
3/2	M20 Slip road West exit	U	-	-	280	Inf	Inf	0.0%	280

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: J23 M20 Junction 9	**-**	**0**	**43.9**	**39.1**	**83.0**	**-**	**-**	**-**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**0**	**12.7**	**14.2**	**26.9**	**-**	**-**	**-**	**-**
1/2+1/1	309	-	1.3	0.2	1.5	17.5	1.7	0.2	2.0
1/3+1/4	808	-	3.9	2.5	6.4	28.7	5.7	2.5	8.2
2/1	745	-	2.4	3.1	5.4	26.3	9.3	3.1	12.4
2/2	762	-	2.5	3.6	6.1	28.7	9.5	3.6	13.1
2/3	788	-	2.6	4.8	7.4	33.9	10.3	4.8	15.1
3/1	899	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	917	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**0**	**9.7**	**5.5**	**15.2**	**-**	**-**	**-**	**-**
1/2+1/1	788	-	2.6	1.4	4.0	18.2	2.4	1.4	3.8
1/3	383	-	1.3	0.6	1.8	17.1	5.4	0.6	6.0
1/4	425	-	1.4	0.7	2.1	17.9	6.0	0.7	6.7
2/1	472	-	1.7	1.2	2.9	22.0	5.5	1.2	6.7
2/2+2/3	805	-	2.8	1.6	4.4	19.7	5.7	1.6	7.3
3/1	866	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	394	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**0**	**12.7**	**11.0**	**23.6**	**-**	**-**	**-**	**-**
1/1	709	-	2.4	3.4	5.8	29.3	8.9	3.4	12.2
1/2	701	-	2.4	3.1	5.5	28.1	8.6	3.1	11.7
1/3	203	-	0.5	0.2	0.6	11.2	1.7	0.2	1.9
2/2+2/1	919	-	4.2	3.2	7.4	29.1	6.0	3.2	9.2
2/3+2/4	738	-	3.2	1.2	4.3	21.1	4.6	1.2	5.7
3/1	460	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	1168	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

3/3	701	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**0**	**8.8**	**8.5**	**17.3**	**-**	**-**	**-**	**-**
1/2+1/1	1162	-	2.6	1.1	3.7	11.4	6.5	1.1	7.6
1/3	397	-	0.8	0.4	1.1	10.2	3.2	0.4	3.6
1/4	788	-	2.1	2.6	4.7	21.5	9.2	2.6	11.8
2/1	203	-	0.7	0.4	1.1	19.8	1.2	0.4	1.6
2/2	373	-	1.3	2.1	3.4	33.2	5.2	2.1	7.3
2/3	365	-	1.3	1.9	3.2	31.5	5.1	1.9	7.0
3/1	713	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	280	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - 13/1131	PRC for Signalled Lanes (%):	-1.7	Total Delay for Signalled Lanes (pcuHr):	26.87	Cycle Time (s): 51
C2 - 13/1132	PRC for Signalled Lanes (%):	17.4	Total Delay for Signalled Lanes (pcuHr):	15.22	Cycle Time (s): 51
C3 - 13/1133	PRC for Signalled Lanes (%):	2.5	Total Delay for Signalled Lanes (pcuHr):	23.64	Cycle Time (s): 50
C4 - 13/1134	PRC for Signalled Lanes (%):	6.9	Total Delay for Signalled Lanes (pcuHr):	17.26	Cycle Time (s): 50
	PRC Over All Lanes (%):	-1.7	Total Delay Over All Lanes(pcuHr):	82.99	

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)
Network: J23 M20 Junction 9	-	-	-	-	-	-	-	**99.0%**	-
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	-	-	-	-	-	-	-	**94.9%**	-
1/2+1/1	M20 Slip road EB Left	U	20	-	250	1754:1754	567+567	22.1 : 22.1%	250
1/3+1/4	M20 Slip road EB Ahead	U	20	-	1053	1754:1754	567+567	93.0 : 92.8%	1053
2/1	Roundabout NB Ahead	U	31	-	594	1756	864	68.7%	594
2/2	Roundabout NB Right Ahead	U	31	-	610	1756	864	70.6%	610
2/3	Roundabout NB Right	U	31	-	820	1756	864	94.9%	820
3/1	A251 Trinity Rd North Exit	U	-	-	719	Inf	Inf	0.0%	719
3/2	A251 Trinity Rd North Exit	U	-	-	735	Inf	Inf	0.0%	735
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	-	-	-	-	-	-	-	**99.0%**	-
1/2+1/1	Roundabout EB Ahead	U	20	-	820	1756:1756	418+418	98.1 : 98.1%	820
1/3	Roundabout EB Right	U	20	-	527	1756	567	92.9%	527
1/4	Roundabout EB Right	U	20	-	526	1756	567	92.7%	526
2/1	A251 Trinity Rd NB Left	U	33	-	799	1709	894	89.4%	799
2/2+2/3	A251 Trinity Rd NB Ahead	U	33	-	1202	1715:1715	511+703	99.0 : 99.0%	1202
3/1	M20 Slip road East exit	U	-	-	1209	Inf	Inf	0.0%	1209
3/2	M20 Slip road East exit	U	-	-	410	Inf	Inf	0.0%	410
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	-	-	-	-	-	-	-	**99.0%**	-
1/1	Roundabout SB Ahead	U	35	-	1033	1756	1071	96.4%	1033

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1/2	Roundabout SB Ahead	U	35	-	996	1756	1071	93.0%	996
1/3	Roundabout SB Right	U	35	-	226	1756	1071	21.1%	226
2/2+2/1	M20 Slip road WB Left	U	10	-	650	1760:1760	328+328	99.0 : 99.0%	650
2/3+2/4	M20 Slip road WB Ahead	U	10	-	584	1760:1760	328+328	89.6 : 88.4%	584
3/1	A20 Fougeres Way South exit	U	-	-	325	Inf	Inf	0.0%	325
3/2	A20 Fougeres Way South exit	U	-	-	1358	Inf	Inf	0.0%	1358
3/3	A20 Fougeres Way South exit	U	-	-	996	Inf	Inf	0.0%	996
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**79.8%**	**-**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	34	-	968	1733:1733	867+867	55.9 : 55.9%	968
1/3	A20 Fougeres way NB Ahead	U	34	-	320	1733	1028	31.1%	320
1/4	A20 Fougeres way NB Ahead	U	34	-	820	1733	1028	79.8%	820
2/1	Roundabout WB Ahead	U	13	-	225	1756	417	54.0%	225
2/2	Roundabout WB Right Ahead	U	13	-	295	1756	417	70.8%	295
2/3	Roundabout WB Right	U	13	-	290	1756	417	69.6%	290
3/1	M20 Slip road West exit	U	-	-	709	Inf	Inf	0.0%	709
3/2	M20 Slip road West exit	U	-	-	185	Inf	Inf	0.0%	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: J23 M20 Junction 9	**-**	**0**	**54.6**	**90.4**	**145.0**	**-**	**-**	**-**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**0**	**15.2**	**15.2**	**30.3**	**-**	**-**	**-**	**-**
1/2+1/1	250	-	1.1	0.1	1.3	18.1	1.6	0.1	1.8
1/3+1/4	1053	-	6.2	5.7	12.0	40.9	9.1	5.7	14.8
2/1	594	-	2.1	1.1	3.2	19.3	8.1	1.1	9.2
2/2	610	-	2.2	1.2	3.4	19.8	8.5	1.2	9.7
2/3	820	-	3.6	7.0	10.6	46.5	13.9	7.0	20.9
3/1	719	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	735	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**0**	**17.9**	**39.7**	**57.6**	**-**	**-**	**-**	**-**
1/2+1/1	820	-	5.2	10.8	16.0	70.3	4.5	10.8	15.4
1/3	527	-	2.8	5.2	8.0	54.4	9.5	5.2	14.7
1/4	526	-	2.8	5.1	7.9	53.8	9.5	5.1	14.6
2/1	799	-	3.1	3.9	7.0	31.4	12.9	3.9	16.8
2/2+2/3	1202	-	4.1	14.6	18.8	56.3	15.7	14.6	30.3
3/1	1209	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	410	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**0**	**14.4**	**29.9**	**44.4**	**-**	**-**	**-**	**-**
1/1	1033	-	3.1	9.1	12.2	42.6	15.8	9.1	24.9
1/2	996	-	2.9	5.7	8.6	31.1	14.7	5.7	20.4
1/3	226	-	0.3	0.1	0.5	7.3	1.6	0.1	1.8
2/2+2/1	650	-	4.3	11.3	15.6	86.4	5.2	11.3	16.5
2/3+2/4	584	-	3.8	3.7	7.5	46.0	4.7	3.7	8.3
3/1	325	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	1358	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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3/3	996	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**0**	**7.0**	**5.7**	**12.7**	**-**	**-**	**-**	**-**
1/2+1/1	968	-	1.8	0.6	2.5	9.1	4.4	0.6	5.1
1/3	320	-	0.5	0.2	0.8	8.5	2.6	0.2	2.8
1/4	820	-	2.1	1.9	4.0	17.8	10.3	1.9	12.2
2/1	225	-	1.1	0.6	1.7	26.9	2.0	0.6	2.6
2/2	295	-	0.7	1.2	1.9	23.5	4.8	1.2	6.0
2/3	290	-	0.7	1.1	1.8	22.9	4.7	1.1	5.9
3/1	709	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	185	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - 13/1131	PRC for Signalled Lanes (%):	-5.4	Total Delay for Signalled Lanes (pcuHr):	30.34	Cycle Time (s): 65
C2 - 13/1132	PRC for Signalled Lanes (%):	-10.0	Total Delay for Signalled Lanes (pcuHr):	57.59	Cycle Time (s): 65
C3 - 13/1133	PRC for Signalled Lanes (%):	-10.0	Total Delay for Signalled Lanes (pcuHr):	44.36	Cycle Time (s): 59
C4 - 13/1134	PRC for Signalled Lanes (%):	12.8	Total Delay for Signalled Lanes (pcuHr):	12.71	Cycle Time (s): 59
	PRC Over All Lanes (%):	-10.0	Total Delay Over All Lanes(pcuHr):	145.00	

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)
Network: J23 M20 Junction 9	-	-	-	-	-	-	-	**93.2%**	-
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	-	-	-	-	-	-	-	**93.2%**	-
1/2+1/1	M20 Slip road EB Left	U	13	-	314	1754:1754	481+481	32.6 : 32.6%	314
1/3+1/4	M20 Slip road EB Ahead	U	13	-	821	1754:1754	481+481	80.8 : 89.7%	821
2/1	Roundabout NB Ahead	U	24	-	755	1756	861	87.7%	755
2/2	Roundabout NB Right Ahead	U	24	-	767	1756	861	89.1%	767
2/3	Roundabout NB Right	U	24	-	802	1756	861	93.2%	802
3/1	A251 Trinity Rd North Exit	U	-	-	912	Inf	Inf	0.0%	912
3/2	A251 Trinity Rd North Exit	U	-	-	924	Inf	Inf	0.0%	924
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	-	-	-	-	-	-	-	**77.8%**	-
1/2+1/1	Roundabout EB Ahead	U	20	-	802	1756:1756	533+533	75.3 : 75.3%	802
1/3	Roundabout EB Right	U	20	-	389	1756	723	53.8%	389
1/4	Roundabout EB Right	U	20	-	432	1756	723	59.7%	432
2/1	A251 Trinity Rd NB Left	U	19	-	480	1709	670	71.6%	480
2/2+2/3	A251 Trinity Rd NB Ahead	U	19	-	816	1715:1715	424+625	77.8 : 77.8%	816
3/1	M20 Slip road East exit	U	-	-	881	Inf	Inf	0.0%	881
3/2	M20 Slip road East exit	U	-	-	401	Inf	Inf	0.0%	401
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	-	-	-	-	-	-	-	**89.0%**	-
1/1	Roundabout SB Ahead	U	22	-	719	1756	808	89.0%	719

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1/2	Roundabout SB Ahead	U	22	-	712	1756	808	88.1%	712
1/3	Roundabout SB Right	U	22	-	206	1756	808	25.5%	206
2/2+2/1	M20 Slip road WB Left	U	14	-	934	1760:1760	528+528	88.4 : 88.4%	934
2/3+2/4	M20 Slip road WB Ahead	U	14	-	744	1760:1760	528+528	71.2 : 69.7%	744
3/1	A20 Fougeres Way South exit	U	-	-	467	Inf	Inf	0.0%	467
3/2	A20 Fougeres Way South exit	U	-	-	1186	Inf	Inf	0.0%	1186
3/3	A20 Fougeres Way South exit	U	-	-	712	Inf	Inf	0.0%	712
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**85.7%**	**-**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	26	-	1182	1733:1733	936+748	71.8 : 68.2%	1182
1/3	A20 Fougeres way NB Ahead	U	26	-	399	1733	936	42.6%	399
1/4	A20 Fougeres way NB Ahead	U	26	-	802	1733	936	85.7%	802
2/1	Roundabout WB Ahead	U	12	-	206	1756	457	45.1%	206
2/2	Roundabout WB Right Ahead	U	12	-	376	1756	457	82.4%	376
2/3	Roundabout WB Right	U	12	-	368	1756	457	80.6%	368
3/1	M20 Slip road West exit	U	-	-	716	Inf	Inf	0.0%	716
3/2	M20 Slip road West exit	U	-	-	293	Inf	Inf	0.0%	293

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: J23 M20 Junction 9	**-**	**0**	**44.8**	**42.9**	**87.7**	**-**	**-**	**-**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**0**	**13.0**	**15.9**	**28.8**	**-**	**-**	**-**	**-**
1/2+1/1	314	-	1.3	0.2	1.5	17.5	1.7	0.2	2.0
1/3+1/4	821	-	4.0	2.8	6.8	29.7	5.9	2.8	8.7
2/1	755	-	2.4	3.4	5.8	27.6	9.4	3.4	12.8
2/2	767	-	2.5	3.8	6.3	29.5	9.8	3.8	13.6
2/3	802	-	2.7	5.7	8.4	37.8	10.5	5.7	16.2
3/1	912	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	924	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**0**	**10.0**	**5.8**	**15.8**	**-**	**-**	**-**	**-**
1/2+1/1	802	-	2.7	1.5	4.2	18.8	2.5	1.5	4.0
1/3	389	-	1.3	0.6	1.9	17.2	5.5	0.6	6.1
1/4	432	-	1.4	0.7	2.2	18.0	6.1	0.7	6.9
2/1	480	-	1.7	1.2	3.0	22.4	5.7	1.2	7.0
2/2+2/3	816	-	2.8	1.7	4.6	20.2	5.8	1.7	7.5
3/1	881	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	401	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**0**	**12.9**	**12.2**	**25.1**	**-**	**-**	**-**	**-**
1/1	719	-	2.5	3.7	6.2	31.1	9.0	3.7	12.7
1/2	712	-	2.4	3.5	5.9	29.8	8.9	3.5	12.4
1/3	206	-	0.5	0.2	0.6	11.3	1.7	0.2	1.9
2/2+2/1	934	-	4.3	3.6	7.9	30.6	6.1	3.6	9.7
2/3+2/4	744	-	3.2	1.2	4.4	21.3	4.6	1.2	5.8
3/1	467	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	1186	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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3/3	712	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**0**	**9.0**	**9.0**	**18.0**	**-**	**-**	**-**	**-**
1/2+1/1	1182	-	2.7	1.2	3.8	11.7	6.9	1.2	8.1
1/3	399	-	0.8	0.4	1.1	10.2	3.2	0.4	3.6
1/4	802	-	2.2	2.9	5.1	22.7	9.4	2.9	12.2
2/1	206	-	0.7	0.4	1.1	19.9	1.2	0.4	1.6
2/2	376	-	1.3	2.2	3.5	33.9	5.2	2.2	7.4
2/3	368	-	1.3	2.0	3.3	32.1	5.1	2.0	7.1
3/1	716	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	293	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - 13/1131	PRC for Signalled Lanes (%):	-3.5	Total Delay for Signalled Lanes (pcuHr):	28.83	Cycle Time (s):	51
C2 - 13/1132	PRC for Signalled Lanes (%):	15.7	Total Delay for Signalled Lanes (pcuHr):	15.78	Cycle Time (s):	51
C3 - 13/1133	PRC for Signalled Lanes (%):	1.1	Total Delay for Signalled Lanes (pcuHr):	25.08	Cycle Time (s):	50
C4 - 13/1134	PRC for Signalled Lanes (%):	5.0	Total Delay for Signalled Lanes (pcuHr):	18.01	Cycle Time (s):	50
	PRC Over All Lanes (%):	-3.5	Total Delay Over All Lanes(pcuHr):	87.69		

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)
Network: J23 M20 Junction 9	-	-	-	-	-	-	-	**101.7%**	-
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	-	-	-	-	-	-	-	**96.5%**	-
1/2+1/1	M20 Slip road EB Left	U	20	-	254	1754:1754	567+567	22.4 : 22.4%	254
1/3+1/4	M20 Slip road EB Ahead	U	20	-	1069	1754:1754	567+567	94.2 : 94.4%	1069
2/1	Roundabout NB Ahead	U	31	-	601	1756	864	69.5%	601
2/2	Roundabout NB Right Ahead	U	31	-	619	1756	864	71.6%	619
2/3	Roundabout NB Right	U	31	-	834	1756	864	96.5%	834
3/1	A251 Trinity Rd North Exit	U	-	-	728	Inf	Inf	0.0%	728
3/2	A251 Trinity Rd North Exit	U	-	-	746	Inf	Inf	0.0%	746
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	-	-	-	-	-	-	-	**101.7%**	-
1/2+1/1	Roundabout EB Ahead	U	20	-	834	1756:1756	418+418	99.7 : 99.7%	834
1/3	Roundabout EB Right	U	20	-	534	1756	567	94.1%	534
1/4	Roundabout EB Right	U	20	-	535	1756	567	94.3%	535
2/1	A251 Trinity Rd NB Left	U	33	-	808	1709	894	90.4%	808
2/2+2/3	A251 Trinity Rd NB Ahead	U	33	-	1216	1715:1715	487+709	101.7 : 101.7%	1216
3/1	M20 Slip road East exit	U	-	-	1225	Inf	Inf	0.0%	1225
3/2	M20 Slip road East exit	U	-	-	417	Inf	Inf	0.0%	417
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	-	-	-	-	-	-	-	**98.0%**	-
1/1	Roundabout SB Ahead	U	34	-	1029	1756	1042	98.0%	1021

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1/2	Roundabout SB Ahead	U	34	-	1025	1756	1042	97.6%	1017
1/3	Roundabout SB Right	U	34	-	231	1756	1042	21.8%	227
2/2+2/1	M20 Slip road WB Left	U	11	-	664	1760:1760	358+358	92.7 : 92.7%	664
2/3+2/4	M20 Slip road WB Ahead	U	11	-	594	1760:1760	358+358	83.5 : 82.4%	594
3/1	A20 Fougeres Way South exit	U	-	-	332	Inf	Inf	0.0%	332
3/2	A20 Fougeres Way South exit	U	-	-	1361	Inf	Inf	0.0%	1353
3/3	A20 Fougeres Way South exit	U	-	-	1025	Inf	Inf	0.0%	1017
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**81.1%**	**-**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	34	-	981	1733:1733	866+867	56.6 : 56.6%	981
1/3	A20 Fougeres way NB Ahead	U	34	-	324	1733	1028	31.5%	324
1/4	A20 Fougeres way NB Ahead	U	34	-	834	1733	1028	81.1%	834
2/1	Roundabout WB Ahead	U	13	-	231	1756	417	54.5%	227
2/2	Roundabout WB Right Ahead	U	13	-	299	1756	417	71.8%	299
2/3	Roundabout WB Right	U	13	-	295	1756	417	70.8%	295
3/1	M20 Slip road West exit	U	-	-	722	Inf	Inf	0.0%	718
3/2	M20 Slip road West exit	U	-	-	188	Inf	Inf	0.0%	188

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: J23 M20 Junction 9	**-**	**0**	**56.6**	**107.7**	**164.3**	**-**	**-**	**-**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**0**	**15.5**	**18.1**	**33.6**	**-**	**-**	**-**	**-**
1/2+1/1	254	-	1.1	0.1	1.3	18.1	1.7	0.1	1.8
1/3+1/4	1069	-	6.4	6.8	13.2	44.5	9.4	6.8	16.2
2/1	601	-	2.1	1.1	3.3	19.5	8.3	1.1	9.5
2/2	619	-	2.2	1.2	3.5	20.2	8.6	1.2	9.8
2/3	834	-	3.7	8.7	12.4	53.5	14.4	8.7	23.1
3/1	728	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	746	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**0**	**18.8**	**53.3**	**72.1**	**-**	**-**	**-**	**-**
1/2+1/1	834	-	5.3	13.9	19.2	83.0	6.0	13.9	19.9
1/3	534	-	2.8	5.9	8.7	58.7	9.6	5.9	15.6
1/4	535	-	2.8	6.0	8.8	59.4	9.7	6.0	15.7
2/1	808	-	3.1	4.3	7.4	33.1	13.0	4.3	17.3
2/2+2/3	1196	-	4.7	23.2	27.9	82.7	17.2	23.2	40.4
3/1	1225	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	417	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**0**	**14.9**	**30.3**	**45.2**	**-**	**-**	**-**	**-**
1/1	1021	-	3.3	11.6	14.9	52.5	16.2	11.6	27.7
1/2	1017	-	3.3	10.9	14.2	50.2	16.1	10.9	27.0
1/3	227	-	0.4	0.1	0.5	7.8	1.7	0.1	1.8
2/2+2/1	664	-	4.3	5.3	9.6	51.9	5.3	5.3	10.6
2/3+2/4	594	-	3.7	2.3	6.1	36.7	4.7	2.3	7.0
3/1	332	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	1353	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

3/3	1017	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**0**	**7.3**	**6.0**	**13.3**	**-**	**-**	**-**	**-**
1/2+1/1	981	-	1.9	0.7	2.5	9.2	4.5	0.7	5.2
1/3	324	-	0.5	0.2	0.8	8.6	2.6	0.2	2.8
1/4	834	-	2.2	2.1	4.3	18.5	10.7	2.1	12.8
2/1	227	-	1.1	0.6	1.7	26.8	2.0	0.6	2.5
2/2	299	-	0.8	1.2	2.1	24.9	4.9	1.2	6.1
2/3	295	-	0.8	1.2	2.0	24.4	4.8	1.2	6.0
3/1	718	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/2	188	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - 13/1131	PRC for Signalled Lanes (%):	-7.2	Total Delay for Signalled Lanes (pcuHr):	33.62	Cycle Time (s): 65
C2 - 13/1132	PRC for Signalled Lanes (%):	-13.0	Total Delay for Signalled Lanes (pcuHr):	72.13	Cycle Time (s): 65
C3 - 13/1133	PRC for Signalled Lanes (%):	-8.9	Total Delay for Signalled Lanes (pcuHr):	45.19	Cycle Time (s): 59
C4 - 13/1134	PRC for Signalled Lanes (%):	10.9	Total Delay for Signalled Lanes (pcuHr):	13.32	Cycle Time (s): 59
	PRC Over All Lanes (%):	-13.0	Total Delay Over All Lanes(pcuHr):	164.25	

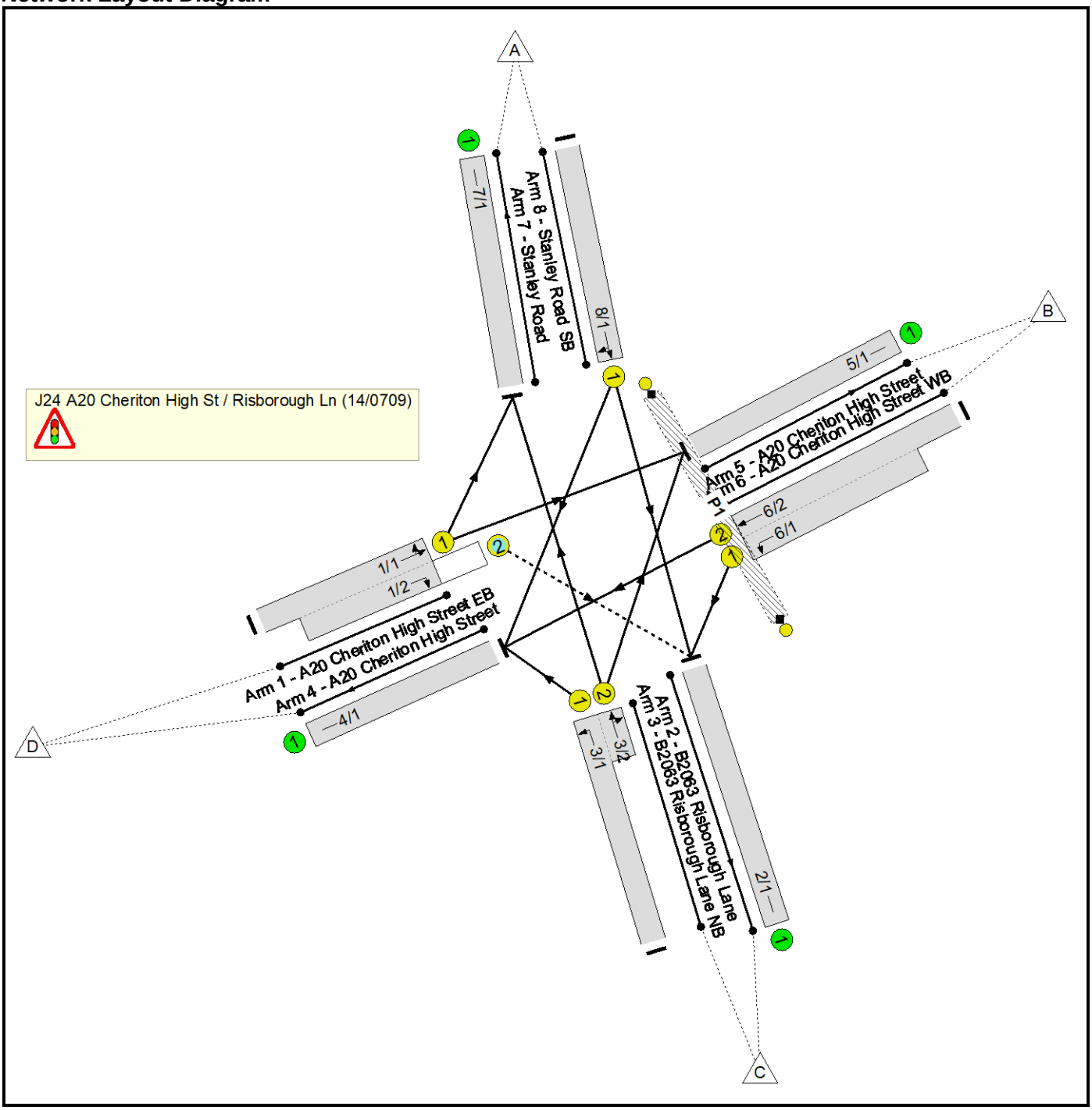
P.33 J24_B2064 Cheriton High St Risborough Ln

Full Input Data And Results

User and Project Details

Project:	**Otterpool Park**
Title:	**J24 Cheriton High Street/Risborough Lane**
Location:	
Additional detail:	
File name:	J24_Cheriton High Str Risborough Ln.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
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Pedestrian		-9999	6

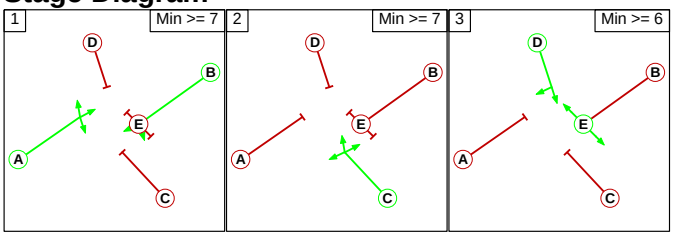
Phase Intergreens Matrix

		Starting Phase				
		A	B	C	D	E
Terminating Phase	A		-	5	7	9
	B	-		8	5	5
	C	5	5		7	8
	D	7	5	8		-
	E	11	11	11	-	

Phases in Stage

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

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	Tot.
Origin	A	0	0	93	44	137
	B	0	0	210	282	492
	C	49	258	0	276	583
	D	14	299	182	0	495
	Tot.	63	557	485	602	1707

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

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	57	28	85
	B	0	0	217	316	533
	C	28	243	0	319	590
	D	20	443	220	0	683
	Tot.	48	686	494	663	1891

Scenario 3: 'DM 2037 AM' (FG3: 'DM 2037 AM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	113	38	151
	B	0	0	157	365	522
	C	50	216	0	365	631
	D	20	398	274	0	692
	Tot.	70	614	544	768	1996

Scenario 4: 'DM 2037 PM' (FG4: 'DM 2037 PM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	65	38	103
	B	0	0	150	429	579
	C	0	222	0	433	655
	D	55	568	343	0	966
	Tot.	55	790	558	900	2303

Full Input Data And Results

Scenario 5: 'DM 2044 AM' (FG5: 'DM 2044 AM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	114	40	154
	B	0	0	157	377	534
	C	50	230	0	365	645
	D	20	397	270	0	687
	Tot.	70	627	541	782	2020

Scenario 6: 'DM 2044 PM' (FG6: 'DM 2044 PM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	65	39	104
	B	0	0	150	455	605
	C	0	221	0	434	655
	D	56	587	353	0	996
	Tot.	56	808	568	928	2360

Scenario 7: 'DM 2046 AM' (FG7: 'DM 2046 AM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	115	40	155
	B	0	0	158	378	536
	C	50	238	0	361	649
	D	21	403	273	0	697
	Tot.	71	641	546	779	2037

Scenario 8: 'DM 2046 PM' (FG8: 'DM 2046 PM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	65	39	104
	B	0	0	151	461	612
	C	0	222	0	439	661
	D	56	589	355	0	1000
	Tot.	56	811	571	939	2377

Full Input Data And Results

Scenario 9: 'DS 2037 AM' (FG9: 'DS 2037 AM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	113	46	159
	B	0	0	157	441	598
	C	50	255	0	370	675
	D	27	565	320	0	912
	Tot.	77	820	590	857	2344

Scenario 10: 'DS 2037 PM' (FG10: 'DS 2037 PM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	65	46	111
	B	0	0	150	530	680
	C	0	275	0	425	700
	D	61	736	389	0	1186
	Tot.	61	1011	604	1001	2677

Scenario 11: 'DS 2044 AM' (FG11: 'DS 2044 AM ', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	1	114	53	168
	B	0	0	157	505	662
	C	50	310	0	365	725
	D	29	606	328	0	963
	Tot.	79	917	599	923	2518

Scenario 12: 'DS 2044 PM' (FG12: 'DS 2044 PM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	65	48	113
	B	0	0	144	592	736
	C	0	339	0	378	717
	D	71	747	447	0	1265
	Tot.	71	1086	656	1018	2831

Full Input Data And Results

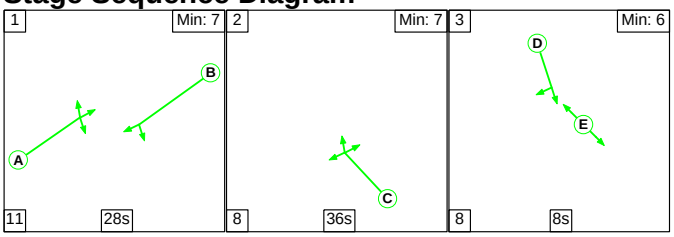
Scenario 13: 'DS 2046 AM' (FG13: 'DS 2046 AM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	1	115	54	170
	B	0	0	158	530	688
	C	50	316	0	366	732
	D	30	646	340	0	1016
	Tot.	80	963	613	950	2606

Scenario 14: 'DS 2046 PM' (FG14: 'DS 2046 PM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	65	49	114
	B	0	0	145	618	763
	C	0	347	0	384	731
	D	72	765	454	0	1291
	Tot.	72	1112	664	1051	2899

Scenario 1: 'Base AM' (FG1: 'AM PEAK', Plan 1: 'Network Control Plan 1')
Stage Sequence Diagram

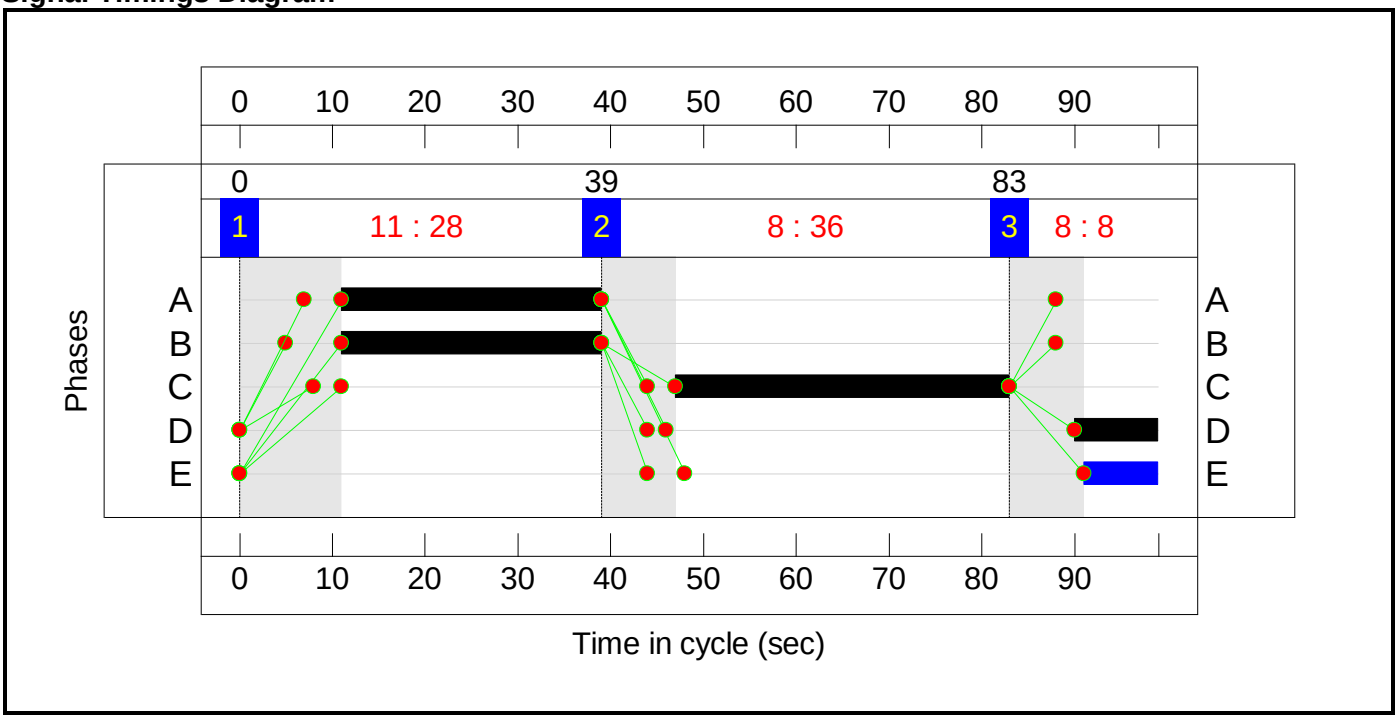


Stage Timings

Stage	1	2	3
Duration	28	36	8
Change Point	0	39	83

Full Input Data And Results

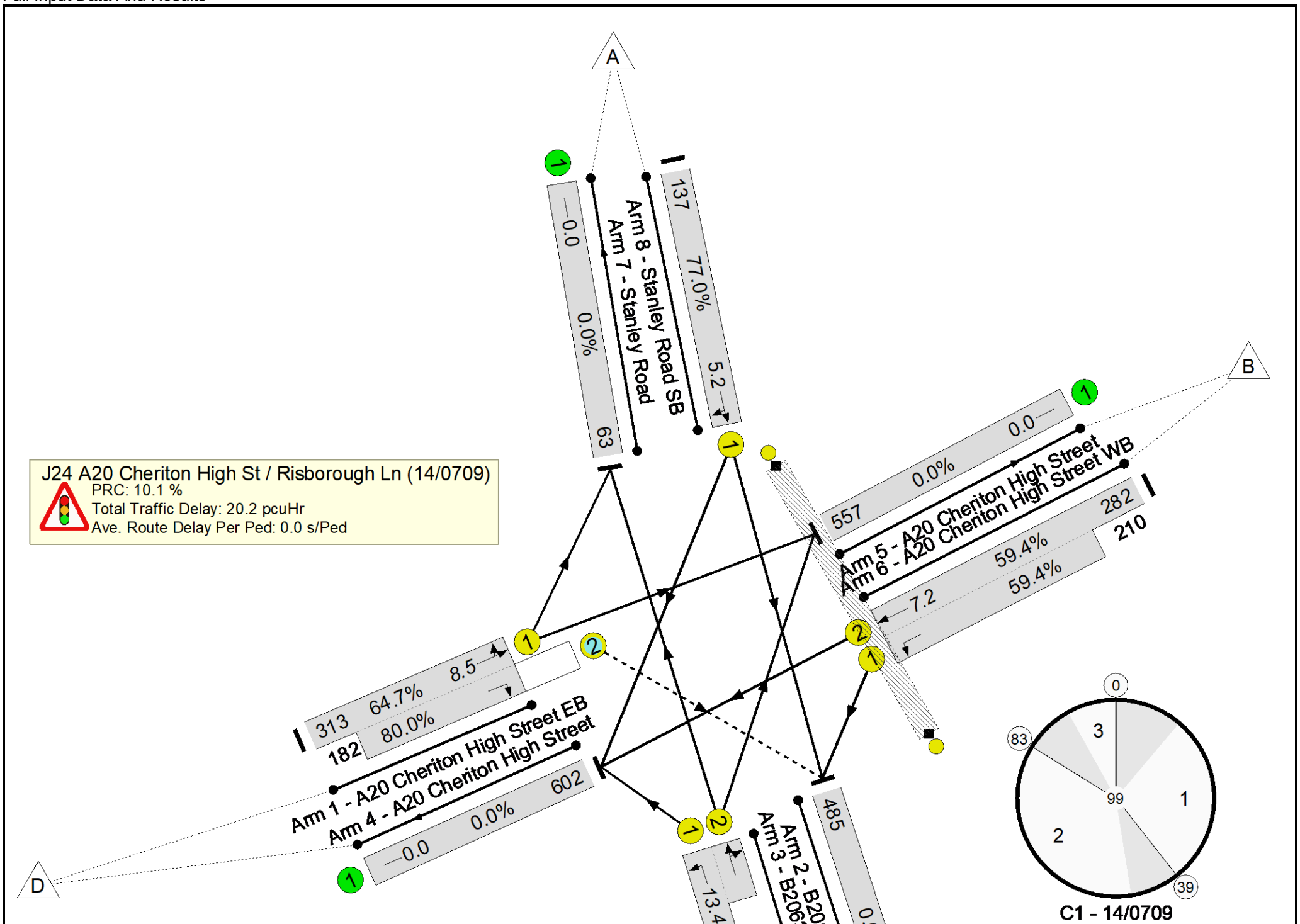
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

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)
Network: J24 Cheriton High Street/Risborough Lane	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**81.8%**	**-**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**81.8%**	**-**
1/1+1/2	A20 Cheriton High Street EB Right Ahead Left	U+O	28	-	495	1758:1654	484+228	64.7 : 80.0%	495
2/1	B2063 Risborough Lane	U	-	-	485	Inf	Inf	0.0%	485
3/1+3/2	B2063 Risborough Lane NB Left Right Ahead	U	36	-	583	1555:1674	338+375	81.8 : 81.8%	583
4/1	A20 Cheriton High Street	U	-	-	602	Inf	Inf	0.0%	602
5/1	A20 Cheriton High Street	U	-	-	557	Inf	Inf	0.0%	557
6/2+6/1	A20 Cheriton High Street WB Left Ahead	U	28	-	492	1733:1600	475+354	59.4 : 59.4%	492
7/1	Stanley Road	U	-	-	63	Inf	Inf	0.0%	63
8/1	Stanley Road SB Ahead Right	U	9	-	137	1761	178	77.0%	137
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0

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: J24 Cheriton High Street/Risborough Lane	**-**	**45**	**14.0**	**5.6**	**20.2**	**-**	**-**	**-**	**-**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**-**	**45**	**14.0**	**5.6**	**20.2**	**-**	**-**	**-**	**-**
1/1+1/2	495	45	4.2	1.1	5.9	43.2	7.4	1.1	8.5
2/1	485	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/1+3/2	583	-	4.1	2.2	6.3	39.0	11.2	2.2	13.4
4/1	602	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	557	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/2+6/1	492	-	4.0	0.7	4.7	34.4	6.5	0.7	7.2
7/1	63	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	137	-	1.7	1.6	3.2	84.3	3.7	1.6	5.2
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf

C1 - 14/0709 PRC for Signalled Lanes (%): 10.1 Total Delay for Signalled Lanes (pcuHr): 20.16 Cycle Time (s): 99
PRC Over All Lanes (%): 10.1 Total Delay Over All Lanes(pcuHr): 20.16

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)
Network: J24 Cheriton High Street/Risborough Lane	-	-	-	-	-	-	-	**87.2%**	-
J24 A20 Cheriton High St / Risborough Ln (14/0709)	-	-	-	-	-	-	-	**87.2%**	-
1/1+1/2	A20 Cheriton High Street EB Right Ahead Left	U+O	40	-	683	1758:1654	544+258	85.1 : 85.1%	683
2/1	B2063 Risborough Lane	U	-	-	494	Inf	Inf	0.0%	494
3/1+3/2	B2063 Risborough Lane NB Left Right Ahead	U	42	-	590	1555:1674	366+311	87.2 : 87.2%	590
4/1	A20 Cheriton High Street	U	-	-	663	Inf	Inf	0.0%	663
5/1	A20 Cheriton High Street	U	-	-	686	Inf	Inf	0.0%	686
6/2+6/1	A20 Cheriton High Street WB Left Ahead	U	40	-	533	1733:1600	514+353	61.5 : 61.5%	533
7/1	Stanley Road	U	-	-	48	Inf	Inf	0.0%	48
8/1	Stanley Road SB Ahead Right	U	7	-	85	1761	123	69.4%	85
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0

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: J24 Cheriton High Street/Risborough Lane	**-**	**40**	**16.8**	**7.8**	**25.3**	**-**	**-**	**-**	**-**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**-**	**40**	**16.8**	**7.8**	**25.3**	**-**	**-**	**-**	**-**
1/1+1/2	683	40	6.2	2.7	9.8	51.4	14.1	2.7	16.8
2/1	494	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/1+3/2	590	-	5.1	3.2	8.2	50.3	14.7	3.2	17.8
4/1	663	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	686	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/2+6/1	533	-	4.2	0.8	5.0	33.8	7.9	0.8	8.7
7/1	48	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	85	-	1.2	1.1	2.3	97.7	2.6	1.1	3.7
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf

C1 - 14/0709 PRC for Signalled Lanes (%): 3.3 Total Delay for Signalled Lanes (pcuHr): 25.32 Cycle Time (s): 115
PRC Over All Lanes (%): 3.3 Total Delay Over All Lanes(pcuHr): 25.32

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)
Network: J24 Cheriton High Street/Risborough Lane	-	-	-	-	-	-	-	**106.3%**	-
J24 A20 Cheriton High St / Risborough Ln (14/0709)	-	-	-	-	-	-	-	**106.3%**	-
1/1+1/2	A20 Cheriton High Street EB Right Ahead Left	U+O	35	-	692	1758:1654	553+258	75.6 : 106.0%	692
2/1	B2063 Risborough Lane	U	-	-	544	Inf	Inf	0.0%	522
3/1+3/2	B2063 Risborough Lane NB Left Right Ahead	U	31	-	631	1555:1674	343+250	106.3 : 106.3%	631
4/1	A20 Cheriton High Street	U	-	-	768	Inf	Inf	0.0%	744
5/1	A20 Cheriton High Street	U	-	-	614	Inf	Inf	0.0%	601
6/2+6/1	A20 Cheriton High Street WB Left Ahead	U	35	-	522	1733:1600	568+244	64.3 : 64.3%	522
7/1	Stanley Road	U	-	-	70	Inf	Inf	0.0%	67
8/1	Stanley Road SB Ahead Right	U	7	-	151	1761	142	106.1%	151
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0

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: J24 Cheriton High Street/Risborough Lane	**-**	**92**	**18.9**	**45.2**	**65.0**	**-**	**-**	**-**	**-**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**-**	**92**	**18.9**	**45.2**	**65.0**	**-**	**-**	**-**	**-**
1/1+1/2	676	92	6.1	10.5	17.6	91.3	9.5	10.5	20.1
2/1	522	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/1+3/2	593	-	6.8	25.1	31.9	181.9	16.9	25.1	42.0
4/1	744	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	601	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/2+6/1	522	-	3.5	0.9	4.4	30.6	8.0	0.9	8.9
7/1	67	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	142	-	2.4	8.7	11.1	264.2	4.5	8.7	13.2
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf

C1 - 14/0709 PRC for Signalled Lanes (%): -18.2 Total Delay for Signalled Lanes (pcuHr): 64.96 Cycle Time (s): 99
PRC Over All Lanes (%): -18.2 Total Delay Over All Lanes(pcuHr): 64.96

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)
Network: J24 Cheriton High Street/Risborough Lane	-	-	-	-	-	-	-	**126.9%**	-
J24 A20 Cheriton High St / Risborough Ln (14/0709)	-	-	-	-	-	-	-	**126.9%**	-
1/1+1/2	A20 Cheriton High Street EB Right Ahead Left	U+O	49	-	966	1758:1654	620+279	100.4 : 123.0%	966
2/1	B2063 Risborough Lane	U	-	-	558	Inf	Inf	0.0%	494
3/1+3/2	B2063 Risborough Lane NB Left Right Ahead	U	33	-	655	1555:1674	341+175	126.9 : 126.9%	655
4/1	A20 Cheriton High Street	U	-	-	900	Inf	Inf	0.0%	808
5/1	A20 Cheriton High Street	U	-	-	790	Inf	Inf	0.0%	741
6/2+6/1	A20 Cheriton High Street WB Left Ahead	U	49	-	579	1733:1600	649+227	66.1 : 66.1%	579
7/1	Stanley Road	U	-	-	55	Inf	Inf	0.0%	55
8/1	Stanley Road SB Ahead Right	U	7	-	103	1761	123	84.1%	103
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0

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: J24 Cheriton High Street/Risborough Lane	**-**	**80**	**31.4**	**114.3**	**146.8**	**-**	**-**	**-**	**-**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**-**	**80**	**31.4**	**114.3**	**146.8**	**-**	**-**	**-**	**-**
1/1+1/2	899	80	11.8	39.5	52.4	195.3	25.3	39.5	64.8
2/1	494	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/1+3/2	516	-	14.3	71.7	86.0	472.9	26.3	71.7	98.0
4/1	808	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	741	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/2+6/1	579	-	3.8	1.0	4.7	29.4	10.2	1.0	11.2
7/1	55	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	103	-	1.5	2.2	3.7	128.4	3.2	2.2	5.4
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf

C1 - 14/0709 PRC for Signalled Lanes (%): -41.0 Total Delay for Signalled Lanes (pcuHr): 146.83 Cycle Time (s): 115
PRC Over All Lanes (%): -41.0 Total Delay Over All Lanes(pcuHr): 146.83

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)
Network: J24 Cheriton High Street/Risborough Lane	-	-	-	-	-	-	-	**108.6%**	-
J24 A20 Cheriton High St / Risborough Ln (14/0709)	-	-	-	-	-	-	-	**108.6%**	-
1/1+1/2	A20 Cheriton High Street EB Right Ahead Left	U+O	35	-	687	1758:1654	554+249	75.3 : 108.6%	687
2/1	B2063 Risborough Lane	U	-	-	541	Inf	Inf	0.0%	511
3/1+3/2	B2063 Risborough Lane NB Left Right Ahead	U	31	-	645	1555:1674	338+260	107.9 : 107.9%	645
4/1	A20 Cheriton High Street	U	-	-	782	Inf	Inf	0.0%	752
5/1	A20 Cheriton High Street	U	-	-	627	Inf	Inf	0.0%	610
6/2+6/1	A20 Cheriton High Street WB Left Ahead	U	35	-	534	1733:1600	569+237	66.2 : 66.2%	534
7/1	Stanley Road	U	-	-	70	Inf	Inf	0.0%	66
8/1	Stanley Road SB Ahead Right	U	7	-	154	1761	142	108.2%	154
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0

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: J24 Cheriton High Street/Risborough Lane	**-**	**92**	**19.8**	**53.4**	**74.1**	**-**	**-**	**-**	**-**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**-**	**92**	**19.8**	**53.4**	**74.1**	**-**	**-**	**-**	**-**
1/1+1/2	666	92	6.4	13.6	20.8	109.2	9.5	13.6	23.1
2/1	511	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/1+3/2	598	-	7.2	29.1	36.3	202.7	17.4	29.1	46.5
4/1	752	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	610	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/2+6/1	534	-	3.7	1.0	4.6	31.2	8.4	1.0	9.4
7/1	66	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	142	-	2.6	9.8	12.4	289.4	4.8	9.8	14.5
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf

C1 - 14/0709 PRC for Signalled Lanes (%): -20.7 Total Delay for Signalled Lanes (pcuHr): 74.15 Cycle Time (s): 99
PRC Over All Lanes (%): -20.7 Total Delay Over All Lanes(pcuHr): 74.15

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)
Network: J24 Cheriton High Street/Risborough Lane	-	-	-	-	-	-	-	**130.7%**	-
J24 A20 Cheriton High St / Risborough Ln (14/0709)	-	-	-	-	-	-	-	**130.7%**	-
1/1+1/2	A20 Cheriton High Street EB Right Ahead Left	U+O	50	-	996	1758:1654	630+270	102.0 : 130.7%	996
2/1	B2063 Risborough Lane	U	-	-	568	Inf	Inf	0.0%	485
3/1+3/2	B2063 Risborough Lane NB Left Right Ahead	U	32	-	655	1555:1674	333+169	130.5 : 130.5%	655
4/1	A20 Cheriton High Street	U	-	-	928	Inf	Inf	0.0%	827
5/1	A20 Cheriton High Street	U	-	-	808	Inf	Inf	0.0%	745
6/2+6/1	A20 Cheriton High Street WB Left Ahead	U	50	-	605	1733:1600	664+219	68.5 : 68.5%	605
7/1	Stanley Road	U	-	-	56	Inf	Inf	0.0%	55
8/1	Stanley Road SB Ahead Right	U	7	-	104	1761	123	84.9%	104
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0

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: J24 Cheriton High Street/Risborough Lane	**-**	**80**	**34.3**	**134.4**	**169.8**	**-**	**-**	**-**	**-**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**-**	**80**	**34.3**	**134.4**	**169.8**	**-**	**-**	**-**	**-**
1/1+1/2	901	80	13.5	52.5	67.1	242.4	28.2	52.5	80.6
2/1	485	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/1+3/2	502	-	15.4	78.6	94.0	516.9	27.2	78.6	105.8
4/1	827	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	745	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/2+6/1	605	-	3.9	1.1	4.9	29.5	10.9	1.1	11.9
7/1	55	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	104	-	1.5	2.3	3.8	131.1	3.3	2.3	5.5
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf

C1 - 14/0709 PRC for Signalled Lanes (%): -45.2 Total Delay for Signalled Lanes (pcuHr): 169.83 Cycle Time (s): 115
PRC Over All Lanes (%): -45.2 Total Delay Over All Lanes(pcuHr): 169.83

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)
Network: J24 Cheriton High Street/Risborough Lane	-	-	-	-	-	-	-	**110.4%**	-
J24 A20 Cheriton High St / Risborough Ln (14/0709)	-	-	-	-	-	-	-	**110.4%**	-
1/1+1/2	A20 Cheriton High Street EB Right Ahead Left	U+O	35	-	697	1758:1654	554+247	76.5 : 110.4%	697
2/1	B2063 Risborough Lane	U	-	-	546	Inf	Inf	0.0%	511
3/1+3/2	B2063 Risborough Lane NB Left Right Ahead	U	31	-	649	1555:1674	335+267	107.9 : 107.9%	649
4/1	A20 Cheriton High Street	U	-	-	779	Inf	Inf	0.0%	749
5/1	A20 Cheriton High Street	U	-	-	641	Inf	Inf	0.0%	624
6/2+6/1	A20 Cheriton High Street WB Left Ahead	U	35	-	536	1733:1600	569+238	66.4 : 66.4%	536
7/1	Stanley Road	U	-	-	71	Inf	Inf	0.0%	67
8/1	Stanley Road SB Ahead Right	U	7	-	155	1761	142	108.9%	155
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0

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: J24 Cheriton High Street/Risborough Lane	**-**	**92**	**20.3**	**56.4**	**77.6**	**-**	**-**	**-**	**-**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**-**	**92**	**20.3**	**56.4**	**77.6**	**-**	**-**	**-**	**-**
1/1+1/2	671	92	6.6	16.0	23.6	121.7	9.8	16.0	25.8
2/1	511	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/1+3/2	602	-	7.3	29.3	36.5	202.6	17.5	29.3	46.7
4/1	749	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	624	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/2+6/1	536	-	3.7	1.0	4.7	31.2	8.4	1.0	9.4
7/1	67	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	142	-	2.7	10.2	12.8	297.9	4.8	10.2	15.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf

C1 - 14/0709

PRC for Signalled Lanes (%): -22.7
PRC Over All Lanes (%): -22.7

Total Delay for Signalled Lanes (pcuHr): 77.57
Total Delay Over All Lanes(pcuHr): 77.57

Cycle Time (s): 99

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)
Network: J24 Cheriton High Street/Risborough Lane	-	-	-	-	-	-	-	**133.4%**	-
J24 A20 Cheriton High St / Risborough Ln (14/0709)	-	-	-	-	-	-	-	**133.4%**	-
1/1+1/2	A20 Cheriton High Street EB Right Ahead Left	U+O	50	-	1000	1758:1654	622+266	103.6 : 133.4%	1000
2/1	B2063 Risborough Lane	U	-	-	571	Inf	Inf	0.0%	482
3/1+3/2	B2063 Risborough Lane NB Left Right Ahead	U	32	-	661	1555:1674	333+168	131.8 : 131.8%	661
4/1	A20 Cheriton High Street	U	-	-	939	Inf	Inf	0.0%	833
5/1	A20 Cheriton High Street	U	-	-	811	Inf	Inf	0.0%	744
6/2+6/1	A20 Cheriton High Street WB Left Ahead	U	50	-	612	1733:1600	665+218	69.3 : 69.3%	612
7/1	Stanley Road	U	-	-	56	Inf	Inf	0.0%	55
8/1	Stanley Road SB Ahead Right	U	7	-	104	1761	123	84.9%	104
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0

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: J24 Cheriton High Street/Risborough Lane	**-**	**80**	**35.3**	**145.1**	**181.5**	**-**	**-**	**-**	**-**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**-**	**80**	**35.3**	**145.1**	**181.5**	**-**	**-**	**-**	**-**
1/1+1/2	896	80	14.0	60.0	75.0	270.1	28.7	60.0	88.6
2/1	482	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/1+3/2	502	-	15.9	81.7	97.7	531.9	27.8	81.7	109.5
4/1	833	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	744	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/2+6/1	612	-	3.9	1.1	5.1	29.7	11.1	1.1	12.3
7/1	55	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	104	-	1.5	2.3	3.8	131.1	3.3	2.3	5.5
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf

C1 - 14/0709 PRC for Signalled Lanes (%): -48.3 Total Delay for Signalled Lanes (pcuHr): 181.55 Cycle Time (s): 115
PRC Over All Lanes (%): -48.3 Total Delay Over All Lanes(pcuHr): 181.55

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)
Network: J24 Cheriton High Street/Risborough Lane	-	-	-	-	-	-	-	**127.9%**	-
J24 A20 Cheriton High St / Risborough Ln (14/0709)	-	-	-	-	-	-	-	**127.9%**	-
1/1+1/2	A20 Cheriton High Street EB Right Ahead Left	U+O	39	-	912	1758:1654	610+250	97.0 : 127.9%	912
2/1	B2063 Risborough Lane	U	-	-	590	Inf	Inf	0.0%	508
3/1+3/2	B2063 Risborough Lane NB Left Right Ahead	U	27	-	675	1555:1674	296+244	125.0 : 125.0%	675
4/1	A20 Cheriton High Street	U	-	-	857	Inf	Inf	0.0%	778
5/1	A20 Cheriton High Street	U	-	-	820	Inf	Inf	0.0%	769
6/2+6/1	A20 Cheriton High Street WB Left Ahead	U	39	-	598	1733:1600	626+223	70.5 : 70.5%	598
7/1	Stanley Road	U	-	-	77	Inf	Inf	0.0%	67
8/1	Stanley Road SB Ahead Right	U	7	-	159	1761	142	111.7%	159
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0

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: J24 Cheriton High Street/Risborough Lane	**-**	**93**	**28.7**	**124.8**	**154.5**	**-**	**-**	**-**	**-**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**-**	**93**	**28.7**	**124.8**	**154.5**	**-**	**-**	**-**	**-**
1/1+1/2	842	93	10.2	41.8	53.1	209.4	18.2	41.8	60.1
2/1	508	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/1+3/2	540	-	11.9	70.0	81.9	436.6	21.5	70.0	91.5
4/1	778	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	769	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/2+6/1	598	-	3.7	1.2	4.9	29.6	9.7	1.2	10.9
7/1	67	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	142	-	2.9	11.7	14.7	332.2	5.2	11.7	16.9
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf

C1 - 14/0709 PRC for Signalled Lanes (%): -42.1 Total Delay for Signalled Lanes (pcuHr): 154.51 Cycle Time (s): 99
PRC Over All Lanes (%): -42.1 Total Delay Over All Lanes(pcuHr): 154.51

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)
Network: J24 Cheriton High Street/Risborough Lane	-	-	-	-	-	-	-	**156.7%**	-
J24 A20 Cheriton High St / Risborough Ln (14/0709)	-	-	-	-	-	-	-	**156.7%**	-
1/1+1/2	A20 Cheriton High Street EB Right Ahead Left	U+O	55	-	1186	1758:1654	689+257	115.6 : 151.5%	1186
2/1	B2063 Risborough Lane	U	-	-	604	Inf	Inf	0.0%	472
3/1+3/2	B2063 Risborough Lane NB Left Right Ahead	U	27	-	700	1555:1674	271+176	156.7 : 156.7%	700
4/1	A20 Cheriton High Street	U	-	-	1001	Inf	Inf	0.0%	847
5/1	A20 Cheriton High Street	U	-	-	1011	Inf	Inf	0.0%	816
6/2+6/1	A20 Cheriton High Street WB Left Ahead	U	55	-	680	1733:1600	733+208	72.3 : 72.3%	680
7/1	Stanley Road	U	-	-	61	Inf	Inf	0.0%	53
8/1	Stanley Road SB Ahead Right	U	7	-	111	1761	123	90.6%	111
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0

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: J24 Cheriton High Street/Risborough Lane	**-**	**82**	**50.4**	**254.7**	**306.4**	**-**	**-**	**-**	**-**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**-**	**82**	**50.4**	**254.7**	**306.4**	**-**	**-**	**-**	**-**
1/1+1/2	950	82	21.6	122.3	145.2	440.7	40.8	122.3	163.2
2/1	472	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/1+3/2	447	-	23.2	128.0	151.2	777.6	34.5	128.0	162.4
4/1	847	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	816	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/2+6/1	680	-	3.9	1.3	5.2	27.5	12.8	1.3	14.0
7/1	53	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	111	-	1.6	3.1	4.8	154.5	3.5	3.1	6.6
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf

C1 - 14/0709 PRC for Signalled Lanes (%): -74.1 Total Delay for Signalled Lanes (pcuHr): 306.36 Cycle Time (s): 115
PRC Over All Lanes (%): -74.1 Total Delay Over All Lanes(pcuHr): 306.36

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)
Network: J24 Cheriton High Street/Risborough Lane	-	-	-	-	-	-	-	**142.2%**	-
J24 A20 Cheriton High St / Risborough Ln (14/0709)	-	-	-	-	-	-	-	**142.2%**	-
1/1+1/2	A20 Cheriton High Street EB Right Ahead Left	U+O	42	-	963	1758:1654	648+239	98.0 : 137.2%	963
2/1	B2063 Risborough Lane	U	-	-	599	Inf	Inf	0.0%	493
3/1+3/2	B2063 Risborough Lane NB Left Right Ahead	U	24	-	725	1555:1674	257+253	142.2 : 142.2%	725
4/1	A20 Cheriton High Street	U	-	-	923	Inf	Inf	0.0%	807
5/1	A20 Cheriton High Street	U	-	-	916	Inf	Inf	0.0%	824
6/2+6/1	A20 Cheriton High Street WB Left Ahead	U	42	-	662	1733:1600	672+209	75.1 : 75.1%	662
7/1	Stanley Road	U	-	-	79	Inf	Inf	0.0%	64
8/1	Stanley Road SB Ahead Right	U	7	-	167	1761	142	117.4%	167
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0

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: J24 Cheriton High Street/Risborough Lane	**-**	**95**	**35.7**	**175.9**	**212.7**	**-**	**-**	**-**	**-**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**-**	**95**	**35.7**	**175.9**	**212.7**	**-**	**-**	**-**	**-**
1/1+1/2	874	95	11.0	50.0	62.1	232.1	20.1	50.0	70.1
2/1	493	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/1+3/2	510	-	17.3	109.3	126.6	628.6	26.6	109.3	135.9
4/1	807	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	824	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/2+6/1	662	-	3.9	1.5	5.4	29.3	11.1	1.5	12.6
7/1	64	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	142	-	3.5	15.1	18.6	400.8	5.8	15.1	20.9
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf

C1 - 14/0709 PRC for Signalled Lanes (%): -58.0 Total Delay for Signalled Lanes (pcuHr): 212.67 Cycle Time (s): 99
PRC Over All Lanes (%): -58.0 Total Delay Over All Lanes(pcuHr): 212.67

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)
Network: J24 Cheriton High Street/Risborough Lane	-	-	-	-	-	-	-	**178.4%**	-
J24 A20 Cheriton High St / Risborough Ln (14/0709)	-	-	-	-	-	-	-	**178.4%**	-
1/1+1/2	A20 Cheriton High Street EB Right Ahead Left	U+O	60	-	1265	1758:1654	460+252	177.6 : 177.6%	1265
2/1	B2063 Risborough Lane	U	-	-	656	Inf	Inf	0.0%	461
3/1+3/2	B2063 Risborough Lane NB Left Right Ahead	U	22	-	717	1555:1674	212+190	178.4 : 178.4%	717
4/1	A20 Cheriton High Street	U	-	-	1018	Inf	Inf	0.0%	852
5/1	A20 Cheriton High Street	U	-	-	1086	Inf	Inf	0.0%	703
6/2+6/1	A20 Cheriton High Street WB Left Ahead	U	60	-	736	1733:1600	805+196	73.5 : 73.5%	736
7/1	Stanley Road	U	-	-	71	Inf	Inf	0.0%	49
8/1	Stanley Road SB Ahead Right	U	7	-	113	1761	123	92.2%	113
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0

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: J24 Cheriton High Street/Risborough Lane	**-**	**83**	**59.6**	**441.0**	**502.1**	**-**	**-**	**-**	**-**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**-**	**83**	**59.6**	**441.0**	**502.1**	**-**	**-**	**-**	**-**
1/1+1/2	813	83	26.2	277.6	305.2	868.5	42.5	277.6	320.1
2/1	461	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/1+3/2	402	-	28.0	158.6	186.6	937.0	38.1	158.6	196.8
4/1	852	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	703	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/2+6/1	736	-	3.7	1.4	5.1	25.0	14.2	1.4	15.6
7/1	49	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	113	-	1.7	3.4	5.1	163.0	3.6	3.4	7.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf

C1 - 14/0709 PRC for Signalled Lanes (%): -98.2 Total Delay for Signalled Lanes (pcuHr): 502.05 Cycle Time (s): 115
PRC Over All Lanes (%): -98.2 Total Delay Over All Lanes(pcuHr): 502.05

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)
Network: J24 Cheriton High Street/Risborough Lane	-	-	-	-	-	-	-	**147.9%**	-
J24 A20 Cheriton High St / Risborough Ln (14/0709)	-	-	-	-	-	-	-	**147.9%**	-
1/1+1/2	A20 Cheriton High Street EB Right Ahead Left	U+O	43	-	1016	1758:1654	662+231	102.1 : 147.0%	1016
2/1	B2063 Risborough Lane	U	-	-	613	Inf	Inf	0.0%	486
3/1+3/2	B2063 Risborough Lane NB Left Right Ahead	U	23	-	732	1555:1674	248+248	147.9 : 147.9%	732
4/1	A20 Cheriton High Street	U	-	-	950	Inf	Inf	0.0%	823
5/1	A20 Cheriton High Street	U	-	-	962	Inf	Inf	0.0%	846
6/2+6/1	A20 Cheriton High Street WB Left Ahead	U	43	-	688	1733:1600	688+205	77.1 : 77.1%	688
7/1	Stanley Road	U	-	-	80	Inf	Inf	0.0%	63
8/1	Stanley Road SB Ahead Right	U	7	-	169	1761	142	118.8%	169
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0

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: J24 Cheriton High Street/Risborough Lane	**-**	**95**	**39.2**	**202.9**	**243.2**	**-**	**-**	**-**	**-**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**-**	**95**	**39.2**	**202.9**	**243.2**	**-**	**-**	**-**	**-**
1/1+1/2	893	95	12.8	65.2	79.2	280.6	24.5	65.2	89.7
2/1	486	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/1+3/2	495	-	18.8	120.0	138.8	682.5	27.9	120.0	147.9
4/1	823	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	846	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/2+6/1	688	-	4.0	1.7	5.6	29.5	11.6	1.7	13.3
7/1	63	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	142	-	3.6	16.0	19.6	417.6	6.0	16.0	22.0
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf

C1 - 14/0709 PRC for Signalled Lanes (%): -64.3 Total Delay for Signalled Lanes (pcuHr): 243.20 Cycle Time (s): 99
PRC Over All Lanes (%): -64.3 Total Delay Over All Lanes(pcuHr): 243.20

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)
Network: J24 Cheriton High Street/Risborough Lane	-	-	-	-	-	-	-	**189.9%**	-
J24 A20 Cheriton High St / Risborough Ln (14/0709)	-	-	-	-	-	-	-	**189.9%**	-
1/1+1/2	A20 Cheriton High Street EB Right Ahead Left	U+O	61	-	1291	1758:1654	441+239	189.9 : 189.9%	1291
2/1	B2063 Risborough Lane	U	-	-	664	Inf	Inf	0.0%	449
3/1+3/2	B2063 Risborough Lane NB Left Right Ahead	U	21	-	731	1555:1674	204+185	188.1 : 188.1%	731
4/1	A20 Cheriton High Street	U	-	-	1051	Inf	Inf	0.0%	871
5/1	A20 Cheriton High Street	U	-	-	1112	Inf	Inf	0.0%	650
6/2+6/1	A20 Cheriton High Street WB Left Ahead	U	61	-	763	1733:1600	820+192	75.3 : 75.3%	763
7/1	Stanley Road	U	-	-	72	Inf	Inf	0.0%	44
8/1	Stanley Road SB Ahead Right	U	7	-	114	1761	123	93.1%	114
Ped Link: P1	Unnamed Ped Link	-	0	-	0	-	0	0.0%	0

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: J24 Cheriton High Street/Risborough Lane	**-**	**83**	**64.6**	**483.9**	**549.9**	**-**	**-**	**-**	**-**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**-**	**83**	**64.6**	**483.9**	**549.9**	**-**	**-**	**-**	**-**
1/1+1/2	749	83	28.9	306.6	336.9	939.6	46.0	306.6	352.6
2/1	449	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/1+3/2	389	-	30.1	172.2	202.3	996.4	40.3	172.2	212.5
4/1	871	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	650	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/2+6/1	763	-	3.8	1.5	5.3	25.2	15.2	1.5	16.7
7/1	44	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	114	-	1.7	3.6	5.3	167.6	3.6	3.6	7.2
Ped Link: P1	0	-	-	-	Inf	Inf	-	-	Inf

C1 - 14/0709 PRC for Signalled Lanes (%): -110.9 Total Delay for Signalled Lanes (pcuHr): 549.92 Cycle Time (s): 115
PRC Over All Lanes (%): -110.9 Total Delay Over All Lanes(pcuHr): 549.92

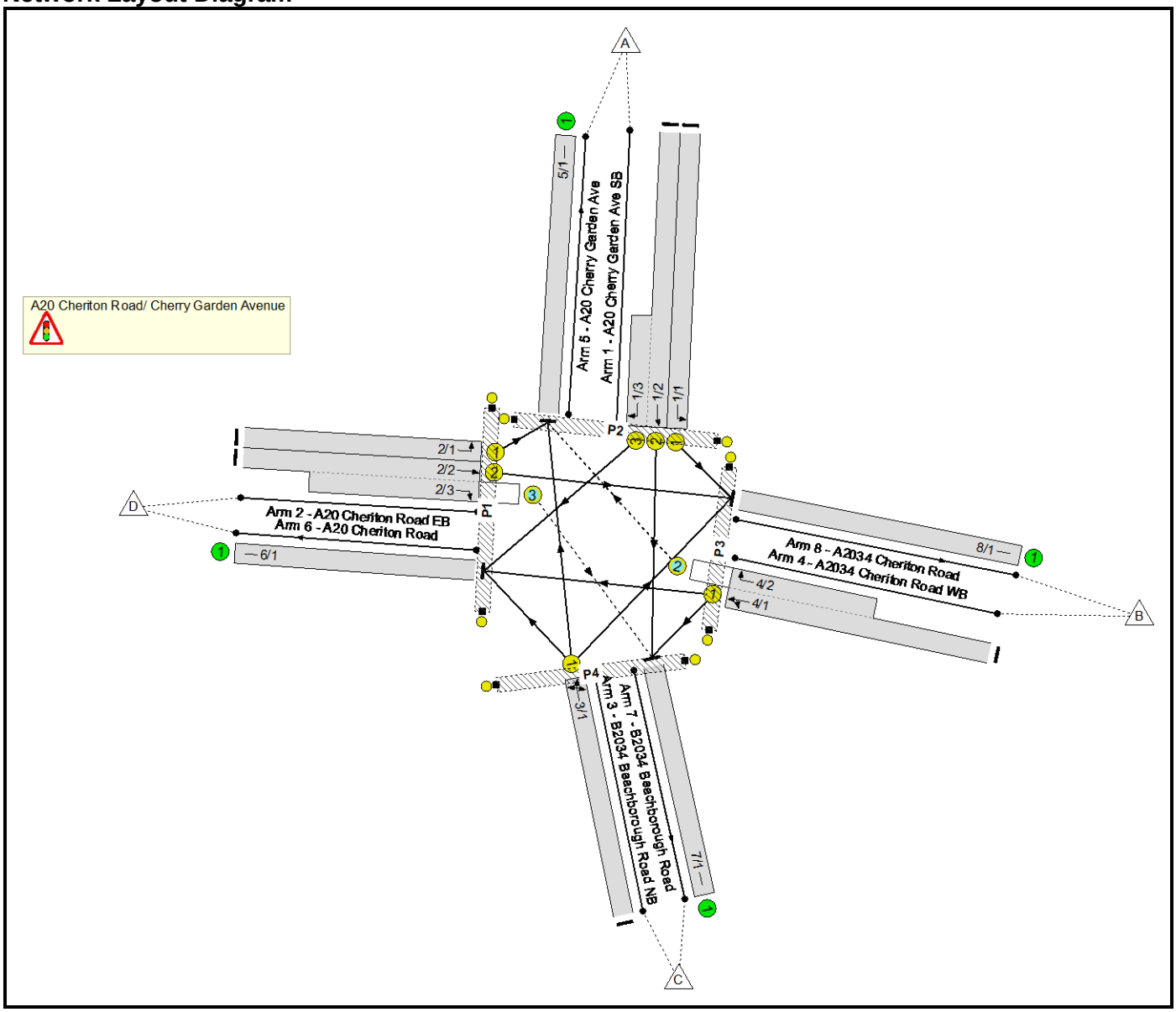
P.34 J25 B2064 Cheriton High Street-A2034 Cherry Garden Avenue

Full Input Data And Results

User and Project Details

Project:	**Otterpool Park**
Title:	**J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave**
Location:	
Additional detail:	
File name:	J25 B2064 Cheriton High street-A2034 Cherry Garden avenue v2_DM_it5.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
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Traffic		-9999	3
F	Pedestrian		-9999	6
G	Pedestrian		-9999	6
H	Pedestrian		-9999	7
I	Pedestrian		-9999	6
J	Pedestrian		-9999	7

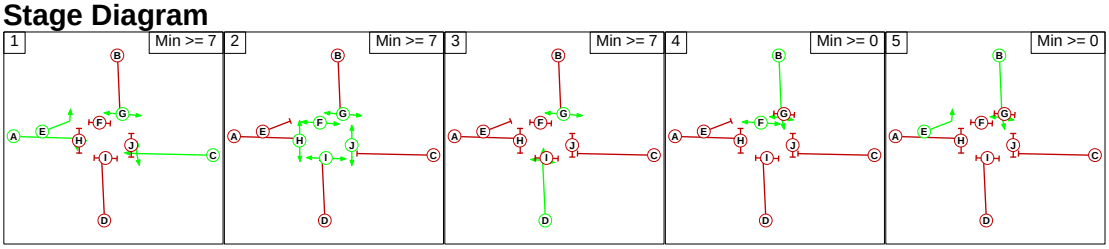
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J
A		10	-	7	-	9	-	9	9	9
B	6		6	9	-	-	6	10	10	10
C	-	10		7	-	9	-	9	9	9
D	6	10	6		6	9	-	9	9	9
E	-	-	-	7		9	-	9	9	9
F	9	-	9	9	9		-	-	-	-
G	-	10	-	-	-	-		-	-	-
H	14	14	14	14	14	-	-		-	-
I	14	14	14	14	14	-	-	-		-
J	14	14	14	14	14	-	-	-	-	

Phases in Stage

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

Stage Diagram



Full Input Data And Results

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	D	Tot.
Origin	A	0	303	347	66	716
	B	101	0	62	248	411
	C	317	61	0	34	412
	D	172	337	73	0	582
	Tot.	590	701	482	348	2121

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

		Destination				
		A	B	C	D	Tot.
Origin	A	0	252	276	81	609
	B	93	0	50	228	371
	C	395	62	0	46	503
	D	171	371	80	0	622
	Tot.	659	685	406	355	2105

Scenario 3: 'DM 2037 AM' (FG15: 'AM 2037 DM_it5', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	324	362	91	777
	B	101	0	66	249	416
	C	342	67	0	47	456
	D	201	395	109	0	705
	Tot.	644	786	537	387	2354

Scenario 4: 'DM 2037 PM' (FG16: 'PM 2037 DM_it5', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	276	298	101	675
	B	99	0	54	241	394
	C	437	64	0	55	556
	D	184	405	95	0	684
	Tot.	720	745	447	397	2309

Full Input Data And Results

Scenario 5: 'DM 2044 AM' (FG17: 'AM 2044 DM_it5', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	322	359	90	771
	B	104	0	67	255	426
	C	351	67	0	47	465
	D	217	394	108	0	719
	Tot.	672	783	534	392	2381

Scenario 6: 'DM 2044 PM' (FG18: 'PM 2044 DM_it5', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	278	302	127	707
	B	99	0	55	240	394
	C	436	65	0	55	556
	D	183	416	100	0	699
	Tot.	718	759	457	422	2356

Scenario 7: 'DM 2046 AM' (FG19: 'AM 2046 DM_it5', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	326	365	91	782
	B	105	0	67	257	429
	C	353	68	0	47	468
	D	225	398	109	0	732
	Tot.	683	792	541	395	2411

Scenario 8: 'DM 2046 PM' (FG20: 'PM 2046 DM_it5', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	280	303	132	715
	B	101	0	55	242	398
	C	440	65	0	55	560
	D	184	418	100	0	702
	Tot.	725	763	458	429	2375

Full Input Data And Results

Scenario 9: 'DS 2037 AM' (FG21: 'AM 2037 DS_it6', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	324	362	105	791
	B	101	0	66	310	477
	C	368	67	0	47	482
	D	241	508	164	0	913
	Tot.	710	899	592	462	2663

Scenario 10: 'DS 2037 PM' (FG22: 'PM 2037 DS_it6', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	276	298	140	714
	B	99	0	54	302	455
	C	463	64	0	55	582
	D	237	517	150	0	904
	Tot.	799	857	502	497	2655

Scenario 11: 'DS 2044 AM' (FG23: 'AM 2044 DS_it6', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	322	361	118	801
	B	112	0	67	352	531
	C	390	67	0	51	508
	D	296	533	176	0	1005
	Tot.	798	922	604	521	2845

Scenario 12: 'DS 2044 PM' (FG24: 'PM 2044 DS_it6', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	278	302	128	708
	B	98	0	55	367	520
	C	496	65	0	57	618
	D	303	528	147	0	978
	Tot.	897	871	504	552	2824

Full Input Data And Results

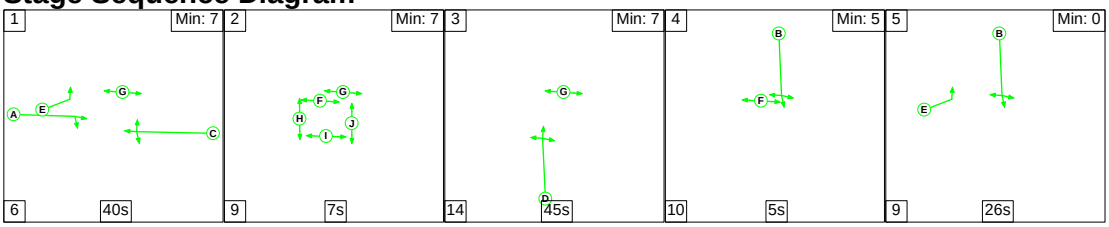
Scenario 13: 'DS 2046 AM' (FG25: 'AM 2046 DS_it6', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	322	365	136	823
	B	109	0	67	362	538
	C	396	68	0	48	512
	D	300	563	188	0	1051
	Tot.	805	953	620	546	2924

Scenario 14: 'DS 2046 PM' (FG26: 'PM 2046 DS_it6', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	280	303	132	715
	B	99	0	55	389	543
	C	509	65	0	57	631
	D	315	537	152	0	1004
	Tot.	923	882	510	578	2893

Scenario 1: 'Base AM' (FG1: 'AM PEAK', Plan 1: 'Network Control Plan 1')
Stage Sequence Diagram

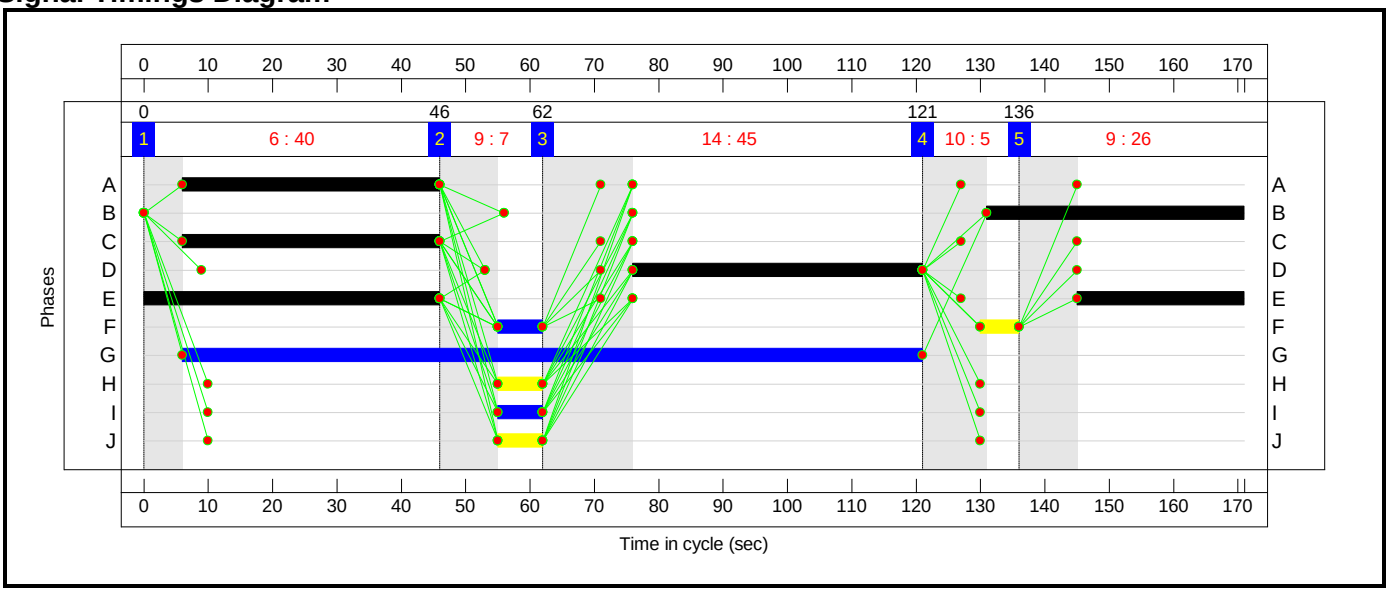


Stage Timings

Stage	1	2	3	4	5
Duration	40	7	45	5	26
Change Point	0	46	62	121	136

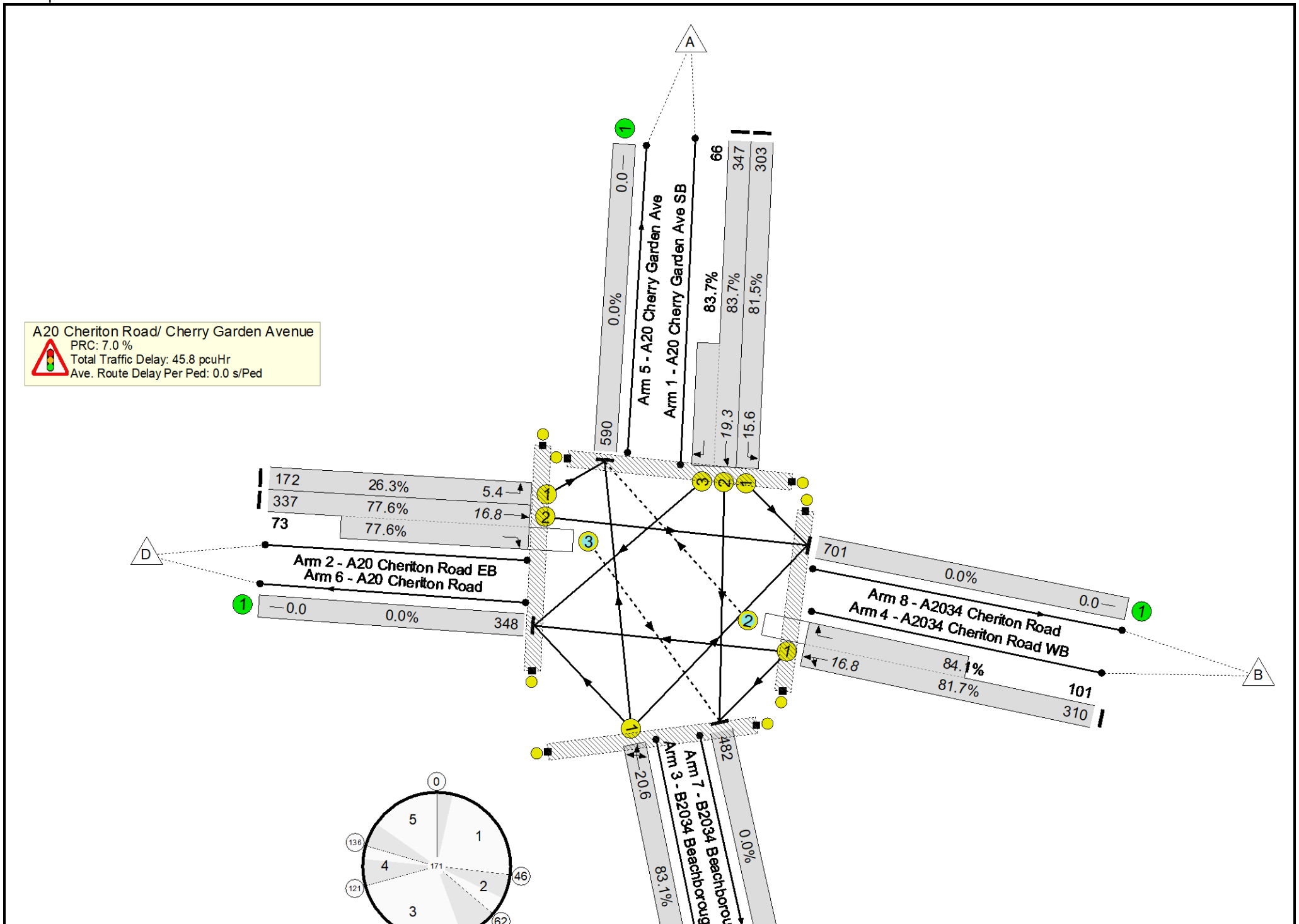
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


A20 Cheriton Road/ Cherry Garden Avenue
PRC: 7.0 %
Total Traffic Delay: 45.8 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
A
B
D
Arm 5 - A20 Cherry Garden Ave
Arm 1 - A20 Cherry Garden Ave SB
590
0.0
0.0%
66
83.7%
347
303
83.7%
81.5%
19.3
15.6
Arm 2 - A20 Cheriton Road EB
Arm 6 - A20 Cheriton Road
172
26.3%
5.4
337
77.6%
16.8
73
77.6%
0.0
0.0%
348
Arm 8 - A2034 Cheriton Road
Arm 4 - A2034 Cheriton Road WB
701
0.0%
0.0
16.8
84.1%
81.7%
101
310
Arm 7 - B2034 Beachborough
Arm 3 - B2034 Beachborough
20.6
83.1%
482
0.0%
0
1
2
3
4
5
46
62
121
136
171

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)
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**84.1%**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**84.1%**	**-**
1/1	A20 Cherry Garden Ave SB Left	U	40	-	303	1550	372	81.5%	303
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U	40	-	413	1929:1750	415+79	83.7 : 83.7%	413
2/1	A20 Cheriton Road EB Left	U	72	-	172	1534	655	26.3%	172
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	40	-	410	1929:1746	434+94	77.6 : 77.6%	410
3/1	B2034 Beachborough Road NB Ahead Left Right	U	45	-	412	1844	496	83.1%	412
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	40	-	411	1779:1729	380+120	81.7 : 84.1%	411
5/1	A20 Cherry Garden Ave	U	-	-	590	Inf	Inf	0.0%	590
6/1	A20 Cheriton Road	U	-	-	348	Inf	Inf	0.0%	348
7/1	B2034 Beachborough Road	U	-	-	482	Inf	Inf	0.0%	482
8/1	A2034 Cheriton Road	U	-	-	701	Inf	Inf	0.0%	701
Ped Link: P1	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	115	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P4	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0

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: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**34**	**33.9**	**10.9**	**45.8**	**-**	**-**	**-**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**34**	**33.9**	**10.9**	**45.8**	**-**	**-**	**-**	**-**
1/1	303	-	5.2	2.1	7.3	86.2	13.6	2.1	15.6
1/2+1/3	413	-	6.9	2.4	9.3	81.4	16.9	2.4	19.3
2/1	172	-	1.5	0.2	1.7	35.4	5.3	0.2	5.4
2/2+2/3	410	0	6.7	1.7	8.9	78.0	15.1	1.7	16.8
3/1	412	-	6.7	2.3	9.1	79.1	18.3	2.3	20.6
4/1+4/2	411	34	6.8	2.2	9.6	84.4	14.6	2.2	16.8
5/1	590	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	348	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	482	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	701	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-
Ped Link: P4	0	-	-	-	-	-	-	-	-

C1 - 14/0681 PRC for Signalled Lanes (%): 7.0 Total Delay for Signalled Lanes (pcuHr): 45.85 Cycle Time (s): 171
PRC Over All Lanes (%): 7.0 Total Delay Over All Lanes(pcuHr): 45.85

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)
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	-	-	-	-	-	-	-	**90.0%**	-
A20 Cheriton Road/ Cherry Garden Avenue	-	-	-	-	-	-	-	**90.0%**	-
1/1	A20 Cherry Garden Ave SB Left	U	27	-	252	1550	280	90.0%	252
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U	27	-	357	1929:1750	313+92	88.3 : 88.3%	357
2/1	A20 Cheriton Road EB Left	U	55	-	171	1534	554	30.9%	171
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	36	-	451	1929:1746	439+95	84.5 : 84.5%	451
3/1	B2034 Beachborough Road NB Ahead Left Right	U	46	-	503	1844	559	90.0%	503
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	36	-	371	1779:1729	384+107	72.5 : 87.0%	371
5/1	A20 Cherry Garden Ave	U	-	-	659	Inf	Inf	0.0%	659
6/1	A20 Cheriton Road	U	-	-	355	Inf	Inf	0.0%	355
7/1	B2034 Beachborough Road	U	-	-	406	Inf	Inf	0.0%	406
8/1	A2034 Cheriton Road	U	-	-	685	Inf	Inf	0.0%	685
Ped Link: P1	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	112	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P4	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0

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: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**45**	**31.5**	**15.1**	**47.6**	**-**	**-**	**-**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**45**	**31.5**	**15.1**	**47.6**	**-**	**-**	**-**	**-**
1/1	252	-	4.3	3.6	7.9	113.3	10.6	3.6	14.2
1/2+1/3	357	-	6.0	3.3	9.3	93.4	12.4	3.3	15.7
2/1	171	-	1.7	0.2	1.9	40.3	5.3	0.2	5.5
2/2+2/3	451	1	6.8	2.6	9.8	78.1	15.6	2.6	18.1
3/1	503	-	7.2	3.9	11.2	79.9	20.7	3.9	24.6
4/1+4/2	371	45	5.4	1.5	7.6	73.4	10.7	1.5	12.2
5/1	659	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	355	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	406	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	685	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-
Ped Link: P4	0	-	-	-	-	-	-	-	-

C1 - 14/0681 PRC for Signalled Lanes (%): -0.0 Total Delay for Signalled Lanes (pcuHr): 47.62 Cycle Time (s): 155
PRC Over All Lanes (%): -0.0 Total Delay Over All Lanes(pcuHr): 47.62

Full Input Data And Results

Scenario 3: 'DM 2037 AM' (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)
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	-	-	-	-	-	-	-	**96.4%**	-
A20 Cheriton Road/ Cherry Garden Avenue	-	-	-	-	-	-	-	**96.4%**	-
1/1	A20 Cherry Garden Ave SB Left	U	37	-	324	1550	344	94.1%	324
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U	37	-	453	1929:1750	376+94	96.4 : 96.4%	453
2/1	A20 Cheriton Road EB Left	U	74	-	201	1534	673	29.9%	201
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	45	-	504	1929:1746	469+130	84.2 : 84.2%	504
3/1	B2034 Beachborough Road NB Ahead Left Right	U	43	-	456	1844	474	96.1%	456
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	45	-	416	1779:1729	419+107	75.1 : 94.0%	416
5/1	A20 Cherry Garden Ave	U	-	-	644	Inf	Inf	0.0%	644
6/1	A20 Cheriton Road	U	-	-	387	Inf	Inf	0.0%	387
7/1	B2034 Beachborough Road	U	-	-	537	Inf	Inf	0.0%	537
8/1	A2034 Cheriton Road	U	-	-	786	Inf	Inf	0.0%	786
Ped Link: P1	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	118	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P4	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0

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: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**48**	**38.1**	**24.0**	**63.4**	**-**	**-**	**-**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**48**	**38.1**	**24.0**	**63.4**	**-**	**-**	**-**	**-**
1/1	324	-	5.9	5.2	11.1	123.6	15.1	5.2	20.4
1/2+1/3	453	-	8.1	7.2	15.3	121.3	19.1	7.2	26.2
2/1	201	-	1.7	0.2	1.9	34.8	6.1	0.2	6.4
2/2+2/3	504	1	8.0	2.5	11.1	79.5	18.8	2.5	21.3
3/1	456	-	7.9	7.0	15.0	118.0	21.3	7.0	28.3
4/1+4/2	416	47	6.5	1.8	9.0	77.9	14.2	1.8	16.0
5/1	644	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	387	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	537	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	786	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-
Ped Link: P4	0	-	-	-	-	-	-	-	-

C1 - 14/0681 PRC for Signalled Lanes (%): -7.1 Total Delay for Signalled Lanes (pcuHr): 63.41 Cycle Time (s): 171
PRC Over All Lanes (%): -7.1 Total Delay Over All Lanes(pcuHr): 63.41

Full Input Data And Results

Scenario 4: 'DM 2037 PM' (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)
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	-	-	-	-	-	-	-	**103.9%**	-
A20 Cheriton Road/ Cherry Garden Avenue	-	-	-	-	-	-	-	**103.9%**	-
1/1	A20 Cherry Garden Ave SB Left	U	26	-	276	1550	270	102.2%	276
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U	26	-	399	1929:1750	299+101	99.6 : 99.6%	399
2/1	A20 Cheriton Road EB Left	U	57	-	184	1534	574	32.1%	184
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	39	-	500	1929:1746	466+109	86.8 : 86.8%	500
3/1	B2034 Beachborough Road NB Ahead Left Right	U	44	-	556	1844	535	103.9%	556
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	39	-	394	1779:1729	409+101	72.1 : 97.7%	394
5/1	A20 Cherry Garden Ave	U	-	-	720	Inf	Inf	0.0%	704
6/1	A20 Cheriton Road	U	-	-	397	Inf	Inf	0.0%	395
7/1	B2034 Beachborough Road	U	-	-	447	Inf	Inf	0.0%	447
8/1	A2034 Cheriton Road	U	-	-	745	Inf	Inf	0.0%	737
Ped Link: P1	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	113	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P4	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0

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: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**58**	**36.8**	**42.5**	**80.4**	**-**	**-**	**-**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**58**	**36.8**	**42.5**	**80.4**	**-**	**-**	**-**	**-**
1/1	270	-	5.4	9.9	15.4	200.6	12.2	9.9	22.1
1/2+1/3	399	-	7.0	9.5	16.5	149.0	14.3	9.5	23.8
2/1	184	-	1.8	0.2	2.0	39.1	5.6	0.2	5.9
2/2+2/3	500	1	7.3	3.0	10.9	78.3	17.3	3.0	20.3
3/1	535	-	9.7	18.0	27.7	179.6	24.8	18.0	42.9
4/1+4/2	394	57	5.6	1.6	7.9	72.5	11.3	1.6	13.0
5/1	704	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	395	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	447	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	737	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-
Ped Link: P4	0	-	-	-	-	-	-	-	-

C1 - 14/0681 PRC for Signalled Lanes (%): -15.4 Total Delay for Signalled Lanes (pcuHr): 80.44 Cycle Time (s): 155
PRC Over All Lanes (%): -15.4 Total Delay Over All Lanes(pcuHr): 80.44

Full Input Data And Results

Scenario 5: 'DM 2044 AM' (FG17: 'AM 2044 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)
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	-	-	-	-	-	-	-	**97.8%**	-
A20 Cheriton Road/ Cherry Garden Avenue	-	-	-	-	-	-	-	**97.8%**	-
1/1	A20 Cherry Garden Ave SB Left	U	36	-	322	1550	335	96.0%	322
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U	36	-	449	1929:1750	367+92	97.8 : 97.8%	449
2/1	A20 Cheriton Road EB Left	U	73	-	217	1534	664	32.7%	217
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	45	-	502	1929:1746	470+129	83.9 : 83.9%	502
3/1	B2034 Beachborough Road NB Ahead Left Right	U	44	-	465	1844	485	95.8%	465
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	45	-	426	1779:1729	419+108	76.9 : 96.6%	426
5/1	A20 Cherry Garden Ave	U	-	-	672	Inf	Inf	0.0%	672
6/1	A20 Cheriton Road	U	-	-	392	Inf	Inf	0.0%	392
7/1	B2034 Beachborough Road	U	-	-	534	Inf	Inf	0.0%	534
8/1	A2034 Cheriton Road	U	-	-	783	Inf	Inf	0.0%	783
Ped Link: P1	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	119	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P4	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0

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: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**54**	**38.6**	**26.2**	**66.2**	**-**	**-**	**-**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**54**	**38.6**	**26.2**	**66.2**	**-**	**-**	**-**	**-**
1/1	322	-	5.9	6.2	12.2	135.9	15.1	6.2	21.3
1/2+1/3	449	-	8.1	8.4	16.5	132.3	19.0	8.4	27.4
2/1	217	-	1.9	0.2	2.2	36.1	6.8	0.2	7.0
2/2+2/3	502	4	8.0	2.5	11.1	79.4	18.7	2.5	21.2
3/1	465	-	8.0	6.8	14.9	115.1	21.7	6.8	28.5
4/1+4/2	426	50	6.7	2.0	9.4	79.6	14.7	2.0	16.7
5/1	672	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	392	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	534	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	783	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-
Ped Link: P4	0	-	-	-	-	-	-	-	-

C1 - 14/0681 PRC for Signalled Lanes (%): -8.7 Total Delay for Signalled Lanes (pcuHr): 66.19 Cycle Time (s): 171
PRC Over All Lanes (%): -8.7 Total Delay Over All Lanes(pcuHr): 66.19

Full Input Data And Results

Scenario 6: 'DM 2044 PM' (FG18: 'PM 2044 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)
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	-	-	-	-	-	-	-	**106.2%**	-
A20 Cheriton Road/ Cherry Garden Avenue	-	-	-	-	-	-	-	**106.2%**	-
1/1	A20 Cherry Garden Ave SB Left	U	26	-	278	1550	270	103.0%	278
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U	26	-	429	1929:1750	293+123	103.1 : 103.1%	429
2/1	A20 Cheriton Road EB Left	U	58	-	183	1534	584	31.3%	183
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	40	-	516	1929:1746	475+114	87.5 : 87.5%	516
3/1	B2034 Beachborough Road NB Ahead Left Right	U	43	-	556	1844	523	106.2%	556
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	40	-	394	1779:1729	418+100	70.6 : 98.9%	394
5/1	A20 Cherry Garden Ave	U	-	-	718	Inf	Inf	0.0%	692
6/1	A20 Cheriton Road	U	-	-	422	Inf	Inf	0.0%	415
7/1	B2034 Beachborough Road	U	-	-	457	Inf	Inf	0.0%	448
8/1	A2034 Cheriton Road	U	-	-	759	Inf	Inf	0.0%	747
Ped Link: P1	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	113	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P4	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0

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: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**59**	**39.1**	**52.1**	**92.4**	**-**	**-**	**-**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**59**	**39.1**	**52.1**	**92.4**	**-**	**-**	**-**	**-**
1/1	270	-	5.7	10.6	16.2	210.2	12.4	10.6	23.0
1/2+1/3	416	-	8.2	14.1	22.3	186.9	15.3	14.1	29.3
2/1	183	-	1.7	0.2	1.9	38.2	5.5	0.2	5.8
2/2+2/3	516	1	7.5	3.2	11.2	78.3	17.9	3.2	21.1
3/1	523	-	10.5	22.5	32.9	213.2	25.3	22.5	47.8
4/1+4/2	394	58	5.5	1.6	7.8	71.0	11.2	1.6	12.8
5/1	692	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	415	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	448	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	747	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-
Ped Link: P4	0	-	-	-	-	-	-	-	-

C1 - 14/0681 PRC for Signalled Lanes (%): -18.0 Total Delay for Signalled Lanes (pcuHr): 92.37 Cycle Time (s): 155
PRC Over All Lanes (%): -18.0 Total Delay Over All Lanes(pcuHr): 92.37

Full Input Data And Results

Scenario 7: 'DM 2046 AM' (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)
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	-	-	-	-	-	-	-	**99.4%**	-
A20 Cheriton Road/ Cherry Garden Avenue	-	-	-	-	-	-	-	**99.4%**	-
1/1	A20 Cherry Garden Ave SB Left	U	36	-	326	1550	335	97.2%	326
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U	36	-	456	1929:1750	367+92	99.4 : 99.4%	456
2/1	A20 Cheriton Road EB Left	U	74	-	225	1534	673	33.4%	225
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	46	-	507	1929:1746	478+131	83.2 : 83.2%	507
3/1	B2034 Beachborough Road NB Ahead Left Right	U	43	-	468	1844	474	98.6%	468
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	46	-	429	1779:1729	427+110	75.9 : 95.6%	429
5/1	A20 Cherry Garden Ave	U	-	-	683	Inf	Inf	0.0%	683
6/1	A20 Cheriton Road	U	-	-	395	Inf	Inf	0.0%	395
7/1	B2034 Beachborough Road	U	-	-	541	Inf	Inf	0.0%	541
8/1	A2034 Cheriton Road	U	-	-	792	Inf	Inf	0.0%	792
Ped Link: P1	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	119	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P4	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0

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: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**50**	**39.1**	**30.9**	**71.3**	**-**	**-**	**-**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**50**	**39.1**	**30.9**	**71.3**	**-**	**-**	**-**	**-**
1/1	326	-	6.0	7.0	13.0	143.6	15.3	7.0	22.3
1/2+1/3	456	-	8.3	10.0	18.3	144.7	19.5	10.0	29.5
2/1	225	-	2.0	0.3	2.2	35.6	7.0	0.3	7.3
2/2+2/3	507	1	8.0	2.4	10.9	77.7	18.8	2.4	21.1
3/1	468	-	8.2	9.3	17.5	134.9	22.1	9.3	31.4
4/1+4/2	429	49	6.6	1.9	9.3	77.9	14.7	1.9	16.6
5/1	683	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	395	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	541	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	792	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-
Ped Link: P4	0	-	-	-	-	-	-	-	-

C1 - 14/0681 PRC for Signalled Lanes (%): -10.4 Total Delay for Signalled Lanes (pcuHr): 71.32 Cycle Time (s): 171
PRC Over All Lanes (%): -10.4 Total Delay Over All Lanes(pcuHr): 71.32

Full Input Data And Results

Scenario 8: 'DM 2046 PM' (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)
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	-	-	-	-	-	-	-	**107.0%**	-
A20 Cheriton Road/ Cherry Garden Avenue	-	-	-	-	-	-	-	**107.0%**	-
1/1	A20 Cherry Garden Ave SB Left	U	26	-	280	1550	270	103.7%	280
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U	26	-	435	1929:1750	292+127	103.8 : 103.8%	435
2/1	A20 Cheriton Road EB Left	U	58	-	184	1534	584	31.5%	184
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	40	-	518	1929:1746	476+114	87.9 : 87.9%	518
3/1	B2034 Beachborough Road NB Ahead Left Right	U	43	-	560	1844	523	107.0%	560
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	40	-	398	1779:1729	417+100	71.2 : 101.0%	398
5/1	A20 Cherry Garden Ave	U	-	-	725	Inf	Inf	0.0%	695
6/1	A20 Cheriton Road	U	-	-	429	Inf	Inf	0.0%	421
7/1	B2034 Beachborough Road	U	-	-	458	Inf	Inf	0.0%	447
8/1	A2034 Cheriton Road	U	-	-	763	Inf	Inf	0.0%	749
Ped Link: P1	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	113	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P4	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0

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: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**60**	**40.1**	**56.2**	**97.6**	**-**	**-**	**-**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**60**	**40.1**	**56.2**	**97.6**	**-**	**-**	**-**	**-**
1/1	270	-	5.9	11.2	17.1	219.9	12.7	11.2	23.9
1/2+1/3	419	-	8.6	15.2	23.8	196.7	15.7	15.2	30.9
2/1	184	-	1.7	0.2	2.0	38.3	5.6	0.2	5.8
2/2+2/3	518	1	7.6	3.3	11.4	79.0	18.0	3.3	21.3
3/1	523	-	10.8	24.1	34.9	224.1	25.7	24.1	49.8
4/1+4/2	397	60	5.7	2.1	8.5	77.0	11.3	2.1	13.5
5/1	695	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	421	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	447	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	749	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-
Ped Link: P4	0	-	-	-	-	-	-	-	-

C1 - 14/0681 PRC for Signalled Lanes (%): -18.9 Total Delay for Signalled Lanes (pcuHr): 97.56 Cycle Time (s): 155
PRC Over All Lanes (%): -18.9 Total Delay Over All Lanes(pcuHr): 97.56

Full Input Data And Results

Scenario 9: 'DS 2037 AM' (FG21: 'AM 2037 DS_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)
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	-	-	-	-	-	-	-	**117.0%**	-
A20 Cheriton Road/ Cherry Garden Avenue	-	-	-	-	-	-	-	**117.0%**	-
1/1	A20 Cherry Garden Ave SB Left	U	30	-	324	1550	281	115.3%	324
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U	30	-	467	1929:1750	309+90	117.0 : 117.0%	467
2/1	A20 Cheriton Road EB Left	U	79	-	241	1534	718	33.6%	241
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	57	-	672	1929:1746	561+181	90.5 : 90.5%	672
3/1	B2034 Beachborough Road NB Ahead Left Right	U	38	-	482	1844	421	114.6%	482
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	57	-	477	1779:1729	525+92	71.6 : 109.4%	477
5/1	A20 Cherry Garden Ave	U	-	-	710	Inf	Inf	0.0%	654
6/1	A20 Cheriton Road	U	-	-	462	Inf	Inf	0.0%	441
7/1	B2034 Beachborough Road	U	-	-	592	Inf	Inf	0.0%	539
8/1	A2034 Cheriton Road	U	-	-	899	Inf	Inf	0.0%	847
Ped Link: P1	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	125	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P4	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0

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: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**69**	**57.2**	**106.6**	**165.5**	**-**	**-**	**-**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**69**	**57.2**	**106.6**	**165.5**	**-**	**-**	**-**	**-**
1/1	281	-	10.5	24.8	35.3	392.4	19.2	24.8	44.0
1/2+1/3	399	-	15.1	37.1	52.2	402.5	25.3	37.1	62.4
2/1	241	-	1.9	0.3	2.2	32.5	7.2	0.3	7.4
2/2+2/3	672	14	9.8	4.2	14.8	79.5	25.8	4.2	30.0
3/1	421	-	12.7	34.2	47.0	350.8	25.8	34.2	60.1
4/1+4/2	468	56	7.0	6.0	14.0	105.8	16.3	6.0	22.3
5/1	654	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	441	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	539	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	847	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-
Ped Link: P4	0	-	-	-	-	-	-	-	-

C1 - 14/0681

PRC for Signalled Lanes (%): -30.0
PRC Over All Lanes (%): -30.0

Total Delay for Signalled Lanes (pcuHr): 165.54
Total Delay Over All Lanes(pcuHr): 165.54

Cycle Time (s): 171

Full Input Data And Results

Scenario 10: 'DS 2037 PM' (FG22: 'PM 2037 DS_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)
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	-	-	-	-	-	-	-	**125.4%**	-
A20 Cheriton Road/ Cherry Garden Avenue	-	-	-	-	-	-	-	**125.4%**	-
1/1	A20 Cherry Garden Ave SB Left	U	22	-	276	1550	230	120.0%	276
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U	22	-	438	1929:1750	257+121	116.2 : 116.2%	438
2/1	A20 Cheriton Road EB Left	U	63	-	237	1534	633	37.4%	237
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	49	-	667	1929:1746	553+160	93.5 : 93.5%	667
3/1	B2034 Beachborough Road NB Ahead Left Right	U	38	-	582	1844	464	125.4%	582
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	49	-	455	1779:1729	505+81	70.4 : 122.5%	455
5/1	A20 Cherry Garden Ave	U	-	-	799	Inf	Inf	0.0%	687
6/1	A20 Cheriton Road	U	-	-	497	Inf	Inf	0.0%	466
7/1	B2034 Beachborough Road	U	-	-	502	Inf	Inf	0.0%	461
8/1	A2034 Cheriton Road	U	-	-	857	Inf	Inf	0.0%	798
Ped Link: P1	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	117	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P4	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0

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: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**59**	**56.5**	**137.6**	**195.7**	**-**	**-**	**-**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**59**	**56.5**	**137.6**	**195.7**	**-**	**-**	**-**	**-**
1/1	230	-	9.1	25.7	34.8	454.2	15.6	25.7	41.3
1/2+1/3	377	-	12.9	33.7	46.6	382.8	19.4	33.7	53.1
2/1	237	-	2.1	0.3	2.4	36.1	7.0	0.3	7.3
2/2+2/3	667	1	9.1	5.8	15.5	83.9	23.9	5.8	29.7
3/1	464	-	16.5	61.4	77.8	481.5	30.5	61.4	91.9
4/1+4/2	437	58	6.9	10.8	18.6	147.0	13.6	10.8	24.4
5/1	687	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	466	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	461	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	798	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-
Ped Link: P4	0	-	-	-	-	-	-	-	-

C1 - 14/0681

PRC for Signalled Lanes (%): -39.4
PRC Over All Lanes (%): -39.4

Total Delay for Signalled Lanes (pcuHr): 195.74
Total Delay Over All Lanes(pcuHr): 195.74

Cycle Time (s): 155

Full Input Data And Results

Scenario 11: 'DS 2044 AM' (FG23: 'AM 2044 DS_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)
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	-	-	-	-	-	-	-	**127.0%**	-
A20 Cheriton Road/ Cherry Garden Avenue	-	-	-	-	-	-	-	**127.0%**	-
1/1	A20 Cherry Garden Ave SB Left	U	28	-	322	1550	263	122.5%	322
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U	28	-	479	1929:1750	289+94	125.0 : 125.0%	479
2/1	A20 Cheriton Road EB Left	U	80	-	296	1534	727	40.7%	296
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	60	-	709	1929:1746	585+183	91.2 : 96.1%	709
3/1	B2034 Beachborough Road NB Ahead Left Right	U	37	-	508	1844	410	124.0%	508
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	60	-	531	1779:1729	550+88	76.2 : 127.0%	531
5/1	A20 Cherry Garden Ave	U	-	-	798	Inf	Inf	0.0%	699
6/1	A20 Cheriton Road	U	-	-	521	Inf	Inf	0.0%	488
7/1	B2034 Beachborough Road	U	-	-	604	Inf	Inf	0.0%	532
8/1	A2034 Cheriton Road	U	-	-	922	Inf	Inf	0.0%	850
Ped Link: P1	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	127	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P4	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0

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: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**101**	**67.4**	**153.7**	**223.0**	**-**	**-**	**-**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**101**	**67.4**	**153.7**	**223.0**	**-**	**-**	**-**	**-**
1/1	263	-	12.2	32.1	44.2	494.6	20.6	32.1	52.7
1/2+1/3	383	-	18.2	50.3	68.5	514.6	28.2	50.3	78.5
2/1	296	-	2.4	0.3	2.8	33.5	9.1	0.3	9.5
2/2+2/3	709	44	10.2	5.1	16.3	82.6	27.3	5.1	32.5
3/1	410	-	15.5	51.6	67.1	475.6	28.8	51.6	80.4
4/1+4/2	507	57	8.9	14.3	24.2	163.8	18.9	14.3	33.2
5/1	699	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	488	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	532	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	850	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-
Ped Link: P4	0	-	-	-	-	-	-	-	-

C1 - 14/0681 PRC for Signalled Lanes (%): -41.1 Total Delay for Signalled Lanes (pcuHr): 223.01 Cycle Time (s): 171
PRC Over All Lanes (%): -41.1 Total Delay Over All Lanes(pcuHr): 223.01

Full Input Data And Results

Scenario 12: 'DS 2044 PM' (FG24: 'PM 2044 DS_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)
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	-	-	-	-	-	-	-	**132.4%**	-
A20 Cheriton Road/ Cherry Garden Avenue	-	-	-	-	-	-	-	**132.4%**	-
1/1	A20 Cherry Garden Ave SB Left	U	20	-	278	1550	210	132.4%	278
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U	20	-	430	1929:1750	242+102	124.9 : 124.9%	430
2/1	A20 Cheriton Road EB Left	U	62	-	303	1534	623	48.6%	303
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	50	-	675	1929:1746	565+155	93.5 : 94.6%	675
3/1	B2034 Beachborough Road NB Ahead Left Right	U	39	-	618	1844	476	129.9%	618
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	50	-	520	1779:1729	524+81	80.5 : 121.2%	520
5/1	A20 Cherry Garden Ave	U	-	-	897	Inf	Inf	0.0%	766
6/1	A20 Cheriton Road	U	-	-	552	Inf	Inf	0.0%	513
7/1	B2034 Beachborough Road	U	-	-	504	Inf	Inf	0.0%	444
8/1	A2034 Cheriton Road	U	-	-	871	Inf	Inf	0.0%	788
Ped Link: P1	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	119	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P4	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0

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: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**109**	**65.5**	**172.2**	**239.5**	**-**	**-**	**-**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**109**	**65.5**	**172.2**	**239.5**	**-**	**-**	**-**	**-**
1/1	210	-	11.2	35.9	47.1	610.1	17.6	35.9	53.5
1/2+1/3	344	-	15.1	45.3	60.3	505.1	21.5	45.3	66.8
2/1	303	-	2.9	0.5	3.3	39.6	9.6	0.5	10.1
2/2+2/3	675	49	9.2	5.9	16.0	85.3	24.2	5.9	30.1
3/1	476	-	19.4	73.2	92.5	539.0	34.2	73.2	107.4
4/1+4/2	503	60	7.8	11.5	20.2	139.6	17.5	11.5	29.0
5/1	766	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	513	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	444	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	788	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-
Ped Link: P4	0	-	-	-	-	-	-	-	-

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PRC for Signalled Lanes (%): -47.1
PRC Over All Lanes (%): -47.1

Total Delay for Signalled Lanes (pcuHr): 239.45
Total Delay Over All Lanes(pcuHr): 239.45

Cycle Time (s): 155

Full Input Data And Results

Scenario 13: 'DS 2046 AM' (FG25: 'AM 2046 DS_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)
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	-	-	-	-	-	-	-	**131.9%**	-
A20 Cheriton Road/ Cherry Garden Avenue	-	-	-	-	-	-	-	**131.9%**	-
1/1	A20 Cherry Garden Ave SB Left	U	27	-	322	1550	254	126.9%	322
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U	27	-	501	1929:1750	277+103	131.9 : 131.9%	501
2/1	A20 Cheriton Road EB Left	U	82	-	300	1534	745	40.3%	300
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	63	-	751	1929:1746	608+199	92.6 : 94.4%	751
3/1	B2034 Beachborough Road NB Ahead Left Right	U	35	-	512	1844	388	131.9%	512
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	63	-	538	1779:1729	578+84	74.2 : 130.5%	538
5/1	A20 Cherry Garden Ave	U	-	-	805	Inf	Inf	0.0%	684
6/1	A20 Cheriton Road	U	-	-	546	Inf	Inf	0.0%	502
7/1	B2034 Beachborough Road	U	-	-	620	Inf	Inf	0.0%	532
8/1	A2034 Cheriton Road	U	-	-	953	Inf	Inf	0.0%	868
Ped Link: P1	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	128	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P4	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0

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: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**98**	**74.2**	**183.4**	**259.7**	**-**	**-**	**-**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**98**	**74.2**	**183.4**	**259.7**	**-**	**-**	**-**	**-**
1/1	254	-	13.1	36.3	49.4	552.4	21.5	36.3	57.8
1/2+1/3	380	-	21.2	62.5	83.7	601.4	31.2	62.5	93.7
2/1	300	-	2.3	0.3	2.7	32.2	9.1	0.3	9.4
2/2+2/3	751	41	10.6	5.6	17.1	81.8	29.3	5.6	34.9
3/1	388	-	18.3	63.9	82.2	578.2	31.2	63.9	95.1
4/1+4/2	513	57	8.7	14.8	24.6	164.8	18.9	14.8	33.7
5/1	684	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	502	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	532	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	868	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-
Ped Link: P4	0	-	-	-	-	-	-	-	-

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PRC for Signalled Lanes (%): -46.5
PRC Over All Lanes (%): -46.5

Total Delay for Signalled Lanes (pcuHr): 259.69
Total Delay Over All Lanes(pcuHr): 259.69

Cycle Time (s): 171

Full Input Data And Results

Scenario 14: 'DS 2046 PM' (FG26: 'PM 2046 DS_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)
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	-	-	-	-	-	-	-	**136.0%**	-
A20 Cheriton Road/ Cherry Garden Avenue	-	-	-	-	-	-	-	**136.0%**	-
1/1	A20 Cherry Garden Ave SB Left	U	20	-	280	1550	210	133.3%	280
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U	20	-	435	1929:1750	241+105	125.6 : 125.6%	435
2/1	A20 Cheriton Road EB Left	U	63	-	315	1534	633	49.7%	315
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	51	-	689	1929:1746	573+144	93.7 : 105.7%	689
3/1	B2034 Beachborough Road NB Ahead Left Right	U	38	-	631	1844	464	136.0%	631
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	51	-	543	1779:1729	536+81	82.9 : 122.5%	543
5/1	A20 Cherry Garden Ave	U	-	-	923	Inf	Inf	0.0%	770
6/1	A20 Cheriton Road	U	-	-	578	Inf	Inf	0.0%	536
7/1	B2034 Beachborough Road	U	-	-	510	Inf	Inf	0.0%	440
8/1	A2034 Cheriton Road	U	-	-	882	Inf	Inf	0.0%	795
Ped Link: P1	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	119	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P4	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0

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: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**118**	**69.8**	**193.8**	**265.5**	**-**	**-**	**-**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**118**	**69.8**	**193.8**	**265.5**	**-**	**-**	**-**	**-**
1/1	210	-	11.4	36.9	48.3	620.9	17.9	36.9	54.7
1/2+1/3	346	-	15.4	46.6	62.0	513.0	21.9	46.6	68.5
2/1	315	-	2.9	0.5	3.4	39.3	10.0	0.5	10.5
2/2+2/3	681	57	10.0	12.0	22.8	119.3	24.7	12.0	36.7
3/1	464	-	22.0	85.4	107.4	612.5	36.8	85.4	122.2
4/1+4/2	525	61	8.1	12.5	21.5	142.8	18.7	12.5	31.1
5/1	770	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	536	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	440	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	795	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-
Ped Link: P4	0	-	-	-	-	-	-	-	-

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PRC for Signalled Lanes (%): -51.1
PRC Over All Lanes (%): -51.1

Total Delay for Signalled Lanes (pcuHr): 265.45
Total Delay Over All Lanes(pcuHr): 265.45

Cycle Time (s): 155

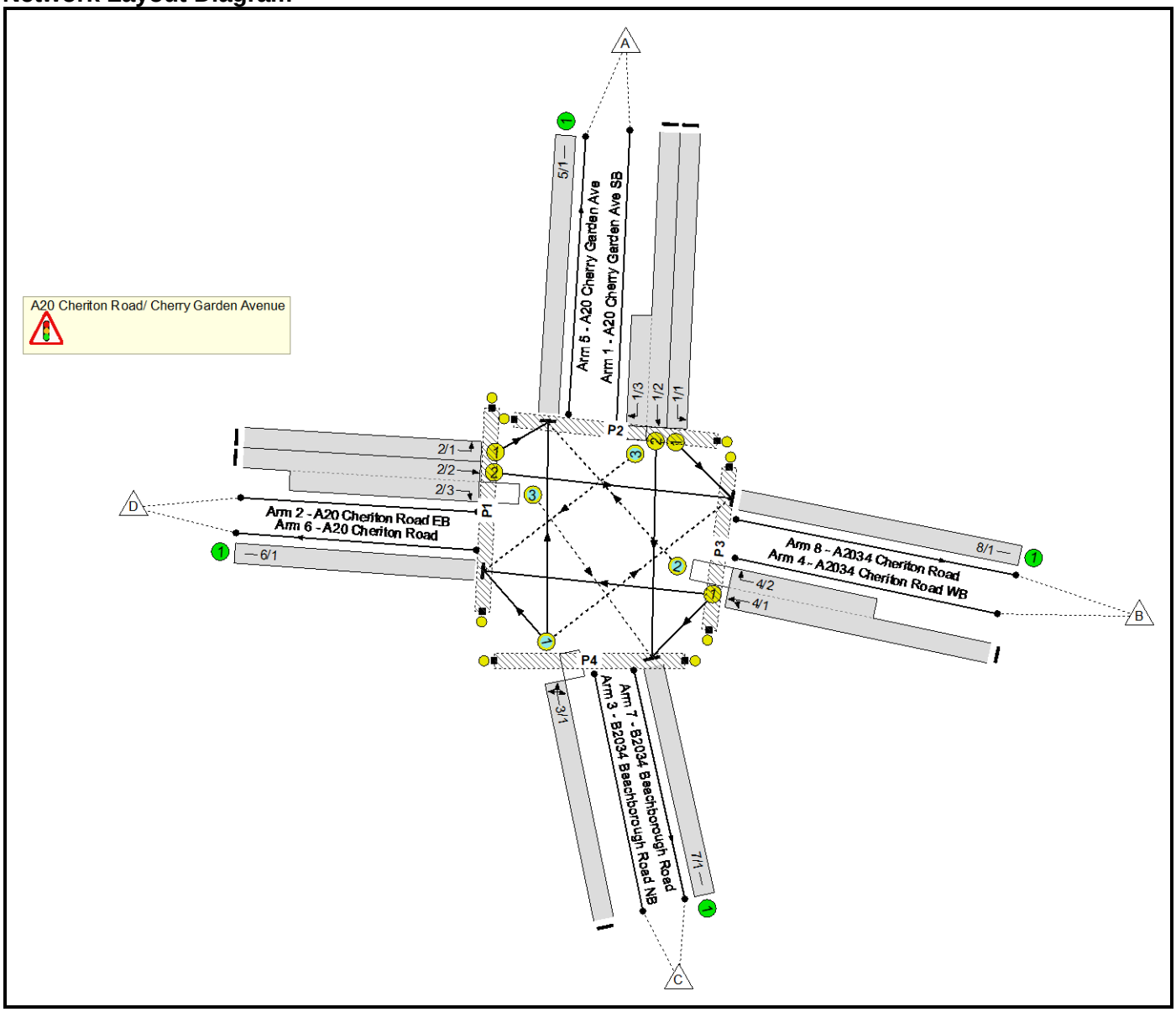
P.35 J25_B2064 Cheriton Cherry Garden Ave_Mit

Full Input Data And Results

User and Project Details

Project:	**Otterpool Park**
Title:	**J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave**
Location:	
Additional detail:	
File name:	J25_B2064 Cheriton High street A2034 Cherry Garden avenue_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
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Traffic		-9999	3
F	Pedestrian		-9999	6
G	Pedestrian		-9999	6
H	Pedestrian		-9999	7
I	Pedestrian		-9999	6
J	Pedestrian		-9999	7

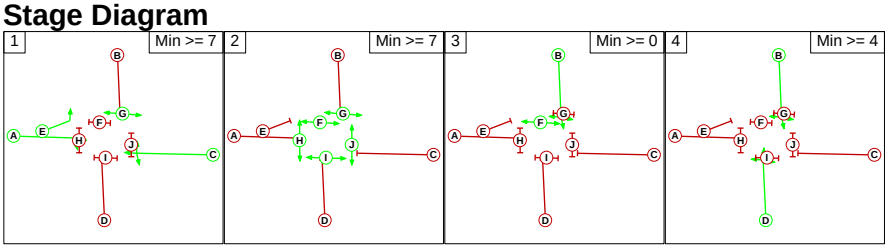
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J
A		10	-	7	-	9	-	9	9	9
B	6		6	-	-	-	6	10	10	10
C	-	10		7	-	9	-	9	9	9
D	6	-	6		6	9	-	9	9	9
E	-	-	-	7		9	-	9	9	9
F	9	-	9	9	9		-	-	-	-
G	-	10	-	-	-	-		-	-	-
H	14	14	14	14	14	-	-		-	-
I	14	14	14	14	14	-	-	-		-
J	14	14	14	14	14	-	-	-	-	

Phases in Stage

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

Stage Diagram



Full Input Data And Results

Phase Delays

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

Traffic Flows, Desired

Scenario 1: 'AM PEAK' (FG1: 'AM PEAK', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	303	347	66	716
	B	101	0	62	248	411
	C	317	61	0	34	412
	D	172	337	73	0	582
	Tot.	590	701	482	348	2121

Scenario 2: 'PM PEAK' (FG2: 'PM PEAK', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	252	276	81	609
	B	93	0	50	228	371
	C	395	62	0	46	503
	D	171	371	80	0	622
	Tot.	659	685	406	355	2105

Scenario 3: 'DS 2037 AM' (FG21: 'AM 2037 DS_it6', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	324	362	105	791
	B	101	0	66	310	477
	C	368	67	0	47	482
	D	241	508	164	0	913
	Tot.	710	899	592	462	2663

Scenario 4: 'DS 2037 PM' (FG22: 'PM 2037 DS_it6', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	276	298	140	714
	B	99	0	54	302	455
	C	463	64	0	55	582
	D	237	517	150	0	904
	Tot.	799	857	502	497	2655

Full Input Data And Results

Scenario 5: 'DS 2044 AM ' (FG23: 'AM 2044 DS_it6', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	322	361	118	801
	B	112	0	67	352	531
	C	390	67	0	51	508
	D	296	533	176	0	1005
	Tot.	798	922	604	521	2845

Scenario 6: 'DS 2044 PM' (FG24: 'PM 2044 DS_it6', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	278	302	128	708
	B	98	0	55	367	520
	C	496	65	0	57	618
	D	303	528	147	0	978
	Tot.	897	871	504	552	2824

Scenario 7: 'DS 2046 AM' (FG25: 'AM 2046 DS_it6', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	322	365	136	823
	B	109	0	67	362	538
	C	396	68	0	48	512
	D	300	563	188	0	1051
	Tot.	805	953	620	546	2924

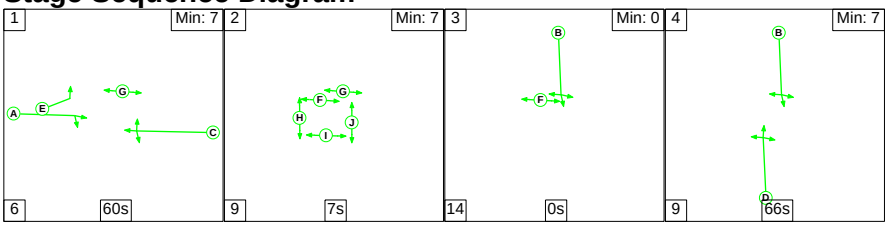
Scenario 8: 'DS 2046 PM' (FG26: 'PM 2046 DS_it6', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	280	303	132	715
	B	99	0	55	389	543
	C	509	65	0	57	631
	D	315	537	152	0	1004
	Tot.	923	882	510	578	2893

Full Input Data And Results

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

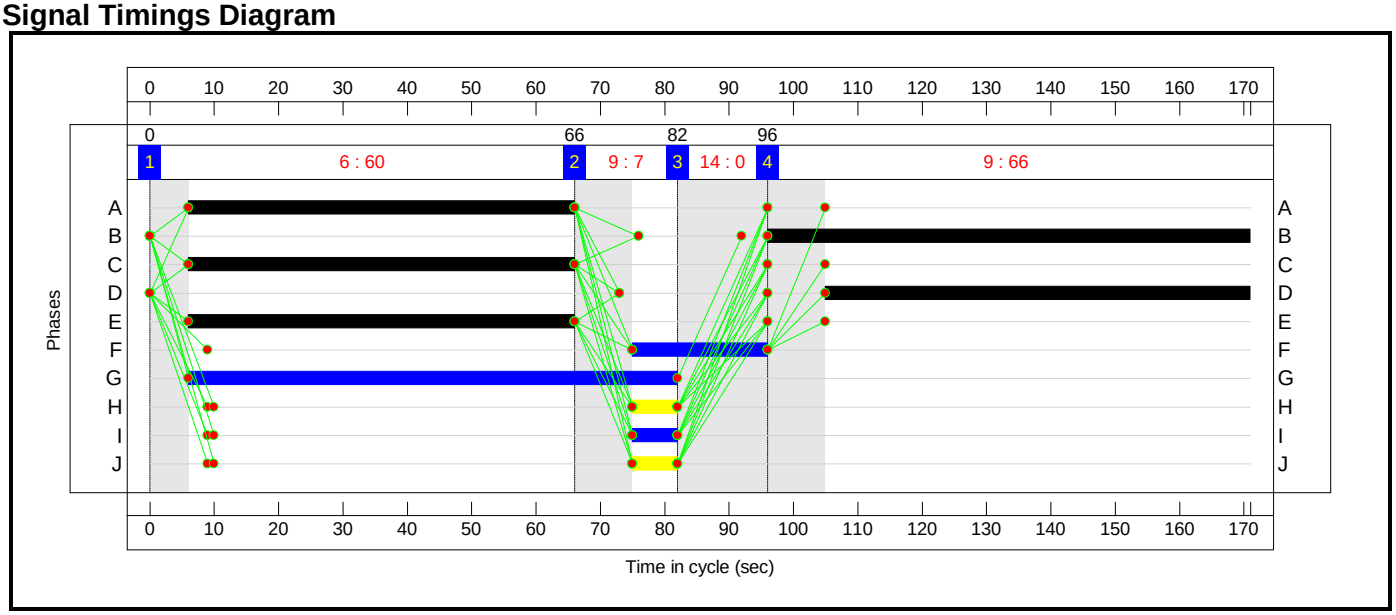
Stage Sequence Diagram



Stage Timings

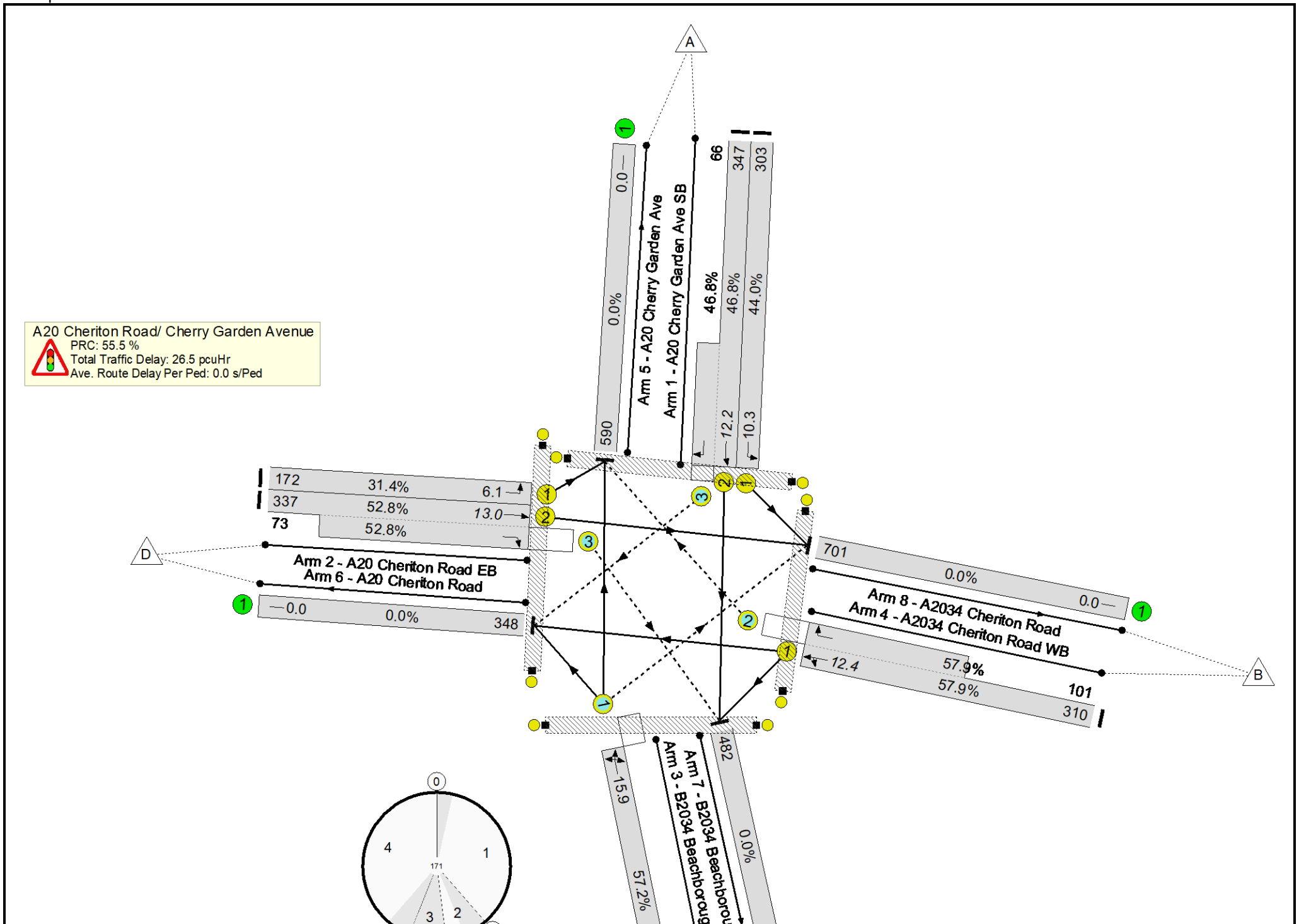
Stage	1	2	3	4
Duration	60	7	0	66
Change Point	0	66	82	96

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


A20 Cheriton Road/ Cherry Garden Avenue
PRC: 55.5 %
Total Traffic Delay: 26.5 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
A
B
D
Arm 5 - A20 Cherry Garden Ave
Arm 1 - A20 Cherry Garden Ave SB
590
0.0
0.0%
66
46.8%
347
46.8%
303
44.0%
12.2
10.3
Arm 2 - A20 Cheriton Road EB
Arm 6 - A20 Cheriton Road
172
31.4%
6.1
337
52.8%
13.0
73
52.8%
0.0
0.0%
348
Arm 8 - A2034 Cheriton Road
Arm 4 - A2034 Cheriton Road WB
701
0.0%
0.0
12.4
57.9%
101
57.9%
310
Arm 7 - B2034 Beachborough
Arm 3 - B2034 Beachborough
482
0.0%
15.9
57.2%
171
0
1
2
3
4

Network Results

Scenario 1: 'AM PEAK' (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)
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**57.9%**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**57.9%**	**-**
1/1	A20 Cherry Garden Ave SB Left	U	75	-	303	1550	689	44.0%	303
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U+O	75	-	413	1929:1750	741+141	46.8 : 46.8%	413
2/1	A20 Cheriton Road EB Left	U	60	-	172	1534	547	31.4%	172
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	60	-	410	1929:1746	638+138	52.8 : 52.8%	410
3/1	B2034 Beachborough Road NB Ahead Left Right	O	66	-	412	1844	720	57.2%	412
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	60	-	411	1779:1729	535+174	57.9 : 57.9%	411
5/1	A20 Cherry Garden Ave	U	-	-	590	Inf	Inf	0.0%	590
6/1	A20 Cheriton Road	U	-	-	348	Inf	Inf	0.0%	348
7/1	B2034 Beachborough Road	U	-	-	482	Inf	Inf	0.0%	482
8/1	A2034 Cheriton Road	U	-	-	701	Inf	Inf	0.0%	701
Ped Link: P1	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	76	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P4	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0

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: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**1**	**22.6**	**3.0**	**26.5**	**-**	**-**	**-**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**1**	**22.6**	**3.0**	**26.5**	**-**	**-**	**-**	**-**
1/1	303	-	2.8	0.4	3.2	37.5	9.9	0.4	10.3
1/2+1/3	413	0	3.6	0.4	4.2	36.4	11.7	0.4	12.2
2/1	172	-	1.9	0.2	2.1	44.6	5.9	0.2	6.1
2/2+2/3	410	0	4.8	0.6	5.7	49.9	12.5	0.6	13.0
3/1	412	0	4.7	0.7	5.4	47.2	15.2	0.7	15.9
4/1+4/2	411	1	4.8	0.7	6.0	52.6	11.7	0.7	12.4
5/1	590	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	348	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	482	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	701	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-
Ped Link: P4	0	-	-	-	-	-	-	-	-

C1 - 14/0681 PRC for Signalled Lanes (%): 55.5 Total Delay for Signalled Lanes (pcuHr): 26.55 Cycle Time (s): 171
PRC Over All Lanes (%): 55.5 Total Delay Over All Lanes(pcuHr): 26.55

Full Input Data And Results

Scenario 2: 'PM PEAK' (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)
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	-	-	-	-	-	-	-	**65.9%**	-
A20 Cheriton Road/ Cherry Garden Avenue	-	-	-	-	-	-	-	**65.9%**	-
1/1	A20 Cherry Garden Ave SB Left	U	73	-	252	1550	740	34.1%	252
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U+O	73	-	357	1929:1750	745+219	37.0 : 37.0%	357
2/1	A20 Cheriton Road EB Left	U	46	-	171	1534	465	36.8%	171
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	46	-	451	1929:1746	563+121	65.9 : 65.9%	451
3/1	B2034 Beachborough Road NB Ahead Left Right	O	64	-	503	1844	773	65.0%	503
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	46	-	371	1779:1729	469+157	59.3 : 59.3%	371
5/1	A20 Cherry Garden Ave	U	-	-	659	Inf	Inf	0.0%	659
6/1	A20 Cheriton Road	U	-	-	355	Inf	Inf	0.0%	355
7/1	B2034 Beachborough Road	U	-	-	406	Inf	Inf	0.0%	406
8/1	A2034 Cheriton Road	U	-	-	685	Inf	Inf	0.0%	685
Ped Link: P1	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	62	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P4	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0

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: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**1**	**21.4**	**3.4**	**25.9**	**-**	**-**	**-**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**1**	**21.4**	**3.4**	**25.9**	**-**	**-**	**-**	**-**
1/1	252	-	1.8	0.3	2.0	29.0	6.7	0.3	7.0
1/2+1/3	357	0	2.4	0.3	2.8	28.2	7.2	0.3	7.5
2/1	171	-	2.0	0.3	2.3	48.5	5.7	0.3	6.0
2/2+2/3	451	1	5.7	1.0	7.0	55.9	13.7	1.0	14.7
3/1	503	0	5.0	0.9	6.0	42.6	17.2	0.9	18.1
4/1+4/2	371	1	4.5	0.7	5.8	56.5	9.9	0.7	10.6
5/1	659	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	355	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	406	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	685	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-
Ped Link: P4	0	-	-	-	-	-	-	-	-

C1 - 14/0681 PRC for Signalled Lanes (%): 36.7 Total Delay for Signalled Lanes (pcuHr): 25.91 Cycle Time (s): 155
PRC Over All Lanes (%): 36.7 Total Delay Over All Lanes(pcuHr): 25.91

Full Input Data And Results

Scenario 3: 'DS 2037 AM' (FG21: 'AM 2037 DS_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)
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	-	-	-	-	-	-	-	**75.5%**	-
A20 Cheriton Road/ Cherry Garden Avenue	-	-	-	-	-	-	-	**75.5%**	-
1/1	A20 Cherry Garden Ave SB Left	U	68	-	324	1550	625	51.8%	324
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U+O	68	-	467	1929:1750	634+184	57.1 : 57.1%	467
2/1	A20 Cheriton Road EB Left	U	67	-	241	1534	610	39.5%	241
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	67	-	672	1929:1746	676+218	75.2 : 75.2%	672
3/1	B2034 Beachborough Road NB Ahead Left Right	O	59	-	482	1844	638	75.5%	482
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	67	-	477	1779:1729	607+163	62.0 : 62.0%	477
5/1	A20 Cherry Garden Ave	U	-	-	710	Inf	Inf	0.0%	710
6/1	A20 Cheriton Road	U	-	-	462	Inf	Inf	0.0%	462
7/1	B2034 Beachborough Road	U	-	-	592	Inf	Inf	0.0%	592
8/1	A2034 Cheriton Road	U	-	-	899	Inf	Inf	0.0%	899
Ped Link: P1	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	83	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P4	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0

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: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**2**	**30.6**	**5.3**	**37.7**	**-**	**-**	**-**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**2**	**30.6**	**5.3**	**37.7**	**-**	**-**	**-**	**-**
1/1	324	-	3.5	0.5	4.0	44.4	11.5	0.5	12.1
1/2+1/3	467	0	4.9	0.7	5.8	44.5	14.2	0.7	14.9
2/1	241	-	2.5	0.3	2.8	41.7	8.2	0.3	8.5
2/2+2/3	672	1	8.0	1.5	10.2	54.5	19.8	1.5	21.3
3/1	482	0	6.6	1.5	8.2	61.2	20.2	1.5	21.7
4/1+4/2	477	1	5.2	0.8	6.8	51.5	14.5	0.8	15.3
5/1	710	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	462	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	592	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	899	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-
Ped Link: P4	0	-	-	-	-	-	-	-	-

C1 - 14/0681 PRC for Signalled Lanes (%): 19.2 Total Delay for Signalled Lanes (pcuHr): 37.73 Cycle Time (s): 171
PRC Over All Lanes (%): 19.2 Total Delay Over All Lanes(pcuHr): 37.73

Full Input Data And Results

Scenario 4: 'DS 2037 PM' (FG22: 'PM 2037 DS_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)
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	-	-	-	-	-	-	-	**84.4%**	-
A20 Cheriton Road/ Cherry Garden Avenue	-	-	-	-	-	-	-	**84.4%**	-
1/1	A20 Cherry Garden Ave SB Left	U	67	-	276	1550	680	40.6%	276
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U+O	67	-	438	1929:1750	359+169	83.0 : 83.0%	438
2/1	A20 Cheriton Road EB Left	U	52	-	237	1534	525	45.2%	237
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	52	-	667	1929:1746	613+178	84.4 : 84.4%	667
3/1	B2034 Beachborough Road NB Ahead Left Right	O	58	-	582	1844	702	82.9%	582
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	52	-	455	1779:1729	532+122	66.9 : 81.2%	455
5/1	A20 Cherry Garden Ave	U	-	-	799	Inf	Inf	0.0%	799
6/1	A20 Cheriton Road	U	-	-	497	Inf	Inf	0.0%	497
7/1	B2034 Beachborough Road	U	-	-	502	Inf	Inf	0.0%	502
8/1	A2034 Cheriton Road	U	-	-	857	Inf	Inf	0.0%	857
Ped Link: P1	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	68	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P4	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0

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: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**40**	**29.2**	**9.1**	**40.3**	**-**	**-**	**-**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**40**	**29.2**	**9.1**	**40.3**	**-**	**-**	**-**	**-**
1/1	276	-	2.3	0.3	2.6	34.2	8.1	0.3	8.4
1/2+1/3	438	0	3.6	2.3	6.3	51.5	8.5	2.3	10.9
2/1	237	-	2.6	0.4	3.0	45.9	7.9	0.4	8.3
2/2+2/3	667	1	8.5	2.6	11.7	63.3	20.4	2.6	23.0
3/1	582	0	7.0	2.3	9.4	58.0	22.6	2.3	25.0
4/1+4/2	455	39	5.2	1.1	7.3	57.6	13.1	1.1	14.2
5/1	799	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	497	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	502	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	857	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-
Ped Link: P4	0	-	-	-	-	-	-	-	-

C1 - 14/0681 PRC for Signalled Lanes (%): 6.6 Total Delay for Signalled Lanes (pcuHr): 40.30 Cycle Time (s): 155
PRC Over All Lanes (%): 6.6 Total Delay Over All Lanes(pcuHr): 40.30

Full Input Data And Results

Scenario 5: 'DS 2044 AM ' (FG23: 'AM 2044 DS_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)
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	-	-	-	-	-	-	-	**79.3%**	-
A20 Cheriton Road/ Cherry Garden Avenue	-	-	-	-	-	-	-	**79.3%**	-
1/1	A20 Cherry Garden Ave SB Left	U	68	-	322	1550	625	51.5%	322
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U+O	68	-	479	1929:1750	620+175	58.2 : 67.4%	479
2/1	A20 Cheriton Road EB Left	U	67	-	296	1534	610	48.5%	296
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	67	-	709	1929:1746	674+223	79.1 : 79.1%	709
3/1	B2034 Beachborough Road NB Ahead Left Right	O	59	-	508	1844	641	79.3%	508
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	67	-	531	1779:1729	607+142	69.0 : 79.1%	531
5/1	A20 Cherry Garden Ave	U	-	-	798	Inf	Inf	0.0%	798
6/1	A20 Cheriton Road	U	-	-	521	Inf	Inf	0.0%	521
7/1	B2034 Beachborough Road	U	-	-	604	Inf	Inf	0.0%	604
8/1	A2034 Cheriton Road	U	-	-	922	Inf	Inf	0.0%	922
Ped Link: P1	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	83	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P4	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0

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: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**28**	**33.6**	**6.7**	**42.5**	**-**	**-**	**-**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**28**	**33.6**	**6.7**	**42.5**	**-**	**-**	**-**	**-**
1/1	322	-	3.4	0.5	4.0	44.3	11.4	0.5	12.0
1/2+1/3	479	0	5.1	0.8	6.1	45.8	14.5	0.8	15.2
2/1	296	-	3.2	0.5	3.6	44.2	10.4	0.5	10.9
2/2+2/3	709	1	8.8	1.9	11.5	58.3	22.1	1.9	23.9
3/1	508	0	7.0	1.9	9.0	63.8	21.6	1.9	23.5
4/1+4/2	531	27	6.1	1.2	8.3	56.2	17.4	1.2	18.6
5/1	798	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	521	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	604	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	922	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-
Ped Link: P4	0	-	-	-	-	-	-	-	-

C1 - 14/0681 PRC for Signalled Lanes (%): 13.5 Total Delay for Signalled Lanes (pcuHr): 42.45 Cycle Time (s): 171
PRC Over All Lanes (%): 13.5 Total Delay Over All Lanes(pcuHr): 42.45

Full Input Data And Results

Scenario 6: 'DS 2044 PM' (FG24: 'PM 2044 DS_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)
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	-	-	-	-	-	-	-	**89.5%**	-
A20 Cheriton Road/ Cherry Garden Avenue	-	-	-	-	-	-	-	**89.5%**	-
1/1	A20 Cherry Garden Ave SB Left	U	67	-	278	1550	680	40.9%	278
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U+O	67	-	430	1929:1750	337+143	89.5 : 89.5%	430
2/1	A20 Cheriton Road EB Left	U	52	-	303	1534	525	57.8%	303
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	52	-	675	1929:1746	614+171	86.0 : 86.0%	675
3/1	B2034 Beachborough Road NB Ahead Left Right	O	58	-	618	1844	702	88.0%	618
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	52	-	520	1779:1729	543+111	77.8 : 88.3%	520
5/1	A20 Cherry Garden Ave	U	-	-	897	Inf	Inf	0.0%	897
6/1	A20 Cheriton Road	U	-	-	552	Inf	Inf	0.0%	552
7/1	B2034 Beachborough Road	U	-	-	504	Inf	Inf	0.0%	504
8/1	A2034 Cheriton Road	U	-	-	871	Inf	Inf	0.0%	871
Ped Link: P1	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	68	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P4	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0

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: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**81**	**32.1**	**12.9**	**47.1**	**-**	**-**	**-**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**81**	**32.1**	**12.9**	**47.1**	**-**	**-**	**-**	**-**
1/1	278	-	2.3	0.3	2.6	34.2	8.2	0.3	8.5
1/2+1/3	430	0	3.5	3.7	7.5	62.9	8.9	3.7	12.6
2/1	303	-	3.5	0.7	4.2	49.9	10.7	0.7	11.4
2/2+2/3	675	31	8.8	2.9	12.5	66.8	21.0	2.9	23.9
3/1	618	0	7.7	3.4	11.1	64.7	24.7	3.4	28.1
4/1+4/2	520	50	6.3	1.9	9.1	63.0	17.1	1.9	19.0
5/1	897	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	552	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	504	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	871	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-
Ped Link: P4	0	-	-	-	-	-	-	-	-

C1 - 14/0681 PRC for Signalled Lanes (%): 0.6 Total Delay for Signalled Lanes (pcuHr): 47.09 Cycle Time (s): 155
PRC Over All Lanes (%): 0.6 Total Delay Over All Lanes(pcuHr): 47.09

Full Input Data And Results

Scenario 7: 'DS 2046 AM' (FG25: 'AM 2046 DS_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)
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	-	-	-	-	-	-	-	**85.4%**	-
A20 Cheriton Road/ Cherry Garden Avenue	-	-	-	-	-	-	-	**85.4%**	-
1/1	A20 Cherry Garden Ave SB Left	U	66	-	322	1550	607	53.0%	322
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U+O	66	-	501	1929:1750	429+159	85.1 : 85.4%	501
2/1	A20 Cheriton Road EB Left	U	69	-	300	1534	628	47.8%	300
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	69	-	751	1929:1746	690+230	81.6 : 81.6%	751
3/1	B2034 Beachborough Road NB Ahead Left Right	O	56	-	512	1844	606	84.5%	512
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	69	-	538	1779:1729	627+131	68.4 : 83.1%	538
5/1	A20 Cherry Garden Ave	U	-	-	805	Inf	Inf	0.0%	805
6/1	A20 Cheriton Road	U	-	-	546	Inf	Inf	0.0%	546
7/1	B2034 Beachborough Road	U	-	-	620	Inf	Inf	0.0%	620
8/1	A2034 Cheriton Road	U	-	-	953	Inf	Inf	0.0%	953
Ped Link: P1	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	85	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P4	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0

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: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**36**	**35.0**	**9.7**	**47.0**	**-**	**-**	**-**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**36**	**35.0**	**9.7**	**47.0**	**-**	**-**	**-**	**-**
1/1	322	-	3.6	0.6	4.1	46.2	11.7	0.6	12.3
1/2+1/3	501	0	5.7	2.7	8.6	62.0	15.3	2.7	18.0
2/1	300	-	3.1	0.5	3.5	42.6	10.4	0.5	10.9
2/2+2/3	751	1	9.2	2.2	12.2	58.7	23.9	2.2	26.1
3/1	512	0	7.5	2.6	10.2	71.9	22.5	2.6	25.1
4/1+4/2	538	35	6.0	1.2	8.2	55.1	17.5	1.2	18.7
5/1	805	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	546	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	620	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	953	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-
Ped Link: P4	0	-	-	-	-	-	-	-	-

C1 - 14/0681 PRC for Signalled Lanes (%): 5.4 Total Delay for Signalled Lanes (pcuHr): 47.02 Cycle Time (s): 171
PRC Over All Lanes (%): 5.4 Total Delay Over All Lanes(pcuHr): 47.02

Full Input Data And Results

Scenario 8: 'DS 2046 PM' (FG26: 'PM 2046 DS_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)
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	-	-	-	-	-	-	-	**98.2%**	-
A20 Cheriton Road/ Cherry Garden Avenue	-	-	-	-	-	-	-	**98.2%**	-
1/1	A20 Cherry Garden Ave SB Left	U	66	-	280	1550	670	41.8%	280
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U+O	66	-	435	1929:1750	309+135	98.0 : 98.0%	435
2/1	A20 Cheriton Road EB Left	U	53	-	315	1534	534	58.9%	315
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	53	-	689	1929:1746	623+162	86.2 : 93.8%	689
3/1	B2034 Beachborough Road NB Ahead Left Right	O	53	-	631	1844	642	98.2%	631
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	53	-	543	1779:1729	554+109	80.1 : 90.7%	543
5/1	A20 Cherry Garden Ave	U	-	-	923	Inf	Inf	0.0%	923
6/1	A20 Cheriton Road	U	-	-	578	Inf	Inf	0.0%	578
7/1	B2034 Beachborough Road	U	-	-	510	Inf	Inf	0.0%	510
8/1	A2034 Cheriton Road	U	-	-	882	Inf	Inf	0.0%	882
Ped Link: P1	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	69	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0
Ped Link: P4	Unnamed Ped Link	-	7	-	0	-	0	0.0%	0

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: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**117**	**34.5**	**25.1**	**61.7**	**-**	**-**	**-**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**117**	**34.5**	**25.1**	**61.7**	**-**	**-**	**-**	**-**
1/1	280	-	2.4	0.4	2.7	35.1	8.3	0.4	8.7
1/2+1/3	435	17	4.2	8.5	13.0	107.7	9.0	8.5	17.5
2/1	315	-	3.6	0.7	4.3	49.6	11.1	0.7	11.8
2/2+2/3	689	47	8.9	3.4	13.2	68.8	21.6	3.4	24.9
3/1	631	0	8.8	10.0	18.8	107.3	26.8	10.0	36.8
4/1+4/2	543	53	6.6	2.2	9.7	64.2	18.2	2.2	20.4
5/1	923	-	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	510	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	882	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-
Ped Link: P4	0	-	-	-	-	-	-	-	-

C1 - 14/0681 PRC for Signalled Lanes (%): -9.1 Total Delay for Signalled Lanes (pcuHr): 61.74 Cycle Time (s): 155
PRC Over All Lanes (%): -9.1 Total Delay Over All Lanes(pcuHr): 61.74

P.36 J26_Prospect Rd Stade St_Picady

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947

For sales and distribution information, program advice and maintenance, contact TRL:
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Filename: J26_Prospect Rd Stade St.j9
Path: \\hc-ukr-ln-fs-10\LN_Proj\UA008926 Otterpool\D-Calcs\Modelling\DM_it5\Appendix\Picady Junction Analysis\J26 Prospect Rd - Stade St
Report generation date: 19/11/2018 10:56:56

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	Base							
Stream B -AC	1.3	31.87	0.57	D	2.3	64.30	0.72	F
Stream C -AB	0.5	10.89	0.34	B	1.4	18.64	0.58	C
	DM 2037							
Stream B -AC	3.9	95.56	0.84	F	10.1	234.11	1.05	F
Stream C -AB	1.1	15.17	0.53	C	1.9	24.02	0.66	C
	DM 2044							
Stream B -AC	4.4	104.33	0.86	F	12.1	277.45	1.10	F
Stream C -AB	1.1	15.13	0.52	C	2.1	25.01	0.68	D
	DM 2046							
Stream B -AC	4.9	115.05	0.88	F	14.0	310.72	1.14	F
Stream C -AB	1.1	15.41	0.53	C	2.1	25.43	0.68	D
	DS 2037							
Stream B -AC	7.2	167.75	0.96	F	18.5	404.25	1.24	F
Stream C -AB	1.1	15.86	0.54	C	2.0	24.81	0.67	C
	DS 2044							
Stream B -AC	10.2	223.08	1.04	F	29.4	646.34	1.56	F
Stream C -AB	1.1	16.11	0.54	C	2.6	29.27	0.72	D
	DS 2046							
Stream B -AC	12.8	269.85	1.09	F	35.4	770.51	1.77	F
Stream C -AB	1.2	16.45	0.55	C	2.8	30.61	0.73	D

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	J26 Otterpool Park_Base Model
Location	A259 Prospect Rd - Stade 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 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	J26 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D2	Base	PM	J26 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D15	DM 2037	AM	J26 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D16	DM 2037	PM	J26 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D17	DM 2044	AM	J26 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D18	DM 2044	PM	J26 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D19	DM 2046	AM	J26 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D20	DM 2046	PM	J26 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D21	DS 2037	AM	J26 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D22	DS 2037	PM	J26 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D23	DS 2044	AM	J26 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D24	DS 2044	PM	J26 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D25	DS 2046	AM	J26 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D26	DS 2046	PM	J26 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	3.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A259 Rampart Road Westbound		Major
B	Stade Street		Minor
C	A259 Rampart 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	6.00		✓	2.40	113.0	✓	10.00

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	3.01	25	26

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	499	0.091	0.230	0.145	0.328
1	B-C	641	0.098	0.248	-	-
1	C-B	653	0.253	0.253	-	-

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	J26 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	✓	522	100.000
B		ONE HOUR	✓	137	100.000
C		ONE HOUR	✓	891	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	137	385
	B	88	0	49
	C	738	153	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	3
	B	1	0	2
	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	0.57	31.87	1.3	D	126	189
C-AB	0.34	10.89	0.5	B	140	211
C-A					677	1016
A-B					126	189
A-C					353	530

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	103	26	356	0.290	102	0.0	0.4	14.049	B
C-AB	115	29	546	0.211	114	0.0	0.3	8.323	A
C-A	556	139			556				
A-B	103	26			103				
A-C	290	72			290				

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	123	31	318	0.387	122	0.4	0.6	18.299	C
C-AB	138	34	526	0.261	137	0.3	0.3	9.250	A
C-A	663	166			663				
A-B	123	31			123				
A-C	346	87			346				

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	151	38	263	0.573	148	0.6	1.2	30.629	D
C-AB	168	42	499	0.338	168	0.3	0.5	10.854	B
C-A	813	203			813				
A-B	151	38			151				
A-C	424	106			424				

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	151	38	263	0.573	151	1.2	1.3	31.869	D
C-AB	168	42	499	0.338	168	0.5	0.5	10.892	B
C-A	813	203			813				
A-B	151	38			151				
A-C	424	106			424				

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	123	31	318	0.388	126	1.3	0.7	18.972	C
C-AB	138	34	526	0.261	138	0.5	0.4	9.294	A
C-A	663	166			663				
A-B	123	31			123				
A-C	346	87			346				

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	103	26	356	0.290	104	0.7	0.4	14.352	B
C-AB	115	29	546	0.211	116	0.4	0.3	8.378	A
C-A	556	139			556				
A-B	103	26			103				
A-C	290	72			290				

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	7.17	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
D2	Base	PM	J26 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	✓	700	100.000
B		ONE HOUR	✓	127	100.000
C		ONE HOUR	✓	936	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	138	562
	B	79	0	48
	C	695	241	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	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	0.72	64.30	2.3	F	117	175
C-AB	0.58	18.64	1.4	C	222	333
C-A					637	956
A-B					127	190
A-C					516	774

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	96	24	318	0.301	94	0.0	0.4	15.978	C
C-AB	181	45	519	0.350	179	0.0	0.5	10.539	B
C-A	523	131			523				
A-B	104	26			104				
A-C	423	106			423				

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	114	29	268	0.427	113	0.4	0.7	23.114	C
C-AB	217	54	493	0.440	216	0.5	0.8	12.944	B
C-A	625	156			625				
A-B	124	31			124				
A-C	505	126			505				

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	140	35	194	0.721	134	0.7	2.1	55.796	F
C-AB	267	67	460	0.581	265	0.8	1.3	18.250	C
C-A	763	191			763				
A-B	152	38			152				
A-C	619	155			619				

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	140	35	193	0.724	139	2.1	2.3	64.299	F
C-AB	267	67	460	0.581	267	1.3	1.4	18.642	C
C-A	763	191			763				
A-B	152	38			152				
A-C	619	155			619				

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	114	29	266	0.429	120	2.3	0.8	25.576	D
C-AB	217	54	493	0.440	219	1.4	0.8	13.244	B
C-A	625	156			625				
A-B	124	31			124				
A-C	505	126			505				

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	96	24	317	0.302	97	0.8	0.4	16.489	C
C-AB	181	45	519	0.350	182	0.8	0.5	10.736	B
C-A	523	131			523				
A-B	104	26			104				
A-C	423	106			423				

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	9.95	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
D15	DM 2037	AM	J26 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	✓	542	100.000
B		ONE HOUR	✓	147	100.000
C		ONE HOUR	✓	1080	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	80	462
	B	97	0	50
	C	842	238	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	2
	B	1	0	2
	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	0.84	95.56	3.9	F	135	202
C-AB	0.53	15.17	1.1	C	219	328
C-A					772	1159
A-B					73	110
A-C					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-AC	111	28	313	0.354	109	0.0	0.5	17.435	C
C-AB	179	45	547	0.327	177	0.0	0.5	9.682	A
C-A	634	158			634				
A-B	60	15			60				
A-C	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-AC	132	33	265	0.500	130	0.5	0.9	26.517	D
C-AB	214	53	527	0.406	213	0.5	0.7	11.448	B
C-A	757	189			757				
A-B	72	18			72				
A-C	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-AC	162	40	194	0.835	152	0.9	3.3	74.333	F
C-AB	263	66	500	0.526	261	0.7	1.1	14.983	B
C-A	926	232			926				
A-B	88	22			88				
A-C	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-AC	162	40	193	0.838	159	3.3	3.9	95.559	F
C-AB	263	66	500	0.526	263	1.1	1.1	15.172	C
C-A	926	232			926				
A-B	88	22			88				
A-C	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-AC	132	33	264	0.501	144	3.9	1.1	32.397	D
C-AB	214	53	527	0.406	216	1.1	0.7	11.621	B
C-A	757	189			757				
A-B	72	18			72				
A-C	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-AC	111	28	312	0.355	113	1.1	0.6	18.219	C
C-AB	179	45	547	0.327	180	0.7	0.5	9.821	A
C-A	634	158			634				
A-B	60	15			60				
A-C	348	87			348				

DM 2037, 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	19.50	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	DM 2037	PM	J26 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	✓	814	100.000
B		ONE HOUR	✓	140	100.000
C		ONE HOUR	✓	1046	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	155	659
	B	78	0	62
	C	790	256	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	1.05	234.11	10.1	F	128	193
C-AB	0.66	24.02	1.9	C	238	357
C-A					722	1083
A-B					142	213
A-C					605	907

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	105	26	299	0.353	103	0.0	0.5	18.243	C
C-AB	193	48	498	0.387	190	0.0	0.6	11.601	B
C-A	595	149			595				
A-B	117	29			117				
A-C	496	124			496				

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	126	31	239	0.526	124	0.5	1.0	30.592	D
C-AB	230	58	469	0.492	229	0.6	0.9	14.947	B
C-A	710	177			710				
A-B	139	35			139				
A-C	592	148			592				

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	154	39	149	1.036	132	1.0	6.6	142.203	F
C-AB	291	73	440	0.661	287	0.9	1.9	23.027	C
C-A	861	215			861				
A-B	171	43			171				
A-C	726	181			726				

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	154	39	147	1.046	140	6.6	10.1	234.111	F
C-AB	291	73	440	0.661	291	1.9	1.9	24.016	C
C-A	861	215			861				
A-B	171	43			171				
A-C	726	181			726				

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	126	31	238	0.530	161	10.1	1.2	63.467	F
C-AB	230	58	469	0.492	234	1.9	1.0	15.581	C
C-A	710	177			710				
A-B	139	35			139				
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-AC	105	26	297	0.354	108	1.2	0.6	19.274	C
C-AB	193	48	498	0.387	194	1.0	0.6	11.893	B
C-A	595	149			595				
A-B	117	29			117				
A-C	496	124			496				

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	10.85	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
D17	DM 2044	AM	J26 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	✓	555	100.000
B		ONE HOUR	✓	151	100.000
C		ONE HOUR	✓	1068	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	81	474
	B	99	0	52
	C	834	234	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	2
	B	1	0	2
	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	0.86	104.33	4.4	F	139	208
C-AB	0.52	15.13	1.1	C	215	322
C-A					765	1148
A-B					74	111
A-C					435	652

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	28	313	0.363	111	0.0	0.6	17.657	C
C-AB	176	44	545	0.323	174	0.0	0.5	9.669	A
C-A	628	157			628				
A-B	61	15			61				
A-C	357	89			357				

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	136	34	265	0.513	134	0.6	1.0	27.155	D
C-AB	210	53	524	0.402	210	0.5	0.7	11.428	B
C-A	750	187			750				
A-B	73	18			73				
A-C	426	107			426				

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	166	42	194	0.857	156	1.0	3.7	78.848	F
C-AB	258	65	496	0.521	257	0.7	1.1	14.946	B
C-A	918	229			918				
A-B	89	22			89				
A-C	522	130			522				

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	166	42	193	0.860	163	3.7	4.4	104.327	F
C-AB	258	65	496	0.521	258	1.1	1.1	15.132	C
C-A	918	229			918				
A-B	89	22			89				
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-AC	136	34	264	0.514	149	4.4	1.1	34.262	D
C-AB	210	53	524	0.402	212	1.1	0.7	11.598	B
C-A	750	187			750				
A-B	73	18			73				
A-C	426	107			426				

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	28	312	0.364	116	1.1	0.6	18.503	C
C-AB	176	44	545	0.323	177	0.7	0.5	9.807	A
C-A	628	157			628				
A-B	61	15			61				
A-C	357	89			357				

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	22.33	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
D18	DM 2044	PM	J26 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	✓	806	100.000
B		ONE HOUR	✓	139	100.000
C		ONE HOUR	✓	1075	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	157	649
	B	78	0	61
	C	812	263	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	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	1.10	277.45	12.1	F	128	191
C-AB	0.68	25.01	2.1	D	246	368
C-A					741	1111
A-B					144	216
A-C					596	893

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	105	26	294	0.356	103	0.0	0.5	18.583	C
C-AB	198	50	499	0.397	195	0.0	0.6	11.782	B
C-A	611	153			611				
A-B	118	30			118				
A-C	489	122			489				

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	125	31	234	0.534	123	0.5	1.1	31.811	D
C-AB	237	59	469	0.505	235	0.6	1.0	15.308	C
C-A	730	182			730				
A-B	141	35			141				
A-C	583	146			583				

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	153	38	141	1.085	127	1.1	7.5	162.236	F
C-AB	302	76	445	0.678	298	1.0	2.0	23.850	C
C-A	882	220			882				
A-B	173	43			173				
A-C	715	179			715				

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	153	38	139	1.098	135	7.5	12.1	277.448	F
C-AB	302	76	445	0.678	302	2.0	2.1	25.011	D
C-A	882	220			882				
A-B	173	43			173				
A-C	715	179			715				

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	125	31	232	0.539	168	12.1	1.3	81.939	F
C-AB	237	59	469	0.505	241	2.1	1.1	16.046	C
C-A	730	182			730				
A-B	141	35			141				
A-C	583	146			583				

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	105	26	293	0.357	108	1.3	0.6	19.720	C
C-AB	198	50	499	0.397	200	1.1	0.7	12.103	B
C-A	611	153			611				
A-B	118	30			118				
A-C	489	122			489				

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	11.77	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
D19	DM 2046	AM	J26 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	✓	559	100.000
B		ONE HOUR	✓	152	100.000
C		ONE HOUR	✓	1081	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	82	477
	B	99	0	53
	C	844	237	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	2
	B	1	0	2
	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	0.88	115.05	4.9	F	139	209
C-AB	0.53	15.41	1.1	C	218	327
C-A					774	1161
A-B					75	113
A-C					438	657

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	312	0.367	112	0.0	0.6	17.854	C
C-AB	178	45	544	0.328	177	0.0	0.5	9.745	A
C-A	635	159			635				
A-B	62	15			62				
A-C	359	90			359				

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	263	0.520	135	0.6	1.0	27.778	D
C-AB	213	53	523	0.408	212	0.5	0.7	11.559	B
C-A	759	190			759				
A-B	74	18			74				
A-C	429	107			429				

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	191	0.878	156	1.0	4.0	84.299	F
C-AB	262	65	495	0.529	260	0.7	1.1	15.213	C
C-A	928	232			928				
A-B	90	23			90				
A-C	525	131			525				

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	190	0.881	164	4.0	4.9	115.053	F
C-AB	262	65	495	0.529	262	1.1	1.1	15.413	C
C-A	928	232			928				
A-B	90	23			90				
A-C	525	131			525				

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	262	0.522	152	4.9	1.2	36.338	E
C-AB	213	53	523	0.408	215	1.1	0.7	11.742	B
C-A	759	190			759				
A-B	74	18			74				
A-C	429	107			429				

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	311	0.368	117	1.2	0.6	18.750	C
C-AB	178	45	544	0.328	179	0.7	0.5	9.892	A
C-A	635	159			635				
A-B	62	15			62				
A-C	359	90			359				

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	24.85	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
D20	DM 2046	PM	J26 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	✓	812	100.000
B		ONE HOUR	✓	141	100.000
C		ONE HOUR	✓	1079	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	158	654
	B	79	0	62
	C	815	264	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	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	1.14	310.72	14.0	F	129	194
C-AB	0.68	25.43	2.1	D	247	370
C-A					743	1115
A-B					145	217
A-C					600	900

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	106	27	293	0.363	104	0.0	0.6	18.859	C
C-AB	199	50	497	0.400	196	0.0	0.7	11.855	B
C-A	614	153			614				
A-B	119	30			119				
A-C	492	123			492				

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	127	32	232	0.547	124	0.6	1.1	32.824	D
C-AB	238	59	468	0.508	236	0.7	1.0	15.451	C
C-A	732	183			732				
A-B	142	36			142				
A-C	588	147			588				

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	155	39	138	1.123	126	1.1	8.4	177.363	F
C-AB	304	76	445	0.684	300	1.0	2.1	24.197	C
C-A	884	221			884				
A-B	174	43			174				
A-C	720	180			720				

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	155	39	136	1.138	133	8.4	14.0	310.724	F
C-AB	304	76	445	0.684	304	2.1	2.1	25.430	D
C-A	884	221			884				
A-B	174	43			174				
A-C	720	180			720				

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	127	32	230	0.552	177	14.0	1.4	102.081	F
C-AB	238	59	468	0.508	242	2.1	1.1	16.230	C
C-A	732	183			732				
A-B	142	36			142				
A-C	588	147			588				

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	106	27	291	0.364	109	1.4	0.6	20.115	C
C-AB	199	50	497	0.400	200	1.1	0.7	12.181	B
C-A	614	153			614				
A-B	119	30			119				
A-C	492	123			492				

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	15.10	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	J26 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	✓	579	100.000
B		ONE HOUR	✓	147	100.000
C		ONE HOUR	✓	1154	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	80	499
	B	97	0	50
	C	916	238	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	2
	B	1	0	2
	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	0.96	167.75	7.2	F	135	202
C-AB	0.54	15.86	1.1	C	219	328
C-A					840	1260
A-B					73	110
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	111	28	298	0.371	108	0.0	0.6	18.773	C
C-AB	179	45	540	0.332	177	0.0	0.5	9.869	A
C-A	690	172			690				
A-B	60	15			60				
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	132	33	246	0.538	130	0.6	1.1	30.586	D
C-AB	214	54	518	0.413	213	0.5	0.7	11.766	B
C-A	823	206			823				
A-B	72	18			72				
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	162	40	169	0.959	145	1.1	5.3	111.908	F
C-AB	263	66	490	0.537	261	0.7	1.1	15.636	C
C-A	1007	252			1007				
A-B	88	22			88				
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	162	40	168	0.963	154	5.3	7.2	167.749	F
C-AB	263	66	490	0.537	263	1.1	1.1	15.859	C
C-A	1007	252			1007				
A-B	88	22			88				
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	132	33	245	0.540	156	7.2	1.3	48.922	E
C-AB	214	54	518	0.413	216	1.1	0.7	11.961	B
C-A	823	206			823				
A-B	72	18			72				
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	111	28	297	0.373	113	1.3	0.6	19.854	C
C-AB	179	45	540	0.332	180	0.7	0.5	10.019	B
C-A	690	172			690				
A-B	60	15			60				
A-C	376	94			376				

DS 2037, 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	30.08	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
D22	DS 2037	PM	J26 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	✓	835	100.000
B		ONE HOUR	✓	140	100.000
C		ONE HOUR	✓	1121	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	155	680
	B	78	0	62
	C	865	256	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	1.24	404.25	18.5	F	128	193
C-AB	0.67	24.81	2.0	C	239	358
C-A					790	1185
A-B					142	213
A-C					624	936

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	105	26	286	0.368	103	0.0	0.6	19.426	C
C-AB	193	48	494	0.390	190	0.0	0.6	11.752	B
C-A	651	163			651				
A-B	117	29			117				
A-C	512	128			512				

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	126	31	223	0.563	123	0.6	1.2	35.133	E
C-AB	230	58	464	0.497	229	0.6	1.0	15.239	C
C-A	777	194			777				
A-B	139	35			139				
A-C	611	153			611				

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	154	39	126	1.228	117	1.2	10.4	223.851	F
C-AB	294	73	438	0.670	290	1.0	1.9	23.701	C
C-A	941	235			941				
A-B	171	43			171				
A-C	749	187			749				

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	154	39	124	1.245	122	10.4	18.5	404.249	F
C-AB	294	73	438	0.670	293	1.9	2.0	24.807	C
C-A	941	235			941				
A-B	171	43			171				
A-C	749	187			749				

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	126	31	221	0.568	193	18.5	1.6	166.474	F
C-AB	230	58	464	0.497	234	2.0	1.0	15.940	C
C-A	777	194			777				
A-B	139	35			139				
A-C	611	153			611				

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	105	26	285	0.370	110	1.6	0.6	20.969	C
C-AB	193	48	494	0.390	194	1.0	0.7	12.059	B
C-A	651	163			651				
A-B	117	29			117				
A-C	512	128			512				

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	19.52	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
D23	DS 2044	AM	J26 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	✓	607	100.000
B		ONE HOUR	✓	151	100.000
C		ONE HOUR	✓	1158	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	81	526
	B	99	0	52
	C	924	234	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	2
	B	1	0	2
	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	1.04	223.08	10.2	F	139	208
C-AB	0.54	16.11	1.1	C	215	323
C-A					847	1271
A-B					74	111
A-C					483	724

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	28	294	0.387	111	0.0	0.6	19.493	C
C-AB	176	44	535	0.329	174	0.0	0.5	9.935	A
C-A	696	174			696				
A-B	61	15			61				
A-C	396	99			396				

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	136	34	240	0.565	133	0.6	1.2	32.995	D
C-AB	210	53	512	0.411	210	0.5	0.7	11.880	B
C-A	831	208			831				
A-B	73	18			73				
A-C	473	118			473				

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	166	42	161	1.032	144	1.2	6.8	137.156	F
C-AB	259	65	482	0.537	257	0.7	1.1	15.881	C
C-A	1016	254			1016				
A-B	89	22			89				
A-C	579	145			579				

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	166	42	160	1.037	153	6.8	10.2	223.075	F
C-AB	259	65	482	0.537	259	1.1	1.1	16.112	C
C-A	1016	254			1016				
A-B	89	22			89				
A-C	579	145			579				

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	136	34	239	0.567	171	10.2	1.5	70.579	F
C-AB	210	53	512	0.411	212	1.1	0.7	12.082	B
C-A	831	208			831				
A-B	73	18			73				
A-C	473	118			473				

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	28	293	0.388	117	1.5	0.7	20.827	C
C-AB	176	44	535	0.329	177	0.7	0.5	10.090	B
C-A	696	174			696				
A-B	61	15			61				
A-C	396	99			396				

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	45.38	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
D24	DS 2044	PM	J26 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	✓	895	100.000
B		ONE HOUR	✓	139	100.000
C		ONE HOUR	✓	1114	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	157	738
	B	78	0	61
	C	851	263	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	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	1.56	646.34	29.4	F	128	191
C-AB	0.72	29.27	2.6	D	250	375
C-A					772	1158
A-B					144	216
A-C					677	1016

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	105	26	272	0.385	102	0.0	0.6	20.935	C
C-AB	198	50	481	0.411	195	0.0	0.7	12.468	B
C-A	641	160			641				
A-B	118	30			118				
A-C	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-AC	125	31	205	0.609	122	0.6	1.4	41.633	E
C-AB	237	59	449	0.528	236	0.7	1.1	16.715	C
C-A	764	191			764				
A-B	141	35			141				
A-C	663	166			663				

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	153	38	100	1.525	96	1.4	15.6	369.526	F
C-AB	315	79	437	0.721	310	1.1	2.4	27.273	D
C-A	911	228			911				
A-B	173	43			173				
A-C	813	203			813				

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	153	38	98	1.562	98	15.6	29.4	646.344	F
C-AB	315	79	437	0.721	314	2.4	2.6	29.268	D
C-A	911	228			911				
A-B	173	43			173				
A-C	813	203			813				

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	125	31	203	0.617	196	29.4	11.7	377.981	F
C-AB	237	59	449	0.528	243	2.6	1.2	17.893	C
C-A	764	191			764				
A-B	141	35			141				
A-C	663	166			663				

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	105	26	270	0.387	149	11.7	0.7	40.683	E
C-AB	198	50	481	0.411	200	1.2	0.7	12.863	B
C-A	641	160			641				
A-B	118	30			118				
A-C	556	139			556				

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	22.99	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
D25	DS 2046	AM	J26 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	✓	612	100.000
B		ONE HOUR	✓	152	100.000
C		ONE HOUR	✓	1187	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	82	530
	B	99	0	53
	C	950	237	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	2
	B	1	0	2
	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	1.09	269.85	12.8	F	139	209
C-AB	0.55	16.45	1.2	C	218	327
C-A					871	1307
A-B					75	113
A-C					486	730

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	290	0.394	112	0.0	0.6	19.943	C
C-AB	178	45	534	0.334	176	0.0	0.5	10.022	B
C-A	715	179			715				
A-B	62	15			62				
A-C	399	100			399				

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	235	0.581	134	0.6	1.3	34.685	D
C-AB	213	53	511	0.417	212	0.5	0.7	12.029	B
C-A	854	213			854				
A-B	74	18			74				
A-C	476	119			476				

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	154	1.086	140	1.3	8.0	158.348	F
C-AB	262	66	481	0.545	260	0.7	1.2	16.195	C
C-A	1045	261			1045				
A-B	90	23			90				
A-C	584	146			584				

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	153	1.091	148	8.0	12.8	269.849	F
C-AB	262	66	481	0.545	262	1.2	1.2	16.447	C
C-A	1045	261			1045				
A-B	90	23			90				
A-C	584	146			584				

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	234	0.583	181	12.8	1.6	96.192	F
C-AB	213	53	511	0.417	215	1.2	0.7	12.247	B
C-A	854	213			854				
A-B	74	18			74				
A-C	476	119			476				

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	289	0.396	118	1.6	0.7	21.475	C
C-AB	178	45	534	0.334	179	0.7	0.5	10.182	B
C-A	715	179			715				
A-B	62	15			62				
A-C	399	100			399				

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	53.52	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	J26 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	✓	916	100.000
B		ONE HOUR	✓	141	100.000
C		ONE HOUR	✓	1123	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	158	758
	B	79	0	62
	C	859	264	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	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	1.77	770.51	35.4	F	129	194
C-AB	0.73	30.61	2.8	D	253	380
C-A					777	1166
A-B					145	217
A-C					696	1043

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	106	27	267	0.398	104	0.0	0.6	21.741	C
C-AB	199	50	477	0.416	196	0.0	0.7	12.672	B
C-A	647	162			647				
A-B	119	30			119				
A-C	571	143			571				

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	127	32	199	0.638	123	0.6	1.6	45.657	E
C-AB	238	60	445	0.536	236	0.7	1.1	17.152	C
C-A	771	193			771				
A-B	142	36			142				
A-C	681	170			681				

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	155	39	90	1.718	88	1.6	18.5	469.151	F
C-AB	322	81	439	0.734	316	1.1	2.6	28.270	D
C-A	914	229			914				
A-B	174	43			174				
A-C	835	209			835				

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	155	39	88	1.769	88	18.5	35.4	770.509	F
C-AB	322	81	439	0.734	322	2.6	2.8	30.612	D
C-A	914	229			914				
A-B	174	43			174				
A-C	835	209			835				

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	127	32	196	0.648	190	35.4	19.5	496.508	F
C-AB	238	60	445	0.536	245	2.8	1.2	18.521	C
C-A	771	193			771				
A-B	142	36			142				
A-C	681	170			681				

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	106	27	265	0.400	181	19.5	0.7	82.719	F
C-AB	199	50	477	0.416	201	1.2	0.7	13.098	B
C-A	647	162			647				
A-B	119	30			119				
A-C	571	143			571				

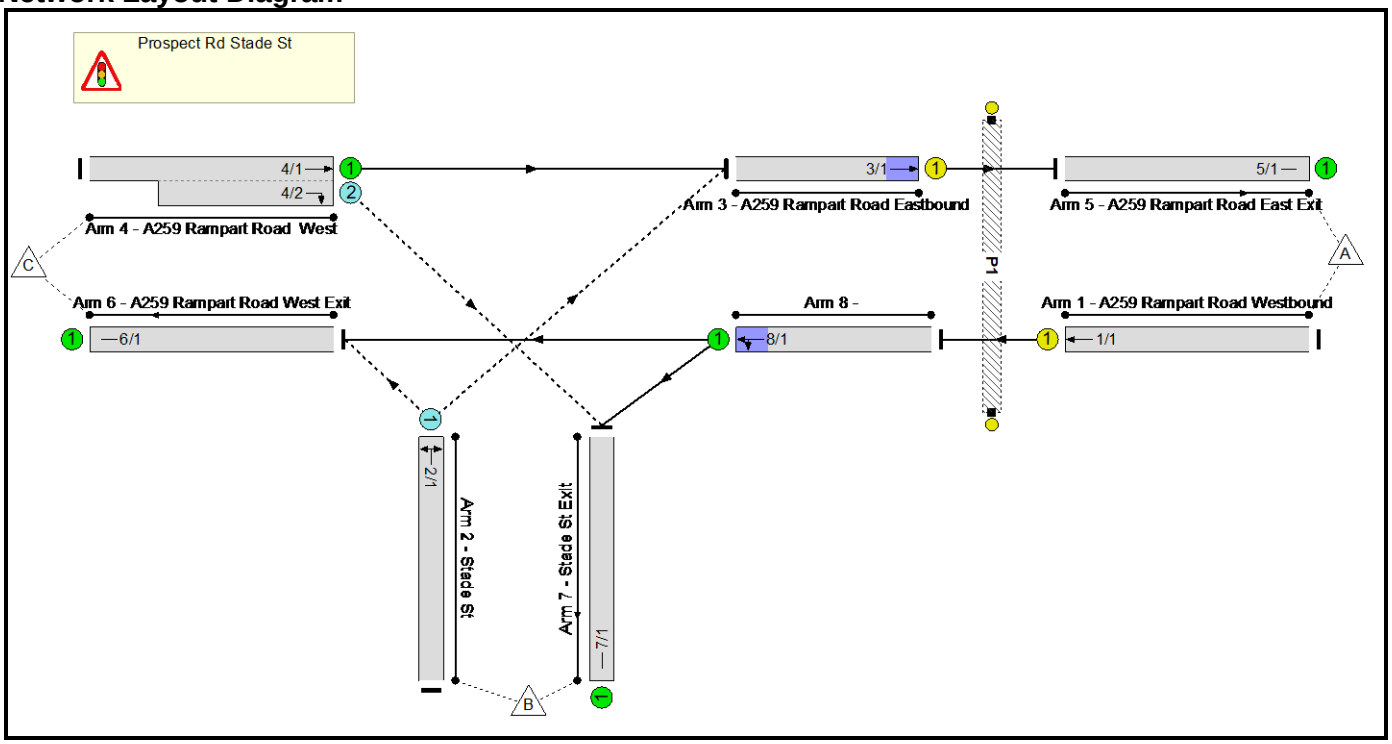
P.37 J26_Prospect Rd Stade St

Full Input Data And Results

User and Project Details

Project:	**Otterpool**
Title:	**Prospect Road Stade Street**
Location:	
Additional detail:	
File name:	J26_Prospect Rd Stade St.lsg3x
Author:	Jonathan Gunasekera
Company:	ARCADIS UK
Address:	

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	Pedestrian		-9999	6

Full Input Data And Results

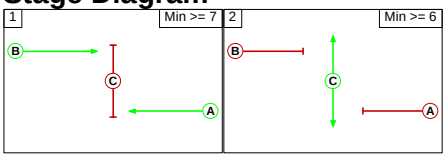
Phase Intergreens Matrix

Terminating Phase	Starting Phase		
	A	B	C
A		-	5
B	-		5
C	10	10	

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					

Traffic Flows, Desired

Scenario 1: 'Base AM' (FG5: 'Base AM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	137	385	522
	B	88	0	49	137
	C	738	153	0	891
	Tot.	826	290	434	1550

Scenario 2: 'Base PM' (FG6: 'Base PM ', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	138	562	700
	B	79	0	48	127
	C	695	241	0	936
	Tot.	774	379	610	1763

Full Input Data And Results

Scenario 3: '2044 AM DM_240s' (FG1: '2044 AM DM Flat', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	81	474	555
	B	99	0	52	151
	C	834	234	0	1068
	Tot.	933	315	526	1774

Scenario 4: '2044 PM DM_240s' (FG2: '2044 PM DM Flat', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	157	649	806
	B	78	0	61	139
	C	812	263	0	1075
	Tot.	890	420	710	2020

Scenario 5: '2044 AM DS_240s' (FG3: '2044 AM DS Flat', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	81	526	607
	B	99	0	52	151
	C	924	234	0	1158
	Tot.	1023	315	578	1916

Scenario 6: '2044 PM DS_240s' (FG4: '2044 PM DS Flat', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	157	738	895
	B	78	0	61	139
	C	851	263	0	1114
	Tot.	929	420	799	2148

Scenario 7: '2044 AM DM_180s' (FG1: '2044 AM DM Flat', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	81	474	555
	B	99	0	52	151
	C	834	234	0	1068
	Tot.	933	315	526	1774

Full Input Data And Results

Scenario 8: '2044 PM DM_180s ' (FG2: '2044 PM DM Flat', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	157	649	806
	B	78	0	61	139
	C	812	263	0	1075
	Tot.	890	420	710	2020

Scenario 9: '2044 AM DS_180s' (FG3: '2044 AM DS Flat', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	81	526	607
	B	99	0	52	151
	C	924	234	0	1158
	Tot.	1023	315	578	1916

Scenario 10: '2044 PM DS_180s' (FG4: '2044 PM DS Flat', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	157	738	895
	B	78	0	61	139
	C	851	263	0	1114
	Tot.	929	420	799	2148

Scenario 11: '2044 AM DM_120s' (FG1: '2044 AM DM Flat', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	81	474	555
	B	99	0	52	151
	C	834	234	0	1068
	Tot.	933	315	526	1774

Scenario 12: '2044 PM DM_120s ' (FG2: '2044 PM DM Flat', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	157	649	806
	B	78	0	61	139
	C	812	263	0	1075
	Tot.	890	420	710	2020

Full Input Data And Results

Scenario 13: '2044 AM DS_120s' (FG3: '2044 AM DS Flat', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	81	526	607
	B	99	0	52	151
	C	924	234	0	1158
	Tot.	1023	315	578	1916

Scenario 14: '2044 PM DS_120s' (FG4: '2044 PM DS Flat', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	157	738	895
	B	78	0	61	139
	C	851	263	0	1114
	Tot.	929	420	799	2148

Scenario 15: '2044 AM DM_60s' (FG1: '2044 AM DM Flat', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	81	474	555
	B	99	0	52	151
	C	834	234	0	1068
	Tot.	933	315	526	1774

Scenario 16: '2044 PM DM_60s' (FG2: '2044 PM DM Flat', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	157	649	806
	B	78	0	61	139
	C	812	263	0	1075
	Tot.	890	420	710	2020

Scenario 17: '2044 AM DS_60s' (FG3: '2044 AM DS Flat', Plan 1: 'Network Control Plan 1')
Desired Flow :

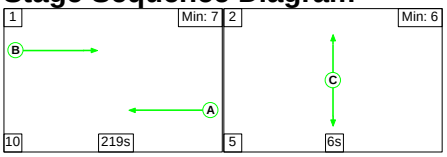
		Destination			
		A	B	C	Tot.
Origin	A	0	81	526	607
	B	99	0	52	151
	C	924	234	0	1158
	Tot.	1023	315	578	1916

Full Input Data And Results

Scenario 18: '2044 PM DS_60s' (FG4: '2044 PM DS Flat', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	157	738	895
	B	78	0	61	139
	C	851	263	0	1114
	Tot.	929	420	799	2148

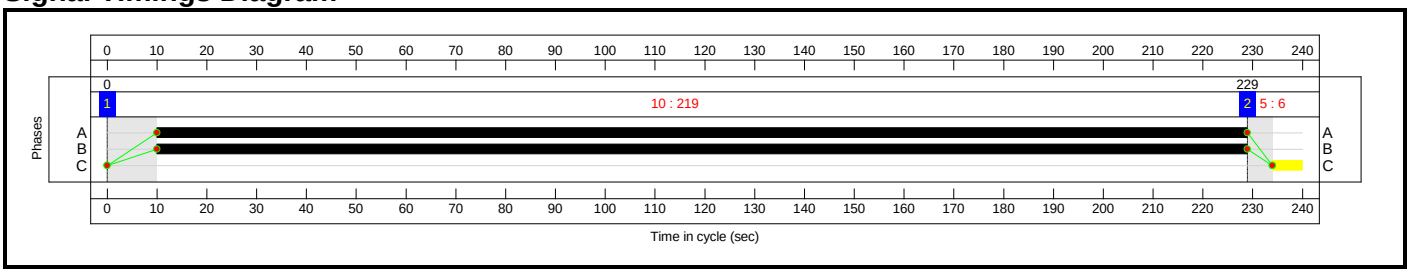
Scenario 1: 'Base AM' (FG5: 'Base AM', Plan 1: 'Network Control Plan 1')
Stage Sequence Diagram



Stage Timings

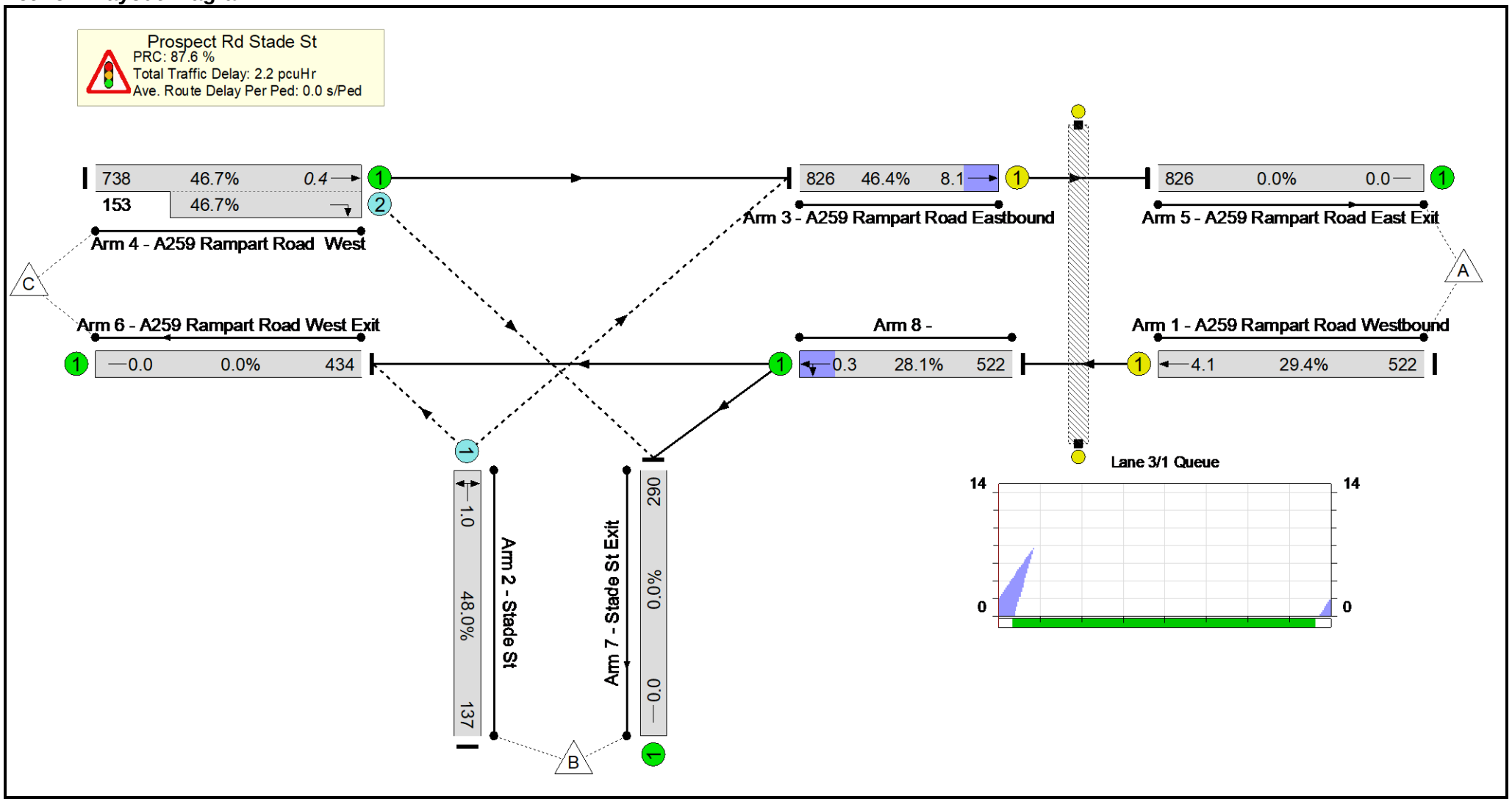
Stage	1	2
Duration	219	6
Change Point	0	229

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Network Results

Scenario 1: 'Base AM' (FG5: '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)
Network: Prospect Road Stade Street	-	-	-	-	-	-	-	**48.0%**	-
Prospect Rd Stade St	-	-	-	-	-	-	-	**48.0%**	-
1/1	A259 Rampart Road Westbound Ahead	U	219	-	522	1940	1778	29.4%	522
2/1	Stade St Right Left	O	-	-	137	1719	286	48.0%	137
3/1	A259 Rampart Road Eastbound Ahead	U	219	-	826	1940	1778	46.4%	826
4/1+4/2	A259 Rampart Road West Ahead Right	U+O	-	-	891	1940:1764	1580+328	46.7 : 46.7%	891
5/1	A259 Rampart Road East Exit	U	-	-	826	Inf	Inf	0.0%	826
6/1	A259 Rampart Road West Exit	U	-	-	434	Inf	Inf	0.0%	434
7/1	Stade St Exit	U	-	-	290	Inf	Inf	0.0%	290
8/1	Ahead Left	U	-	-	522	1859	1859	28.1%	522
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: Prospect Road Stade Street	**-**	**0**	**0.5**	**1.7**	**2.2**	**-**	**-**	**-**	**-**
Prospect Rd Stade St	**-**	**0**	**0.5**	**1.7**	**2.2**	**-**	**-**	**-**	**-**
1/1	522	-	0.2	0.2	0.4	2.6	3.9	0.2	4.1
2/1	137	0	0.0	0.5	0.5	12.3	0.6	0.5	1.0
3/1	826	-	0.3	0.4	0.8	3.3	7.7	0.4	8.1
4/1+4/2	891	0	0.0	0.4	0.4	1.8	0.0	0.4	0.4
5/1	826	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	434	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	290	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	522	-	0.0	0.2	0.2	1.3	0.1	0.2	0.3
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 93.8 Total Delay for Signalled Lanes (pcuHr): 1.14 Cycle Time (s): 240
PRC Over All Lanes (%): 87.6 Total Delay Over All Lanes(pcuHr): 2.24

Full Input Data And Results

Scenario 2: 'Base PM' (FG6: '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)
Network: Prospect Road Stade Street	-	-	-	-	-	-	-	**57.9%**	-
Prospect Rd Stade St	-	-	-	-	-	-	-	**57.9%**	-
1/1	A259 Rampart Road Westbound Ahead	U	219	-	700	1940	1778	39.4%	700
2/1	Stade St Right Left	O	-	-	127	1717	219	57.9%	127
3/1	A259 Rampart Road Eastbound Ahead	U	219	-	774	1940	1778	43.5%	774
4/1+4/2	A259 Rampart Road West Ahead Right	U+O	-	-	936	1940:1764	1404+478	49.5 : 50.5%	936
5/1	A259 Rampart Road East Exit	U	-	-	774	Inf	Inf	0.0%	774
6/1	A259 Rampart Road West Exit	U	-	-	610	Inf	Inf	0.0%	610
7/1	Stade St Exit	U	-	-	379	Inf	Inf	0.0%	379
8/1	Ahead Left	U	-	-	700	1878	1878	37.3%	700
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: Prospect Road Stade Street	**-**	**0**	**0.6**	**2.2**	**2.8**	**-**	**-**	**-**	**-**
Prospect Rd Stade St	**-**	**0**	**0.6**	**2.2**	**2.8**	**-**	**-**	**-**	**-**
1/1	700	-	0.3	0.3	0.6	3.0	6.0	0.3	6.4
2/1	127	0	0.0	0.7	0.7	20.0	1.1	0.7	1.8
3/1	774	-	0.3	0.4	0.7	3.2	6.8	0.4	7.2
4/1+4/2	936	0	0.0	0.5	0.5	1.9	0.8	0.5	1.3
5/1	774	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	610	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	379	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	700	-	0.0	0.3	0.3	1.5	0.1	0.3	0.4
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 106.8 PRC Over All Lanes (%): 55.4 Total Delay for Signalled Lanes (pcuHr): 1.26 Total Delay Over All Lanes(pcuHr): 2.76 Cycle Time (s): 240

Full Input Data And Results

Scenario 3: '2044 AM DM_240s' (FG1: '2044 AM DM Flat', 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)
Network: Prospect Road Stade Street	-	-	-	-	-	-	-	**65.1%**	-
Prospect Rd Stade St	-	-	-	-	-	-	-	**65.1%**	-
1/1	A259 Rampart Road Westbound Ahead	U	219	-	555	1940	1778	31.2%	555
2/1	Stade St Right Left	O	-	-	151	1720	232	65.1%	151
3/1	A259 Rampart Road Eastbound Ahead	U	219	-	933	1940	1778	52.5%	933
4/1+4/2	A259 Rampart Road West Ahead Right	U+O	-	-	1068	1940:1764	1483+416	56.3 : 56.3%	1068
5/1	A259 Rampart Road East Exit	U	-	-	933	Inf	Inf	0.0%	933
6/1	A259 Rampart Road West Exit	U	-	-	526	Inf	Inf	0.0%	526
7/1	Stade St Exit	U	-	-	315	Inf	Inf	0.0%	315
8/1	Ahead Left	U	-	-	555	1894	1894	29.3%	555
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: Prospect Road Stade Street	**-**	**0**	**0.6**	**2.5**	**3.2**	**-**	**-**	**-**	**-**
Prospect Rd Stade St	**-**	**0**	**0.6**	**2.5**	**3.2**	**-**	**-**	**-**	**-**
1/1	555	-	0.2	0.2	0.4	2.6	4.3	0.2	4.5
2/1	151	0	0.0	0.9	0.9	22.3	1.1	0.9	2.0
3/1	933	-	0.4	0.6	1.0	3.7	9.4	0.6	9.9
4/1+4/2	1068	0	0.0	0.6	0.6	2.2	0.5	0.6	1.1
5/1	933	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	526	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	315	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	555	-	0.0	0.2	0.2	1.3	0.0	0.2	0.2
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 71.5 PRC Over All Lanes (%): 38.3 Total Delay for Signalled Lanes (pcuHr): 1.37 Total Delay Over All Lanes(pcuHr): 3.15 Cycle Time (s): 240

Full Input Data And Results

Scenario 4: '2044 PM DM_240s' (FG2: '2044 PM DM Flat', 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)
Network: Prospect Road Stade Street	-	-	-	-	-	-	-	**79.4%**	-
Prospect Rd Stade St	-	-	-	-	-	-	-	**79.4%**	-
1/1	A259 Rampart Road Westbound Ahead	U	219	-	806	1940	1778	45.3%	806
2/1	Stade St Right Left	O	-	-	139	1712	175	79.4%	139
3/1	A259 Rampart Road Eastbound Ahead	U	219	-	890	1940	1778	50.0%	890
4/1+4/2	A259 Rampart Road West Ahead Right	U+O	-	-	1075	1940:1764	1430+451	56.8 : 58.3%	1075
5/1	A259 Rampart Road East Exit	U	-	-	890	Inf	Inf	0.0%	890
6/1	A259 Rampart Road West Exit	U	-	-	710	Inf	Inf	0.0%	710
7/1	Stade St Exit	U	-	-	420	Inf	Inf	0.0%	420
8/1	Ahead Left	U	-	-	806	1879	1879	42.9%	806
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: Prospect Road Stade Street	**-**	**0**	**0.9**	**3.7**	**4.6**	**-**	**-**	**-**	**-**
Prospect Rd Stade St	**-**	**0**	**0.9**	**3.7**	**4.6**	**-**	**-**	**-**	**-**
1/1	806	-	0.3	0.4	0.7	3.3	7.6	0.4	8.0
2/1	139	0	0.1	1.8	1.9	49.1	3.8	1.8	5.5
3/1	890	-	0.4	0.5	0.9	3.6	8.7	0.5	9.2
4/1+4/2	1075	0	0.0	0.7	0.7	2.3	1.5	0.7	2.1
5/1	890	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	710	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	420	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	806	-	0.0	0.4	0.4	1.7	0.2	0.4	0.5
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 79.8 Total Delay for Signalled Lanes (pcuHr): 1.61 Cycle Time (s): 240
PRC Over All Lanes (%): 13.4 Total Delay Over All Lanes(pcuHr): 4.56

Full Input Data And Results

Scenario 5: '2044 AM DS_240s' (FG3: '2044 AM DS Flat', 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)
Network: Prospect Road Stade Street	-	-	-	-	-	-	-	**73.7%**	-
Prospect Rd Stade St	-	-	-	-	-	-	-	**73.7%**	-
1/1	A259 Rampart Road Westbound Ahead	U	219	-	607	1940	1778	34.1%	607
2/1	Stade St Right Left	O	-	-	151	1720	205	73.7%	151
3/1	A259 Rampart Road Eastbound Ahead	U	219	-	1023	1940	1778	57.5%	1023
4/1+4/2	A259 Rampart Road West Ahead Right	U+O	-	-	1158	1940:1764	1517+384	60.9 : 60.9%	1158
5/1	A259 Rampart Road East Exit	U	-	-	1023	Inf	Inf	0.0%	1023
6/1	A259 Rampart Road West Exit	U	-	-	578	Inf	Inf	0.0%	578
7/1	Stade St Exit	U	-	-	315	Inf	Inf	0.0%	315
8/1	Ahead Left	U	-	-	607	1898	1898	32.0%	607
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: Prospect Road Stade Street	**-**	**0**	**0.7**	**3.3**	**4.0**	**-**	**-**	**-**	**-**
Prospect Rd Stade St	**-**	**0**	**0.7**	**3.3**	**4.0**	**-**	**-**	**-**	**-**
1/1	607	-	0.2	0.3	0.5	2.7	4.9	0.3	5.1
2/1	151	0	0.0	1.3	1.4	32.9	1.8	1.3	3.2
3/1	1023	-	0.5	0.7	1.2	4.1	11.4	0.7	12.1
4/1+4/2	1158	0	0.0	0.8	0.8	2.4	0.6	0.8	1.4
5/1	1023	-	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	315	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	607	-	0.0	0.2	0.2	1.4	0.0	0.2	0.3
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 56.5 Total Delay for Signalled Lanes (pcuHr): 1.63 Cycle Time (s): 240
PRC Over All Lanes (%): 22.1 Total Delay Over All Lanes(pcuHr): 4.02

Full Input Data And Results

Scenario 6: '2044 PM DS_240s' (FG4: '2044 PM DS Flat', 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)
Network: Prospect Road Stade Street	-	-	-	-	-	-	-	**97.7%**	-
Prospect Rd Stade St	-	-	-	-	-	-	-	**97.7%**	-
1/1	A259 Rampart Road Westbound Ahead	U	219	-	895	1940	1778	50.3%	895
2/1	Stade St Right Left	O	-	-	139	1712	142	97.7%	139
3/1	A259 Rampart Road Eastbound Ahead	U	219	-	929	1940	1778	52.2%	929
4/1+4/2	A259 Rampart Road West Ahead Right	U+O	-	-	1114	1940:1764	1448+429	58.8 : 61.3%	1114
5/1	A259 Rampart Road East Exit	U	-	-	929	Inf	Inf	0.0%	929
6/1	A259 Rampart Road West Exit	U	-	-	799	Inf	Inf	0.0%	799
7/1	Stade St Exit	U	-	-	420	Inf	Inf	0.0%	420
8/1	Ahead Left	U	-	-	895	1885	1885	47.5%	895
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: Prospect Road Stade Street	**-**	**0**	**1.8**	**7.4**	**9.1**	**-**	**-**	**-**	**-**
Prospect Rd Stade St	**-**	**0**	**1.8**	**7.4**	**9.1**	**-**	**-**	**-**	**-**
1/1	895	-	0.4	0.5	0.9	3.6	9.2	0.5	9.7
2/1	139	0	0.9	5.1	6.0	156.1	9.1	5.1	14.2
3/1	929	-	0.5	0.5	1.0	3.9	10.4	0.5	11.0
4/1+4/2	1114	0	0.0	0.7	0.7	2.4	1.8	0.7	2.6
5/1	929	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	799	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	420	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	895	-	0.0	0.5	0.5	1.8	0.2	0.5	0.6
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 72.3 Total Delay for Signalled Lanes (pcuHr): 1.90 Cycle Time (s): 240
PRC Over All Lanes (%): -8.5 Total Delay Over All Lanes(pcuHr): 9.13

Full Input Data And Results

Scenario 7: '2044 AM DM_180s' (FG1: '2044 AM DM Flat', 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)
Network: Prospect Road Stade Street	-	-	-	-	-	-	-	**64.9%**	-
Prospect Rd Stade St	-	-	-	-	-	-	-	**64.9%**	-
1/1	A259 Rampart Road Westbound Ahead	U	159	-	555	1940	1724	32.2%	555
2/1	Stade St Right Left	O	-	-	151	1720	233	64.9%	151
3/1	A259 Rampart Road Eastbound Ahead	U	159	-	933	1940	1724	54.1%	933
4/1+4/2	A259 Rampart Road West Ahead Right	U+O	-	-	1068	1940:1764	1483+416	56.3 : 56.3%	1068
5/1	A259 Rampart Road East Exit	U	-	-	933	Inf	Inf	0.0%	933
6/1	A259 Rampart Road West Exit	U	-	-	526	Inf	Inf	0.0%	526
7/1	Stade St Exit	U	-	-	315	Inf	Inf	0.0%	315
8/1	Ahead Left	U	-	-	555	1894	1894	29.3%	555
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: Prospect Road Stade Street	**-**	**0**	**0.8**	**2.6**	**3.4**	**-**	**-**	**-**	**-**
Prospect Rd Stade St	**-**	**0**	**0.8**	**2.6**	**3.4**	**-**	**-**	**-**	**-**
1/1	555	-	0.2	0.2	0.5	3.1	4.3	0.2	4.6
2/1	151	0	0.0	0.9	0.9	22.2	1.1	0.9	2.0
3/1	933	-	0.5	0.6	1.1	4.4	9.4	0.6	10.0
4/1+4/2	1068	0	0.0	0.6	0.6	2.2	0.5	0.6	1.1
5/1	933	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	526	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	315	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	555	-	0.0	0.2	0.2	1.3	0.0	0.2	0.2
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 66.3 Total Delay for Signalled Lanes (pcuHr): 1.61 Cycle Time (s): 180
PRC Over All Lanes (%): 38.7 Total Delay Over All Lanes(pcuHr): 3.40

Full Input Data And Results

Scenario 8: '2044 PM DM_180s ' (FG2: '2044 PM DM Flat', 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)
Network: Prospect Road Stade Street	-	-	-	-	-	-	-	**78.7%**	-
Prospect Rd Stade St	-	-	-	-	-	-	-	**78.7%**	-
1/1	A259 Rampart Road Westbound Ahead	U	159	-	806	1940	1724	46.7%	806
2/1	Stade St Right Left	O	-	-	139	1712	177	78.7%	139
3/1	A259 Rampart Road Eastbound Ahead	U	159	-	890	1940	1724	51.6%	890
4/1+4/2	A259 Rampart Road West Ahead Right	U+O	-	-	1075	1940:1764	1430+451	56.8 : 58.3%	1075
5/1	A259 Rampart Road East Exit	U	-	-	890	Inf	Inf	0.0%	890
6/1	A259 Rampart Road West Exit	U	-	-	710	Inf	Inf	0.0%	710
7/1	Stade St Exit	U	-	-	420	Inf	Inf	0.0%	420
8/1	Ahead Left	U	-	-	806	1879	1879	42.9%	806
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: Prospect Road Stade Street	**-**	**0**	**1.1**	**3.7**	**4.8**	**-**	**-**	**-**	**-**
Prospect Rd Stade St	**-**	**0**	**1.1**	**3.7**	**4.8**	**-**	**-**	**-**	**-**
1/1	806	-	0.4	0.4	0.9	3.9	7.6	0.4	8.1
2/1	139	0	0.2	1.7	1.9	48.6	3.8	1.7	5.5
3/1	890	-	0.5	0.5	1.0	4.2	8.7	0.5	9.3
4/1+4/2	1075	0	0.0	0.7	0.7	2.3	1.5	0.7	2.1
5/1	890	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	710	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	420	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	806	-	0.0	0.4	0.4	1.7	0.2	0.4	0.5
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 74.4 Total Delay for Signalled Lanes (pcuHr): 1.90 Cycle Time (s): 180
PRC Over All Lanes (%): 14.4 Total Delay Over All Lanes(pcuHr): 4.84

Full Input Data And Results

Scenario 9: '2044 AM DS_180s' (FG3: '2044 AM DS Flat', 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)
Network: Prospect Road Stade Street	-	-	-	-	-	-	-	**73.3%**	-
Prospect Rd Stade St	-	-	-	-	-	-	-	**73.3%**	-
1/1	A259 Rampart Road Westbound Ahead	U	159	-	607	1940	1724	35.2%	607
2/1	Stade St Right Left	O	-	-	151	1720	206	73.3%	151
3/1	A259 Rampart Road Eastbound Ahead	U	159	-	1023	1940	1724	59.3%	1023
4/1+4/2	A259 Rampart Road West Ahead Right	U+O	-	-	1158	1940:1764	1517+384	60.9 : 60.9%	1158
5/1	A259 Rampart Road East Exit	U	-	-	1023	Inf	Inf	0.0%	1023
6/1	A259 Rampart Road West Exit	U	-	-	578	Inf	Inf	0.0%	578
7/1	Stade St Exit	U	-	-	315	Inf	Inf	0.0%	315
8/1	Ahead Left	U	-	-	607	1898	1898	32.0%	607
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: Prospect Road Stade Street	**-**	**0**	**1.0**	**3.3**	**4.3**	**-**	**-**	**-**	**-**
Prospect Rd Stade St	**-**	**0**	**1.0**	**3.3**	**4.3**	**-**	**-**	**-**	**-**
1/1	607	-	0.3	0.3	0.5	3.2	4.9	0.3	5.2
2/1	151	0	0.1	1.3	1.4	32.6	1.8	1.3	3.2
3/1	1023	-	0.7	0.7	1.4	4.9	11.4	0.7	12.1
4/1+4/2	1158	0	0.0	0.8	0.8	2.4	0.6	0.8	1.4
5/1	1023	-	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	315	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	607	-	0.0	0.2	0.2	1.4	0.0	0.2	0.3
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 51.7 Total Delay for Signalled Lanes (pcuHr): 1.93 Cycle Time (s): 180
PRC Over All Lanes (%): 22.8 Total Delay Over All Lanes(pcuHr): 4.31

Full Input Data And Results

Scenario 10: '2044 PM DS_180s' (FG4: '2044 PM DS Flat', 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)
Network: Prospect Road Stade Street	-	-	-	-	-	-	-	**96.1%**	-
Prospect Rd Stade St	-	-	-	-	-	-	-	**96.1%**	-
1/1	A259 Rampart Road Westbound Ahead	U	159	-	895	1940	1724	51.9%	895
2/1	Stade St Right Left	O	-	-	139	1712	145	96.1%	139
3/1	A259 Rampart Road Eastbound Ahead	U	159	-	929	1940	1724	53.9%	929
4/1+4/2	A259 Rampart Road West Ahead Right	U+O	-	-	1114	1940:1764	1448+429	58.8 : 61.3%	1114
5/1	A259 Rampart Road East Exit	U	-	-	929	Inf	Inf	0.0%	929
6/1	A259 Rampart Road West Exit	U	-	-	799	Inf	Inf	0.0%	799
7/1	Stade St Exit	U	-	-	420	Inf	Inf	0.0%	420
8/1	Ahead Left	U	-	-	895	1885	1885	47.5%	895
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: Prospect Road Stade Street	**-**	**0**	**2.0**	**7.0**	**8.9**	**-**	**-**	**-**	**-**
Prospect Rd Stade St	**-**	**0**	**2.0**	**7.0**	**8.9**	**-**	**-**	**-**	**-**
1/1	895	-	0.5	0.5	1.1	4.2	9.2	0.5	9.7
2/1	139	0	0.8	4.6	5.5	141.9	6.8	4.6	11.4
3/1	929	-	0.6	0.6	1.2	4.6	10.4	0.6	11.0
4/1+4/2	1114	0	0.0	0.7	0.8	2.4	1.8	0.7	2.6
5/1	929	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	799	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	420	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	895	-	0.0	0.5	0.5	1.8	0.2	0.5	0.6
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 67.1 Total Delay for Signalled Lanes (pcuHr): 2.25 Cycle Time (s): 180
PRC Over All Lanes (%): -6.8 Total Delay Over All Lanes(pcuHr): 8.94

Full Input Data And Results

Scenario 11: '2044 AM DM_120s' (FG1: '2044 AM DM Flat', 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)
Network: Prospect Road Stade Street	-	-	-	-	-	-	-	**64.4%**	-
Prospect Rd Stade St	-	-	-	-	-	-	-	**64.4%**	-
1/1	A259 Rampart Road Westbound Ahead	U	99	-	555	1940	1617	34.3%	555
2/1	Stade St Right Left	O	-	-	151	1720	234	64.4%	151
3/1	A259 Rampart Road Eastbound Ahead	U	99	-	933	1940	1617	57.7%	933
4/1+4/2	A259 Rampart Road West Ahead Right	U+O	-	-	1068	1940:1764	1483+416	56.3 : 56.3%	1068
5/1	A259 Rampart Road East Exit	U	-	-	933	Inf	Inf	0.0%	933
6/1	A259 Rampart Road West Exit	U	-	-	526	Inf	Inf	0.0%	526
7/1	Stade St Exit	U	-	-	315	Inf	Inf	0.0%	315
8/1	Ahead Left	U	-	-	555	1894	1894	29.3%	555
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: Prospect Road Stade Street	**-**	**0**	**1.2**	**2.7**	**3.9**	**-**	**-**	**-**	**-**
Prospect Rd Stade St	**-**	**0**	**1.2**	**2.7**	**3.9**	**-**	**-**	**-**	**-**
1/1	555	-	0.4	0.3	0.6	4.0	4.3	0.3	4.6
2/1	151	0	0.0	0.9	0.9	22.2	1.1	0.9	2.0
3/1	933	-	0.8	0.7	1.5	5.8	9.4	0.7	10.1
4/1+4/2	1068	0	0.0	0.6	0.6	2.2	0.5	0.6	1.1
5/1	933	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	526	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	315	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	555	-	0.0	0.2	0.2	1.3	0.0	0.2	0.2
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 55.9 Total Delay for Signalled Lanes (pcuHr): 2.12 Cycle Time (s): 120
PRC Over All Lanes (%): 39.7 Total Delay Over All Lanes(pcuHr): 3.91

Full Input Data And Results

Scenario 12: '2044 PM DM_120s ' (FG2: '2044 PM DM Flat', 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)
Network: Prospect Road Stade Street	-	-	-	-	-	-	-	**77.2%**	-
Prospect Rd Stade St	-	-	-	-	-	-	-	**77.2%**	-
1/1	A259 Rampart Road Westbound Ahead	U	99	-	806	1940	1617	49.9%	806
2/1	Stade St Right Left	O	-	-	139	1712	180	77.2%	139
3/1	A259 Rampart Road Eastbound Ahead	U	99	-	890	1940	1617	55.1%	890
4/1+4/2	A259 Rampart Road West Ahead Right	U+O	-	-	1075	1940:1764	1430+451	56.8 : 58.3%	1075
5/1	A259 Rampart Road East Exit	U	-	-	890	Inf	Inf	0.0%	890
6/1	A259 Rampart Road West Exit	U	-	-	710	Inf	Inf	0.0%	710
7/1	Stade St Exit	U	-	-	420	Inf	Inf	0.0%	420
8/1	Ahead Left	U	-	-	806	1879	1879	42.9%	806
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: Prospect Road Stade Street	**-**	**0**	**1.7**	**3.7**	**5.4**	**-**	**-**	**-**	**-**
Prospect Rd Stade St	**-**	**0**	**1.7**	**3.7**	**5.4**	**-**	**-**	**-**	**-**
1/1	806	-	0.6	0.5	1.1	5.1	7.6	0.5	8.1
2/1	139	0	0.3	1.6	1.9	48.0	3.8	1.6	5.4
3/1	890	-	0.8	0.6	1.4	5.6	8.8	0.6	9.4
4/1+4/2	1075	0	0.0	0.7	0.7	2.3	1.5	0.7	2.1
5/1	890	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	710	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	420	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	806	-	0.0	0.4	0.4	1.7	0.2	0.4	0.5
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 63.5 PRC Over All Lanes (%): 16.6 Total Delay for Signalled Lanes (pcuHr): 2.51 Total Delay Over All Lanes(pcuHr): 5.44 Cycle Time (s): 120

Full Input Data And Results

Scenario 13: '2044 AM DS_120s' (FG3: '2044 AM DS Flat', 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)
Network: Prospect Road Stade Street	-	-	-	-	-	-	-	**72.5%**	-
Prospect Rd Stade St	-	-	-	-	-	-	-	**72.5%**	-
1/1	A259 Rampart Road Westbound Ahead	U	99	-	607	1940	1617	37.5%	607
2/1	Stade St Right Left	O	-	-	151	1720	208	72.5%	151
3/1	A259 Rampart Road Eastbound Ahead	U	99	-	1023	1940	1617	63.3%	1023
4/1+4/2	A259 Rampart Road West Ahead Right	U+O	-	-	1158	1940:1764	1517+384	60.9 : 60.9%	1158
5/1	A259 Rampart Road East Exit	U	-	-	1023	Inf	Inf	0.0%	1023
6/1	A259 Rampart Road West Exit	U	-	-	578	Inf	Inf	0.0%	578
7/1	Stade St Exit	U	-	-	315	Inf	Inf	0.0%	315
8/1	Ahead Left	U	-	-	607	1898	1898	32.0%	607
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: Prospect Road Stade Street	**-**	**0**	**1.5**	**3.4**	**4.9**	**-**	**-**	**-**	**-**
Prospect Rd Stade St	**-**	**0**	**1.5**	**3.4**	**4.9**	**-**	**-**	**-**	**-**
1/1	607	-	0.4	0.3	0.7	4.2	4.9	0.3	5.2
2/1	151	0	0.1	1.3	1.3	32.0	1.8	1.3	3.1
3/1	1023	-	1.0	0.9	1.8	6.5	11.4	0.9	12.2
4/1+4/2	1158	0	0.0	0.8	0.8	2.4	0.6	0.8	1.4
5/1	1023	-	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	315	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	607	-	0.0	0.2	0.2	1.4	0.0	0.2	0.3
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 42.2 Total Delay for Signalled Lanes (pcuHr): 2.55 Cycle Time (s): 120
PRC Over All Lanes (%): 24.2 Total Delay Over All Lanes(pcuHr): 4.91

Full Input Data And Results

Scenario 14: '2044 PM DS_120s' (FG4: '2044 PM DS Flat', 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)
Network: Prospect Road Stade Street	-	-	-	-	-	-	-	**93.0%**	-
Prospect Rd Stade St	-	-	-	-	-	-	-	**93.0%**	-
1/1	A259 Rampart Road Westbound Ahead	U	99	-	895	1940	1617	55.4%	895
2/1	Stade St Right Left	O	-	-	139	1712	149	93.0%	139
3/1	A259 Rampart Road Eastbound Ahead	U	99	-	929	1940	1617	57.5%	929
4/1+4/2	A259 Rampart Road West Ahead Right	U+O	-	-	1114	1940:1764	1448+429	58.8 : 61.3%	1114
5/1	A259 Rampart Road East Exit	U	-	-	929	Inf	Inf	0.0%	929
6/1	A259 Rampart Road West Exit	U	-	-	799	Inf	Inf	0.0%	799
7/1	Stade St Exit	U	-	-	420	Inf	Inf	0.0%	420
8/1	Ahead Left	U	-	-	895	1885	1885	47.5%	895
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: Prospect Road Stade Street	**-**	**0**	**2.5**	**6.3**	**8.8**	**-**	**-**	**-**	**-**
Prospect Rd Stade St	**-**	**0**	**2.5**	**6.3**	**8.8**	**-**	**-**	**-**	**-**
1/1	895	-	0.8	0.6	1.4	5.6	9.2	0.6	9.8
2/1	139	0	0.7	3.8	4.6	118.6	4.4	3.8	8.2
3/1	929	-	0.9	0.7	1.6	6.2	10.4	0.7	11.1
4/1+4/2	1114	0	0.0	0.7	0.8	2.5	1.8	0.7	2.6
5/1	929	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	799	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	420	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	895	-	0.0	0.5	0.5	1.9	0.2	0.5	0.6
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 56.6 Total Delay for Signalled Lanes (pcuHr): 2.98 Cycle Time (s): 120
PRC Over All Lanes (%): -3.4 Total Delay Over All Lanes(pcuHr): 8.79

Full Input Data And Results

Scenario 15: '2044 AM DM_60s' (FG1: '2044 AM DM Flat', 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)
Network: Prospect Road Stade Street	-	-	-	-	-	-	-	**72.1%**	-
Prospect Rd Stade St	-	-	-	-	-	-	-	**72.1%**	-
1/1	A259 Rampart Road Westbound Ahead	U	39	-	555	1940	1293	42.9%	555
2/1	Stade St Right Left	O	-	-	151	1720	239	63.1%	151
3/1	A259 Rampart Road Eastbound Ahead	U	39	-	933	1940	1293	72.1%	933
4/1+4/2	A259 Rampart Road West Ahead Right	U+O	-	-	1068	1940:1764	1483+416	56.3 : 56.3%	1068
5/1	A259 Rampart Road East Exit	U	-	-	933	Inf	Inf	0.0%	933
6/1	A259 Rampart Road West Exit	U	-	-	526	Inf	Inf	0.0%	526
7/1	Stade St Exit	U	-	-	315	Inf	Inf	0.0%	315
8/1	Ahead Left	U	-	-	555	1894	1894	29.3%	555
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: Prospect Road Stade Street	**-**	**0**	**2.5**	**3.3**	**5.8**	**-**	**-**	**-**	**-**
Prospect Rd Stade St	**-**	**0**	**2.5**	**3.3**	**5.8**	**-**	**-**	**-**	**-**
1/1	555	-	0.7	0.4	1.1	7.1	4.3	0.4	4.7
2/1	151	0	0.1	0.8	0.9	22.1	1.1	0.8	2.0
3/1	933	-	1.6	1.3	2.9	11.3	9.4	1.3	10.7
4/1+4/2	1068	0	0.0	0.6	0.6	2.2	0.5	0.6	1.1
5/1	933	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	526	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	315	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	555	-	0.0	0.2	0.2	1.4	0.0	0.2	0.2
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 24.8
PRC Over All Lanes (%): 24.8

Total Delay for Signalled Lanes (pcuHr): 4.02
Total Delay Over All Lanes(pcuHr): 5.81

Cycle Time (s): 60

Full Input Data And Results

Scenario 16: '2044 PM DM_60s' (FG2: '2044 PM DM Flat', 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)
Network: Prospect Road Stade Street	-	-	-	-	-	-	-	**73.2%**	-
Prospect Rd Stade St	-	-	-	-	-	-	-	**73.2%**	-
1/1	A259 Rampart Road Westbound Ahead	U	39	-	806	1940	1293	62.3%	806
2/1	Stade St Right Left	O	-	-	139	1712	190	73.2%	139
3/1	A259 Rampart Road Eastbound Ahead	U	39	-	890	1940	1293	68.8%	890
4/1+4/2	A259 Rampart Road West Ahead Right	U+O	-	-	1075	1940:1764	1430+451	56.8 : 58.3%	1075
5/1	A259 Rampart Road East Exit	U	-	-	890	Inf	Inf	0.0%	890
6/1	A259 Rampart Road West Exit	U	-	-	710	Inf	Inf	0.0%	710
7/1	Stade St Exit	U	-	-	420	Inf	Inf	0.0%	420
8/1	Ahead Left	U	-	-	806	1879	1879	42.9%	806
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: Prospect Road Stade Street	**-**	**0**	**3.3**	**4.3**	**7.6**	**-**	**-**	**-**	**-**
Prospect Rd Stade St	**-**	**0**	**3.3**	**4.3**	**7.6**	**-**	**-**	**-**	**-**
1/1	806	-	1.3	0.8	2.1	9.4	7.6	0.8	8.4
2/1	139	0	0.3	1.3	1.6	42.6	1.8	1.3	3.1
3/1	890	-	1.6	1.1	2.7	11.1	9.3	1.1	10.4
4/1+4/2	1075	0	0.0	0.7	0.7	2.4	1.5	0.7	2.1
5/1	890	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	710	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	420	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	806	-	0.0	0.4	0.4	1.7	0.2	0.4	0.5
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 30.8
PRC Over All Lanes (%): 22.9

Total Delay for Signalled Lanes (pcuHr): 4.85
Total Delay Over All Lanes(pcuHr): 7.60

Cycle Time (s): 60

Full Input Data And Results

Scenario 17: '2044 AM DS_60s' (FG3: '2044 AM DS Flat', 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)
Network: Prospect Road Stade Street	-	-	-	-	-	-	-	**79.1%**	-
Prospect Rd Stade St	-	-	-	-	-	-	-	**79.1%**	-
1/1	A259 Rampart Road Westbound Ahead	U	39	-	607	1940	1293	46.9%	607
2/1	Stade St Right Left	O	-	-	151	1720	215	70.1%	151
3/1	A259 Rampart Road Eastbound Ahead	U	39	-	1023	1940	1293	79.1%	1023
4/1+4/2	A259 Rampart Road West Ahead Right	U+O	-	-	1158	1940:1764	1517+384	60.9 : 60.9%	1158
5/1	A259 Rampart Road East Exit	U	-	-	1023	Inf	Inf	0.0%	1023
6/1	A259 Rampart Road West Exit	U	-	-	578	Inf	Inf	0.0%	578
7/1	Stade St Exit	U	-	-	315	Inf	Inf	0.0%	315
8/1	Ahead Left	U	-	-	607	1898	1898	32.0%	607
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: Prospect Road Stade Street	**-**	**0**	**3.0**	**4.5**	**7.5**	**-**	**-**	**-**	**-**
Prospect Rd Stade St	**-**	**0**	**3.0**	**4.5**	**7.5**	**-**	**-**	**-**	**-**
1/1	607	-	0.8	0.4	1.3	7.5	4.9	0.4	5.3
2/1	151	0	0.2	1.1	1.3	30.9	1.7	1.1	2.9
3/1	1023	-	2.0	1.9	3.9	13.7	11.5	1.9	13.4
4/1+4/2	1158	0	0.0	0.8	0.8	2.4	0.6	0.8	1.4
5/1	1023	-	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	315	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	607	-	0.0	0.2	0.2	1.4	0.0	0.2	0.3
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 13.8 Total Delay for Signalled Lanes (pcuHr): 5.16 Cycle Time (s): 60
PRC Over All Lanes (%): 13.8 Total Delay Over All Lanes(pcuHr): 7.48

Full Input Data And Results

Scenario 18: '2044 PM DS_60s' (FG4: '2044 PM DS Flat', 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)
Network: Prospect Road Stade Street	-	-	-	-	-	-	-	**84.9%**	-
Prospect Rd Stade St	-	-	-	-	-	-	-	**84.9%**	-
1/1	A259 Rampart Road Westbound Ahead	U	39	-	895	1940	1293	69.2%	895
2/1	Stade St Right Left	O	-	-	139	1712	164	84.9%	139
3/1	A259 Rampart Road Eastbound Ahead	U	39	-	929	1940	1293	71.8%	929
4/1+4/2	A259 Rampart Road West Ahead Right	U+O	-	-	1114	1940:1764	1448+429	58.8 : 61.3%	1114
5/1	A259 Rampart Road East Exit	U	-	-	929	Inf	Inf	0.0%	929
6/1	A259 Rampart Road West Exit	U	-	-	799	Inf	Inf	0.0%	799
7/1	Stade St Exit	U	-	-	420	Inf	Inf	0.0%	420
8/1	Ahead Left	U	-	-	895	1885	1885	47.5%	895
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: Prospect Road Stade Street	**-**	**0**	**4.0**	**5.9**	**9.9**	**-**	**-**	**-**	**-**
Prospect Rd Stade St	**-**	**0**	**4.0**	**5.9**	**9.9**	**-**	**-**	**-**	**-**
1/1	895	-	1.5	1.1	2.7	10.7	9.2	1.1	10.3
2/1	139	0	0.5	2.4	2.9	74.7	2.0	2.4	4.4
3/1	929	-	1.8	1.3	3.1	12.0	10.3	1.3	11.6
4/1+4/2	1114	0	0.1	0.7	0.8	2.6	1.8	0.7	2.6
5/1	929	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	799	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	420	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	895	-	0.0	0.5	0.5	1.9	0.2	0.5	0.6
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 25.3 Total Delay for Signalled Lanes (pcuHr): 5.75 Cycle Time (s): 60
PRC Over All Lanes (%): 6.0 Total Delay Over All Lanes(pcuHr): 9.91

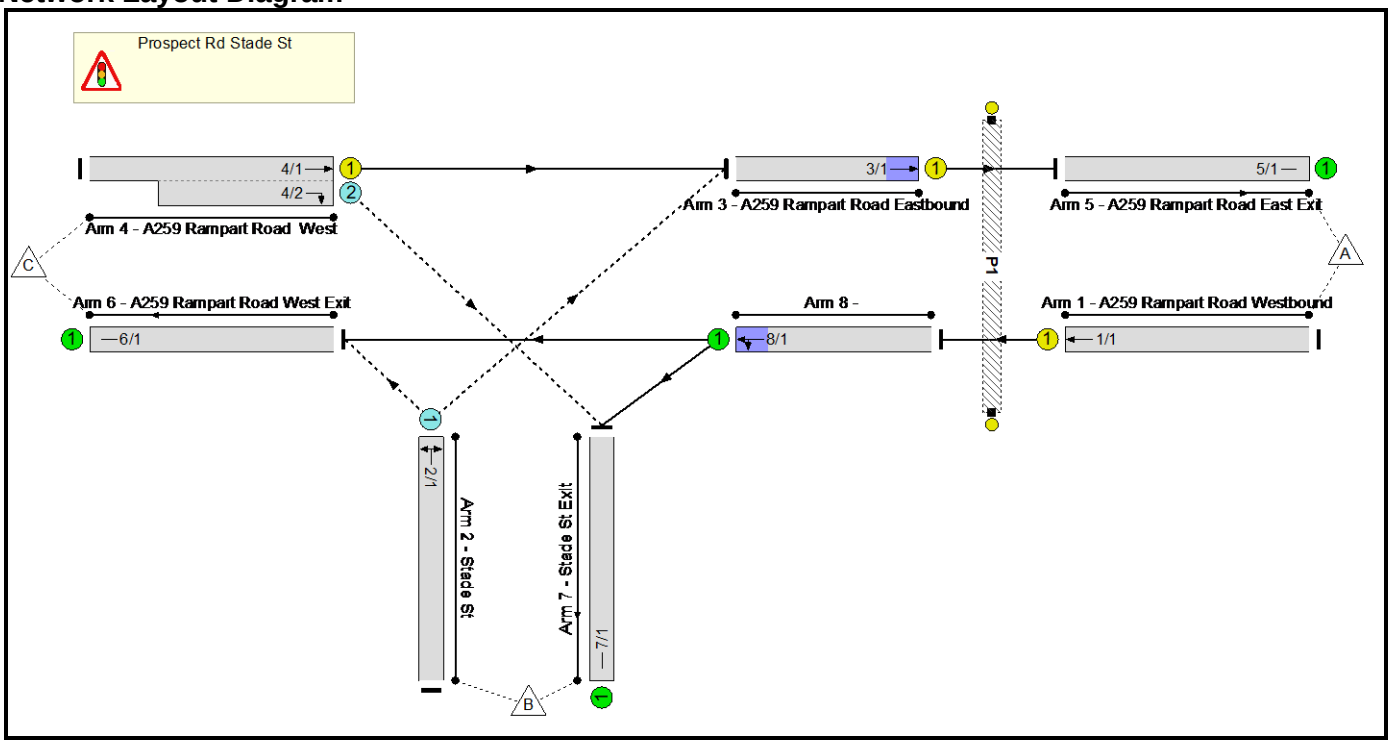
P.38 J26_Prospect Road Stade Street_Mit

Full Input Data And Results

User and Project Details

Project:	**Otterpool**
Title:	**Prospect Road Stade Street**
Location:	
Additional detail:	
File name:	J26_Prospect Rd Stade St_Mit.lsg3x
Author:	Jonathan Gunasekera
Company:	ARCADIS UK
Address:	

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	Pedestrian		-9999	6

Full Input Data And Results

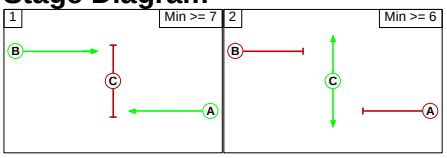
Phase Intergreens Matrix

Terminating Phase	Starting Phase		
	A	B	C
A		-	5
B	-		5
C	10	10	

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					

Traffic Flows, Desired

Scenario 1: 'Base AM' (FG5: 'Base AM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	137	385	522
	B	88	0	49	137
	C	738	153	0	891
	Tot.	826	290	434	1550

Scenario 2: 'Base PM' (FG6: 'Base PM ', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	138	562	700
	B	79	0	48	127
	C	695	241	0	936
	Tot.	774	379	610	1763

Full Input Data And Results

Scenario 3: '2044 AM DM_240s' (FG1: '2044 AM DM Flat', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	81	474	555
	B	99	0	52	151
	C	834	234	0	1068
	Tot.	933	315	526	1774

Scenario 4: '2044 PM DM_240s' (FG2: '2044 PM DM Flat', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	157	649	806
	B	78	0	61	139
	C	812	263	0	1075
	Tot.	890	420	710	2020

Scenario 5: '2044 AM DS_240s' (FG3: '2044 AM DS Flat', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	81	526	607
	B	99	0	52	151
	C	924	234	0	1158
	Tot.	1023	315	578	1916

Scenario 6: '2044 PM DS_240s' (FG4: '2044 PM DS Flat', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	157	738	895
	B	78	0	61	139
	C	851	263	0	1114
	Tot.	929	420	799	2148

Scenario 7: '2044 AM DM_180s' (FG1: '2044 AM DM Flat', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	81	474	555
	B	99	0	52	151
	C	834	234	0	1068
	Tot.	933	315	526	1774

Full Input Data And Results

Scenario 8: '2044 PM DM_180s ' (FG2: '2044 PM DM Flat', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	157	649	806
	B	78	0	61	139
	C	812	263	0	1075
	Tot.	890	420	710	2020

Scenario 9: '2044 AM DS_180s' (FG3: '2044 AM DS Flat', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	81	526	607
	B	99	0	52	151
	C	924	234	0	1158
	Tot.	1023	315	578	1916

Scenario 10: '2044 PM DS_180s' (FG4: '2044 PM DS Flat', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	157	738	895
	B	78	0	61	139
	C	851	263	0	1114
	Tot.	929	420	799	2148

Scenario 11: '2044 AM DM_120s' (FG1: '2044 AM DM Flat', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	81	474	555
	B	99	0	52	151
	C	834	234	0	1068
	Tot.	933	315	526	1774

Scenario 12: '2044 PM DM_120s ' (FG2: '2044 PM DM Flat', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	157	649	806
	B	78	0	61	139
	C	812	263	0	1075
	Tot.	890	420	710	2020

Full Input Data And Results

Scenario 13: '2044 AM DS_120s' (FG3: '2044 AM DS Flat', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	81	526	607
	B	99	0	52	151
	C	924	234	0	1158
	Tot.	1023	315	578	1916

Scenario 14: '2044 PM DS_120s' (FG4: '2044 PM DS Flat', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	157	738	895
	B	78	0	61	139
	C	851	263	0	1114
	Tot.	929	420	799	2148

Scenario 15: '2044 AM DM_60s' (FG1: '2044 AM DM Flat', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	81	474	555
	B	99	0	52	151
	C	834	234	0	1068
	Tot.	933	315	526	1774

Scenario 16: '2044 PM DM_60s' (FG2: '2044 PM DM Flat', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	157	649	806
	B	78	0	61	139
	C	812	263	0	1075
	Tot.	890	420	710	2020

Scenario 17: '2044 AM DS_60s' (FG3: '2044 AM DS Flat', Plan 1: 'Network Control Plan 1')
Desired Flow :

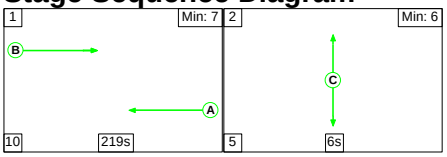
		Destination			
		A	B	C	Tot.
Origin	A	0	81	526	607
	B	99	0	52	151
	C	924	234	0	1158
	Tot.	1023	315	578	1916

Full Input Data And Results

Scenario 18: '2044 PM DS_60s' (FG4: '2044 PM DS Flat', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	157	738	895
	B	78	0	61	139
	C	851	263	0	1114
	Tot.	929	420	799	2148

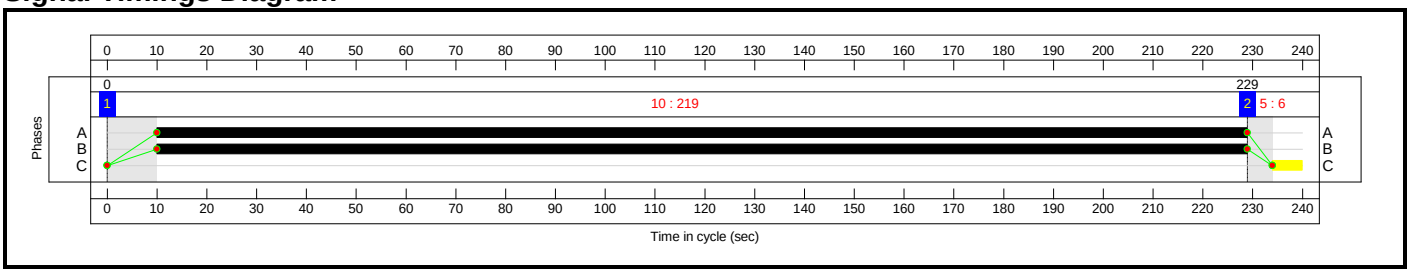
Scenario 1: 'Base AM' (FG5: 'Base AM', Plan 1: 'Network Control Plan 1')
Stage Sequence Diagram



Stage Timings

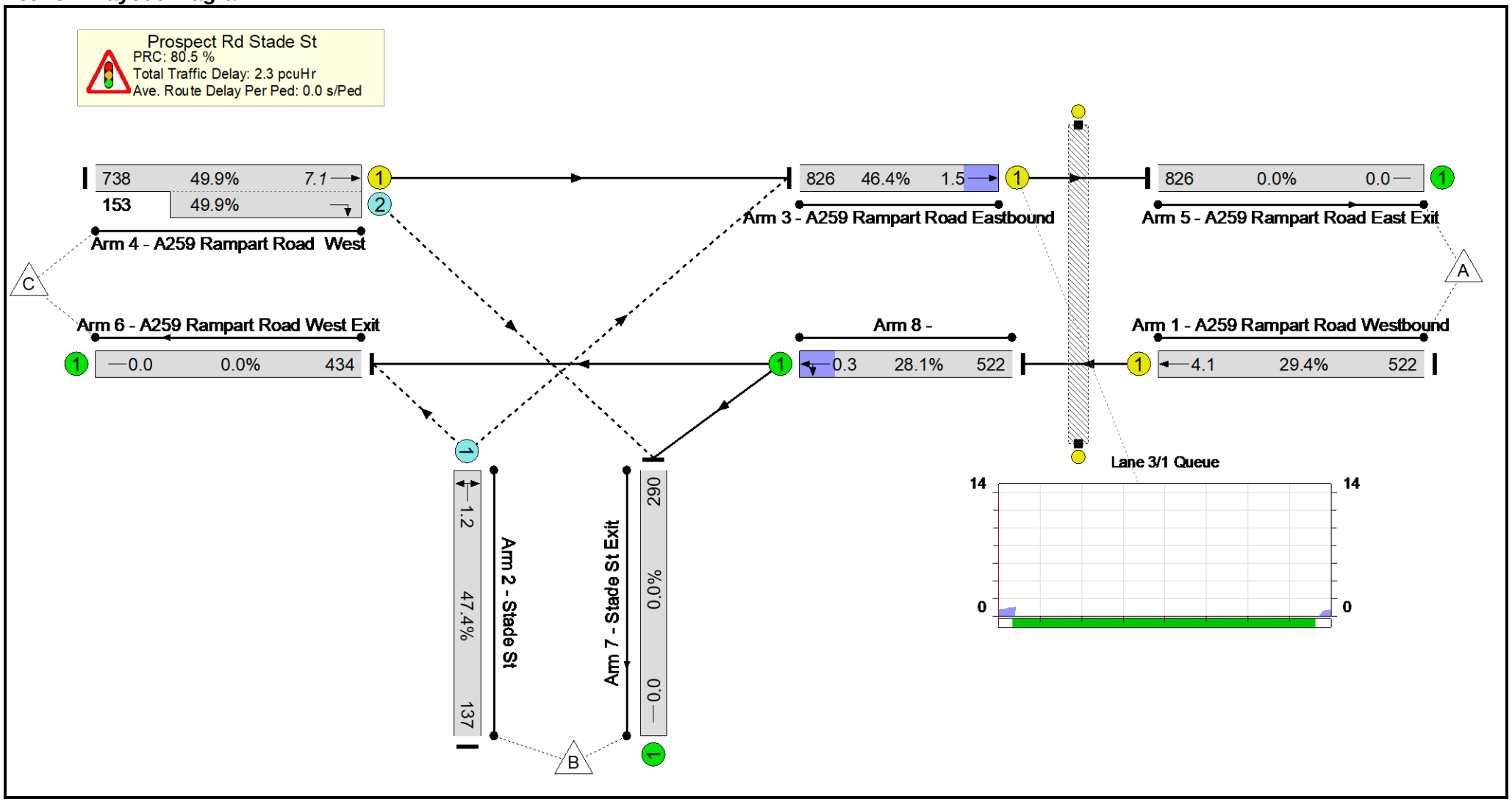
Stage	1	2
Duration	219	6
Change Point	0	229

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Scenario 1: 'Base AM' (FG5: '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)
Network: Prospect Road Stade Street	-	-	-	-	-	-	-	**49.9%**	-
Prospect Rd Stade St	-	-	-	-	-	-	-	**49.9%**	-
1/1	A259 Rampart Road Westbound Ahead	U	219	-	522	1940	1778	29.4%	522
2/1	Stade St Right Left	O	-	-	137	1719	289	47.4%	137
3/1	A259 Rampart Road Eastbound Ahead	U	219	-	826	1940	1778	46.4%	826
4/1+4/2	A259 Rampart Road West Ahead Right	U+O	219	-	891	1940:1764	1480+307	49.9 : 49.9%	891
5/1	A259 Rampart Road East Exit	U	-	-	826	Inf	Inf	0.0%	826
6/1	A259 Rampart Road West Exit	U	-	-	434	Inf	Inf	0.0%	434
7/1	Stade St Exit	U	-	-	290	Inf	Inf	0.0%	290
8/1	Ahead Left	U	-	-	522	1859	1859	28.1%	522
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: Prospect Road Stade Street	**-**	**0**	**0.5**	**1.8**	**2.3**	**-**	**-**	**-**	**-**
Prospect Rd Stade St	**-**	**0**	**0.5**	**1.8**	**2.3**	**-**	**-**	**-**	**-**
1/1	522	-	0.2	0.2	0.4	2.6	3.9	0.2	4.1
2/1	137	0	0.0	0.4	0.5	12.2	0.7	0.4	1.2
3/1	826	-	0.1	0.4	0.5	2.2	1.1	0.4	1.5
4/1+4/2	891	0	0.3	0.5	0.8	3.1	6.6	0.5	7.1
5/1	826	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	434	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	290	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	522	-	0.0	0.2	0.2	1.3	0.1	0.2	0.3
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 80.5 Total Delay for Signalled Lanes (pcuHr): 1.65 Cycle Time (s): 240
PRC Over All Lanes (%): 80.5 Total Delay Over All Lanes(pcuHr): 2.31

Full Input Data And Results

Scenario 2: 'Base PM' (FG6: '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)
Network: Prospect Road Stade Street	-	-	-	-	-	-	-	**56.5%**	-
Prospect Rd Stade St	-	-	-	-	-	-	-	**56.5%**	-
1/1	A259 Rampart Road Westbound Ahead	U	219	-	700	1940	1778	39.4%	700
2/1	Stade St Right Left	O	-	-	127	1717	225	56.5%	127
3/1	A259 Rampart Road Eastbound Ahead	U	219	-	774	1940	1778	43.5%	774
4/1+4/2	A259 Rampart Road West Ahead Right	U+O	219	-	936	1940:1764	1334+463	52.1 : 52.1%	936
5/1	A259 Rampart Road East Exit	U	-	-	774	Inf	Inf	0.0%	774
6/1	A259 Rampart Road West Exit	U	-	-	610	Inf	Inf	0.0%	610
7/1	Stade St Exit	U	-	-	379	Inf	Inf	0.0%	379
8/1	Ahead Left	U	-	-	700	1878	1878	37.3%	700
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: Prospect Road Stade Street	**-**	**0**	**0.6**	**2.2**	**2.8**	**-**	**-**	**-**	**-**
Prospect Rd Stade St	**-**	**0**	**0.6**	**2.2**	**2.8**	**-**	**-**	**-**	**-**
1/1	700	-	0.3	0.3	0.6	3.0	6.0	0.3	6.4
2/1	127	0	0.0	0.6	0.7	19.1	1.1	0.6	1.8
3/1	774	-	0.1	0.4	0.4	2.1	1.0	0.4	1.4
4/1+4/2	936	0	0.3	0.5	0.8	3.1	6.0	0.5	6.5
5/1	774	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	610	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	379	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	700	-	0.0	0.3	0.3	1.5	0.1	0.3	0.4
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 72.7 Total Delay for Signalled Lanes (pcuHr): 1.82 Cycle Time (s): 240
PRC Over All Lanes (%): 59.2 Total Delay Over All Lanes(pcuHr): 2.80

Full Input Data And Results

Scenario 3: '2044 AM DM_240s' (FG1: '2044 AM DM Flat', 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)
Network: Prospect Road Stade Street	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**63.9%**	**-**
Prospect Rd Stade St	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**63.9%**	**-**
1/1	A259 Rampart Road Westbound Ahead	U	219	-	555	1940	1778	31.2%	555
2/1	Stade St Right Left	O	-	-	151	1720	236	63.9%	151
3/1	A259 Rampart Road Eastbound Ahead	U	219	-	933	1940	1778	52.5%	933
4/1+4/2	A259 Rampart Road West Ahead Right	U+O	219	-	1068	1940:1764	1399+393	59.6 : 59.6%	1068
5/1	A259 Rampart Road East Exit	U	-	-	933	Inf	Inf	0.0%	933
6/1	A259 Rampart Road West Exit	U	-	-	526	Inf	Inf	0.0%	526
7/1	Stade St Exit	U	-	-	315	Inf	Inf	0.0%	315
8/1	Ahead Left	U	-	-	555	1894	1894	29.3%	555
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: Prospect Road Stade Street	**-**	**0**	**0.6**	**2.6**	**3.2**	**-**	**-**	**-**	**-**
Prospect Rd Stade St	**-**	**0**	**0.6**	**2.6**	**3.2**	**-**	**-**	**-**	**-**
1/1	555	-	0.2	0.2	0.4	2.6	4.3	0.2	4.5
2/1	151	0	0.0	0.9	0.9	21.7	1.6	0.9	2.4
3/1	933	-	0.1	0.6	0.6	2.4	1.2	0.6	1.8
4/1+4/2	1068	0	0.3	0.7	1.1	3.6	8.1	0.7	8.8
5/1	933	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	526	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	315	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	555	-	0.0	0.2	0.2	1.3	0.0	0.2	0.2
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 51.0 Total Delay for Signalled Lanes (pcuHr): 2.11 Cycle Time (s): 240
PRC Over All Lanes (%): 40.8 Total Delay Over All Lanes(pcuHr): 3.23

Full Input Data And Results

Scenario 4: '2044 PM DM_240s' (FG2: '2044 PM DM Flat', 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)
Network: Prospect Road Stade Street	-	-	-	-	-	-	-	**76.4%**	-
Prospect Rd Stade St	-	-	-	-	-	-	-	**76.4%**	-
1/1	A259 Rampart Road Westbound Ahead	U	219	-	806	1940	1778	45.3%	806
2/1	Stade St Right Left	O	-	-	139	1712	182	76.4%	139
3/1	A259 Rampart Road Eastbound Ahead	U	219	-	890	1940	1778	50.0%	890
4/1+4/2	A259 Rampart Road West Ahead Right	U+O	219	-	1075	1940:1764	1356+444	59.9 : 59.3%	1075
5/1	A259 Rampart Road East Exit	U	-	-	890	Inf	Inf	0.0%	890
6/1	A259 Rampart Road West Exit	U	-	-	710	Inf	Inf	0.0%	710
7/1	Stade St Exit	U	-	-	420	Inf	Inf	0.0%	420
8/1	Ahead Left	U	-	-	806	1879	1879	42.9%	806
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: Prospect Road Stade Street	**-**	**0**	**0.9**	**3.5**	**4.4**	**-**	**-**	**-**	**-**
Prospect Rd Stade St	**-**	**0**	**0.9**	**3.5**	**4.4**	**-**	**-**	**-**	**-**
1/1	806	-	0.3	0.4	0.7	3.3	7.6	0.4	8.0
2/1	139	0	0.1	1.5	1.7	43.0	3.9	1.5	5.4
3/1	890	-	0.1	0.5	0.6	2.3	1.1	0.5	1.6
4/1+4/2	1075	0	0.3	0.7	1.1	3.6	7.7	0.7	8.4
5/1	890	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	710	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	420	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	806	-	0.0	0.4	0.4	1.7	0.2	0.4	0.5
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 50.2 Total Delay for Signalled Lanes (pcuHr): 2.38 Cycle Time (s): 240
PRC Over All Lanes (%): 17.7 Total Delay Over All Lanes(pcuHr): 4.42

Full Input Data And Results

Scenario 5: '2044 AM DS_240s' (FG3: '2044 AM DS Flat', 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)
Network: Prospect Road Stade Street	-	-	-	-	-	-	-	**72.1%**	-
Prospect Rd Stade St	-	-	-	-	-	-	-	**72.1%**	-
1/1	A259 Rampart Road Westbound Ahead	U	219	-	607	1940	1778	34.1%	607
2/1	Stade St Right Left	O	-	-	151	1720	209	72.1%	151
3/1	A259 Rampart Road Eastbound Ahead	U	219	-	1023	1940	1778	57.5%	1023
4/1+4/2	A259 Rampart Road West Ahead Right	U+O	219	-	1158	1940:1764	1428+362	64.7 : 64.7%	1158
5/1	A259 Rampart Road East Exit	U	-	-	1023	Inf	Inf	0.0%	1023
6/1	A259 Rampart Road West Exit	U	-	-	578	Inf	Inf	0.0%	578
7/1	Stade St Exit	U	-	-	315	Inf	Inf	0.0%	315
8/1	Ahead Left	U	-	-	607	1898	1898	32.0%	607
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: Prospect Road Stade Street	**-**	**0**	**0.8**	**3.3**	**4.1**	**-**	**-**	**-**	**-**
Prospect Rd Stade St	**-**	**0**	**0.8**	**3.3**	**4.1**	**-**	**-**	**-**	**-**
1/1	607	-	0.2	0.3	0.5	2.7	4.9	0.3	5.1
2/1	151	0	0.1	1.2	1.3	31.7	2.7	1.2	3.9
3/1	1023	-	0.1	0.7	0.8	2.7	1.6	0.7	2.3
4/1+4/2	1158	0	0.4	0.9	1.3	4.1	9.8	0.9	10.7
5/1	1023	-	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	315	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	607	-	0.0	0.2	0.2	1.4	0.0	0.2	0.3
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 39.1 Total Delay for Signalled Lanes (pcuHr): 2.55 Cycle Time (s): 240
PRC Over All Lanes (%): 24.8 Total Delay Over All Lanes(pcuHr): 4.12

Full Input Data And Results

Scenario 6: '2044 PM DS_240s' (FG4: '2044 PM DS Flat', 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)
Network: Prospect Road Stade Street	-	-	-	-	-	-	-	**92.9%**	-
Prospect Rd Stade St	-	-	-	-	-	-	-	**92.9%**	-
1/1	A259 Rampart Road Westbound Ahead	U	219	-	895	1940	1778	50.3%	895
2/1	Stade St Right Left	O	-	-	139	1712	150	92.9%	139
3/1	A259 Rampart Road Eastbound Ahead	U	219	-	929	1940	1778	52.2%	929
4/1+4/2	A259 Rampart Road West Ahead Right	U+O	219	-	1114	1940:1764	1370+429	62.1 : 61.3%	1114
5/1	A259 Rampart Road East Exit	U	-	-	929	Inf	Inf	0.0%	929
6/1	A259 Rampart Road West Exit	U	-	-	799	Inf	Inf	0.0%	799
7/1	Stade St Exit	U	-	-	420	Inf	Inf	0.0%	420
8/1	Ahead Left	U	-	-	895	1885	1885	47.5%	895
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: Prospect Road Stade Street	**-**	**0**	**1.8**	**6.1**	**7.9**	**-**	**-**	**-**	**-**
Prospect Rd Stade St	**-**	**0**	**1.8**	**6.1**	**7.9**	**-**	**-**	**-**	**-**
1/1	895	-	0.4	0.5	0.9	3.6	9.2	0.5	9.7
2/1	139	0	0.9	3.8	4.7	121.7	8.9	3.8	12.7
3/1	929	-	0.1	0.5	0.7	2.6	2.5	0.5	3.1
4/1+4/2	1114	0	0.4	0.8	1.2	3.8	8.3	0.8	9.1
5/1	929	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	799	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	420	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	895	-	0.0	0.5	0.5	1.8	0.2	0.5	0.6
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 44.9 Total Delay for Signalled Lanes (pcuHr): 2.74 Cycle Time (s): 240
PRC Over All Lanes (%): -3.2 Total Delay Over All Lanes(pcuHr): 7.90

Full Input Data And Results

Scenario 7: '2044 AM DM_180s' (FG1: '2044 AM DM Flat', 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)
Network: Prospect Road Stade Street	-	-	-	-	-	-	-	**63.3%**	-
Prospect Rd Stade St	-	-	-	-	-	-	-	**63.3%**	-
1/1	A259 Rampart Road Westbound Ahead	U	159	-	555	1940	1724	32.2%	555
2/1	Stade St Right Left	O	-	-	151	1720	238	63.3%	151
3/1	A259 Rampart Road Eastbound Ahead	U	159	-	933	1940	1724	54.1%	933
4/1+4/2	A259 Rampart Road West Ahead Right	U+O	159	-	1068	1940:1764	1371+385	60.8 : 60.8%	1068
5/1	A259 Rampart Road East Exit	U	-	-	933	Inf	Inf	0.0%	933
6/1	A259 Rampart Road West Exit	U	-	-	526	Inf	Inf	0.0%	526
7/1	Stade St Exit	U	-	-	315	Inf	Inf	0.0%	315
8/1	Ahead Left	U	-	-	555	1894	1894	29.3%	555
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: Prospect Road Stade Street	**-**	**0**	**0.9**	**2.7**	**3.5**	**-**	**-**	**-**	**-**
Prospect Rd Stade St	**-**	**0**	**0.9**	**2.7**	**3.5**	**-**	**-**	**-**	**-**
1/1	555	-	0.2	0.2	0.5	3.1	4.3	0.2	4.6
2/1	151	0	0.1	0.8	0.9	21.6	1.6	0.8	2.4
3/1	933	-	0.1	0.6	0.7	2.7	1.2	0.6	1.8
4/1+4/2	1068	0	0.5	0.8	1.2	4.1	8.1	0.8	8.9
5/1	933	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	526	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	315	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	555	-	0.0	0.2	0.2	1.3	0.0	0.2	0.2
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 48.0 Total Delay for Signalled Lanes (pcuHr): 2.40 Cycle Time (s): 180
PRC Over All Lanes (%): 42.1 Total Delay Over All Lanes(pcuHr): 3.51

Full Input Data And Results

Scenario 8: '2044 PM DM_180s ' (FG2: '2044 PM DM Flat', 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)
Network: Prospect Road Stade Street	-	-	-	-	-	-	-	**74.8%**	-
Prospect Rd Stade St	-	-	-	-	-	-	-	**74.8%**	-
1/1	A259 Rampart Road Westbound Ahead	U	159	-	806	1940	1724	46.7%	806
2/1	Stade St Right Left	O	-	-	139	1712	186	74.8%	139
3/1	A259 Rampart Road Eastbound Ahead	U	159	-	890	1940	1724	51.6%	890
4/1+4/2	A259 Rampart Road West Ahead Right	U+O	159	-	1075	1940:1764	1331+433	61.0 : 60.7%	1075
5/1	A259 Rampart Road East Exit	U	-	-	890	Inf	Inf	0.0%	890
6/1	A259 Rampart Road West Exit	U	-	-	710	Inf	Inf	0.0%	710
7/1	Stade St Exit	U	-	-	420	Inf	Inf	0.0%	420
8/1	Ahead Left	U	-	-	806	1879	1879	42.9%	806
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: Prospect Road Stade Street	**-**	**0**	**1.2**	**3.5**	**4.7**	**-**	**-**	**-**	**-**
Prospect Rd Stade St	**-**	**0**	**1.2**	**3.5**	**4.7**	**-**	**-**	**-**	**-**
1/1	806	-	0.4	0.4	0.9	3.9	7.6	0.4	8.1
2/1	139	0	0.2	1.4	1.6	41.4	3.9	1.4	5.3
3/1	890	-	0.1	0.5	0.6	2.5	1.1	0.5	1.6
4/1+4/2	1075	0	0.4	0.8	1.2	4.1	7.7	0.8	8.4
5/1	890	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	710	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	420	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	806	-	0.0	0.4	0.4	1.7	0.2	0.4	0.5
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 47.5 Total Delay for Signalled Lanes (pcuHr): 2.72 Cycle Time (s): 180
PRC Over All Lanes (%): 20.3 Total Delay Over All Lanes(pcuHr): 4.69

Full Input Data And Results

Scenario 9: '2044 AM DS_180s' (FG3: '2044 AM DS Flat', 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)
Network: Prospect Road Stade Street	-	-	-	-	-	-	-	**71.2%**	-
Prospect Rd Stade St	-	-	-	-	-	-	-	**71.2%**	-
1/1	A259 Rampart Road Westbound Ahead	U	159	-	607	1940	1724	35.2%	607
2/1	Stade St Right Left	O	-	-	151	1720	212	71.2%	151
3/1	A259 Rampart Road Eastbound Ahead	U	159	-	1023	1940	1724	59.3%	1023
4/1+4/2	A259 Rampart Road West Ahead Right	U+O	159	-	1158	1940:1764	1398+354	66.1 : 66.1%	1158
5/1	A259 Rampart Road East Exit	U	-	-	1023	Inf	Inf	0.0%	1023
6/1	A259 Rampart Road West Exit	U	-	-	578	Inf	Inf	0.0%	578
7/1	Stade St Exit	U	-	-	315	Inf	Inf	0.0%	315
8/1	Ahead Left	U	-	-	607	1898	1898	32.0%	607
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: Prospect Road Stade Street	**-**	**0**	**1.1**	**3.4**	**4.5**	**-**	**-**	**-**	**-**
Prospect Rd Stade St	**-**	**0**	**1.1**	**3.4**	**4.5**	**-**	**-**	**-**	**-**
1/1	607	-	0.3	0.3	0.5	3.2	4.9	0.3	5.2
2/1	151	0	0.1	1.2	1.3	31.3	2.7	1.2	3.9
3/1	1023	-	0.1	0.7	0.8	3.0	1.6	0.7	2.4
4/1+4/2	1158	0	0.5	1.0	1.5	4.7	9.8	1.0	10.7
5/1	1023	-	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	315	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	607	-	0.0	0.2	0.2	1.4	0.0	0.2	0.3
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 36.2 Total Delay for Signalled Lanes (pcuHr): 2.91 Cycle Time (s): 180
PRC Over All Lanes (%): 26.4 Total Delay Over All Lanes(pcuHr): 4.45

Full Input Data And Results

Scenario 10: '2044 PM DS_180s' (FG4: '2044 PM DS Flat', 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)
Network: Prospect Road Stade Street	-	-	-	-	-	-	-	**90.0%**	-
Prospect Rd Stade St	-	-	-	-	-	-	-	**90.0%**	-
1/1	A259 Rampart Road Westbound Ahead	U	159	-	895	1940	1724	51.9%	895
2/1	Stade St Right Left	O	-	-	139	1712	154	90.0%	139
3/1	A259 Rampart Road Eastbound Ahead	U	159	-	929	1940	1724	53.9%	929
4/1+4/2	A259 Rampart Road West Ahead Right	U+O	159	-	1114	1940:1764	1344+424	63.3 : 62.0%	1114
5/1	A259 Rampart Road East Exit	U	-	-	929	Inf	Inf	0.0%	929
6/1	A259 Rampart Road West Exit	U	-	-	799	Inf	Inf	0.0%	799
7/1	Stade St Exit	U	-	-	420	Inf	Inf	0.0%	420
8/1	Ahead Left	U	-	-	895	1885	1885	47.5%	895
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: Prospect Road Stade Street	**-**	**0**	**2.0**	**5.6**	**7.6**	**-**	**-**	**-**	**-**
Prospect Rd Stade St	**-**	**0**	**2.0**	**5.6**	**7.6**	**-**	**-**	**-**	**-**
1/1	895	-	0.5	0.5	1.1	4.2	9.2	0.5	9.7
2/1	139	0	0.8	3.2	4.0	103.8	6.6	3.2	9.7
3/1	929	-	0.2	0.6	0.7	2.9	2.5	0.6	3.1
4/1+4/2	1114	0	0.5	0.8	1.3	4.3	8.3	0.8	9.1
5/1	929	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	799	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	420	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	895	-	0.0	0.5	0.5	1.8	0.2	0.5	0.6
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 42.2 Total Delay for Signalled Lanes (pcuHr): 3.14 Cycle Time (s): 180
PRC Over All Lanes (%): 0.0 Total Delay Over All Lanes(pcuHr): 7.60

Full Input Data And Results

Scenario 11: '2044 AM DM_120s' (FG1: '2044 AM DM Flat', 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)
Network: Prospect Road Stade Street	-	-	-	-	-	-	-	**63.4%**	-
Prospect Rd Stade St	-	-	-	-	-	-	-	**63.4%**	-
1/1	A259 Rampart Road Westbound Ahead	U	99	-	555	1940	1617	34.3%	555
2/1	Stade St Right Left	O	-	-	151	1720	243	62.2%	151
3/1	A259 Rampart Road Eastbound Ahead	U	99	-	933	1940	1617	57.7%	933
4/1+4/2	A259 Rampart Road West Ahead Right	U+O	99	-	1068	1940:1764	1315+369	63.4 : 63.4%	1068
5/1	A259 Rampart Road East Exit	U	-	-	933	Inf	Inf	0.0%	933
6/1	A259 Rampart Road West Exit	U	-	-	526	Inf	Inf	0.0%	526
7/1	Stade St Exit	U	-	-	315	Inf	Inf	0.0%	315
8/1	Ahead Left	U	-	-	555	1894	1894	29.3%	555
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: Prospect Road Stade Street	**-**	**0**	**1.3**	**2.8**	**4.1**	**-**	**-**	**-**	**-**
Prospect Rd Stade St	**-**	**0**	**1.3**	**2.8**	**4.1**	**-**	**-**	**-**	**-**
1/1	555	-	0.4	0.3	0.6	4.0	4.3	0.3	4.6
2/1	151	0	0.1	0.8	0.9	21.3	1.6	0.8	2.4
3/1	933	-	0.2	0.7	0.8	3.2	1.2	0.7	1.9
4/1+4/2	1068	0	0.7	0.9	1.5	5.2	8.1	0.9	9.0
5/1	933	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	526	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	315	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	555	-	0.0	0.2	0.2	1.3	0.0	0.2	0.2
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 41.9 Total Delay for Signalled Lanes (pcuHr): 3.00 Cycle Time (s): 120
PRC Over All Lanes (%): 41.9 Total Delay Over All Lanes(pcuHr): 4.11

Full Input Data And Results

Scenario 12: '2044 PM DM_120s ' (FG2: '2044 PM DM Flat', 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)
Network: Prospect Road Stade Street	-	-	-	-	-	-	-	**71.8%**	-
Prospect Rd Stade St	-	-	-	-	-	-	-	**71.8%**	-
1/1	A259 Rampart Road Westbound Ahead	U	99	-	806	1940	1617	49.9%	806
2/1	Stade St Right Left	O	-	-	139	1712	194	71.8%	139
3/1	A259 Rampart Road Eastbound Ahead	U	99	-	890	1940	1617	55.1%	890
4/1+4/2	A259 Rampart Road West Ahead Right	U+O	99	-	1075	1940:1764	1281+415	63.4 : 63.4%	1075
5/1	A259 Rampart Road East Exit	U	-	-	890	Inf	Inf	0.0%	890
6/1	A259 Rampart Road West Exit	U	-	-	710	Inf	Inf	0.0%	710
7/1	Stade St Exit	U	-	-	420	Inf	Inf	0.0%	420
8/1	Ahead Left	U	-	-	806	1879	1879	42.9%	806
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: Prospect Road Stade Street	**-**	**0**	**1.8**	**3.6**	**5.3**	**-**	**-**	**-**	**-**
Prospect Rd Stade St	**-**	**0**	**1.8**	**3.6**	**5.3**	**-**	**-**	**-**	**-**
1/1	806	-	0.6	0.5	1.1	5.1	7.6	0.5	8.1
2/1	139	0	0.3	1.2	1.5	39.1	3.8	1.2	5.0
3/1	890	-	0.1	0.6	0.8	3.1	1.1	0.6	1.7
4/1+4/2	1075	0	0.7	0.9	1.5	5.1	7.7	0.9	8.5
5/1	890	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	710	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	420	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	806	-	0.0	0.4	0.4	1.7	0.2	0.4	0.5
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 41.9 Total Delay for Signalled Lanes (pcuHr): 3.43 Cycle Time (s): 120
PRC Over All Lanes (%): 25.3 Total Delay Over All Lanes(pcuHr): 5.32

Full Input Data And Results

Scenario 13: '2044 AM DS_120s' (FG3: '2044 AM DS Flat', 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)
Network: Prospect Road Stade Street	-	-	-	-	-	-	-	**69.5%**	-
Prospect Rd Stade St	-	-	-	-	-	-	-	**69.5%**	-
1/1	A259 Rampart Road Westbound Ahead	U	99	-	607	1940	1617	37.5%	607
2/1	Stade St Right Left	O	-	-	151	1720	217	69.5%	151
3/1	A259 Rampart Road Eastbound Ahead	U	99	-	1023	1940	1617	63.3%	1023
4/1+4/2	A259 Rampart Road West Ahead Right	U+O	99	-	1158	1940:1764	1339+339	69.0 : 69.0%	1158
5/1	A259 Rampart Road East Exit	U	-	-	1023	Inf	Inf	0.0%	1023
6/1	A259 Rampart Road West Exit	U	-	-	578	Inf	Inf	0.0%	578
7/1	Stade St Exit	U	-	-	315	Inf	Inf	0.0%	315
8/1	Ahead Left	U	-	-	607	1898	1898	32.0%	607
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: Prospect Road Stade Street	**-**	**0**	**1.6**	**3.6**	**5.2**	**-**	**-**	**-**	**-**
Prospect Rd Stade St	**-**	**0**	**1.6**	**3.6**	**5.2**	**-**	**-**	**-**	**-**
1/1	607	-	0.4	0.3	0.7	4.2	4.9	0.3	5.2
2/1	151	0	0.2	1.1	1.3	30.5	2.7	1.1	3.8
3/1	1023	-	0.2	0.9	1.0	3.6	1.6	0.9	2.5
4/1+4/2	1158	0	0.8	1.1	1.9	6.0	9.8	1.1	10.9
5/1	1023	-	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	315	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	607	-	0.0	0.2	0.2	1.4	0.0	0.2	0.3
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 30.4 Total Delay for Signalled Lanes (pcuHr): 3.67 Cycle Time (s): 120
PRC Over All Lanes (%): 29.5 Total Delay Over All Lanes(pcuHr): 5.19

Full Input Data And Results

Scenario 14: '2044 PM DS_120s' (FG4: '2044 PM DS Flat', 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)
Network: Prospect Road Stade Street	-	-	-	-	-	-	-	**84.7%**	-
Prospect Rd Stade St	-	-	-	-	-	-	-	**84.7%**	-
1/1	A259 Rampart Road Westbound Ahead	U	99	-	895	1940	1617	55.4%	895
2/1	Stade St Right Left	O	-	-	139	1712	164	84.7%	139
3/1	A259 Rampart Road Eastbound Ahead	U	99	-	929	1940	1617	57.5%	929
4/1+4/2	A259 Rampart Road West Ahead Right	U+O	99	-	1114	1940:1764	1292+403	65.9 : 65.3%	1114
5/1	A259 Rampart Road East Exit	U	-	-	929	Inf	Inf	0.0%	929
6/1	A259 Rampart Road West Exit	U	-	-	799	Inf	Inf	0.0%	799
7/1	Stade St Exit	U	-	-	420	Inf	Inf	0.0%	420
8/1	Ahead Left	U	-	-	895	1885	1885	47.5%	895
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: Prospect Road Stade Street	**-**	**0**	**2.5**	**5.0**	**7.5**	**-**	**-**	**-**	**-**
Prospect Rd Stade St	**-**	**0**	**2.5**	**5.0**	**7.5**	**-**	**-**	**-**	**-**
1/1	895	-	0.8	0.6	1.4	5.6	9.2	0.6	9.8
2/1	139	0	0.7	2.3	3.1	79.2	4.2	2.3	6.5
3/1	929	-	0.2	0.7	0.9	3.5	2.5	0.7	3.1
4/1+4/2	1114	0	0.7	1.0	1.7	5.5	8.3	1.0	9.2
5/1	929	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	799	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	420	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	895	-	0.0	0.5	0.5	1.9	0.2	0.5	0.6
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 36.7 Total Delay for Signalled Lanes (pcuHr): 3.99 Cycle Time (s): 120
PRC Over All Lanes (%): 6.3 Total Delay Over All Lanes(pcuHr): 7.51

Full Input Data And Results

Scenario 15: '2044 AM DM_60s' (FG1: '2044 AM DM Flat', 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)
Network: Prospect Road Stade Street	-	-	-	-	-	-	-	**72.6%**	-
Prospect Rd Stade St	-	-	-	-	-	-	-	**72.6%**	-
1/1	A259 Rampart Road Westbound Ahead	U	39	-	555	1940	1293	42.9%	555
2/1	Stade St Right Left	O	-	-	151	1720	256	59.0%	151
3/1	A259 Rampart Road Eastbound Ahead	U	39	-	933	1940	1293	72.1%	933
4/1+4/2	A259 Rampart Road West Ahead Right	U+O	39	-	1068	1940:1764	1148+322	72.6 : 72.6%	1068
5/1	A259 Rampart Road East Exit	U	-	-	933	Inf	Inf	0.0%	933
6/1	A259 Rampart Road West Exit	U	-	-	526	Inf	Inf	0.0%	526
7/1	Stade St Exit	U	-	-	315	Inf	Inf	0.0%	315
8/1	Ahead Left	U	-	-	555	1894	1894	29.3%	555
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: Prospect Road Stade Street	**-**	**0**	**2.6**	**3.9**	**6.5**	**-**	**-**	**-**	**-**
Prospect Rd Stade St	**-**	**0**	**2.6**	**3.9**	**6.5**	**-**	**-**	**-**	**-**
1/1	555	-	0.7	0.4	1.1	7.1	4.3	0.4	4.7
2/1	151	0	0.2	0.7	0.9	21.0	1.6	0.7	2.3
3/1	933	-	0.3	1.3	1.6	6.3	1.7	1.3	2.9
4/1+4/2	1068	0	1.4	1.3	2.7	9.0	8.1	1.3	9.4
5/1	933	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	526	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	315	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	555	-	0.0	0.2	0.2	1.4	0.0	0.2	0.2
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 23.9 Total Delay for Signalled Lanes (pcuHr): 5.40 Cycle Time (s): 60
PRC Over All Lanes (%): 23.9 Total Delay Over All Lanes(pcuHr): 6.49

Full Input Data And Results

Scenario 16: '2044 PM DM_60s' (FG2: '2044 PM DM Flat', 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)
Network: Prospect Road Stade Street	-	-	-	-	-	-	-	**71.8%**	-
Prospect Rd Stade St	-	-	-	-	-	-	-	**71.8%**	-
1/1	A259 Rampart Road Westbound Ahead	U	39	-	806	1940	1293	62.3%	806
2/1	Stade St Right Left	O	-	-	139	1712	217	64.0%	139
3/1	A259 Rampart Road Eastbound Ahead	U	39	-	890	1940	1293	68.8%	890
4/1+4/2	A259 Rampart Road West Ahead Right	U+O	39	-	1075	1940:1764	1131+366	71.8 : 71.8%	1075
5/1	A259 Rampart Road East Exit	U	-	-	890	Inf	Inf	0.0%	890
6/1	A259 Rampart Road West Exit	U	-	-	710	Inf	Inf	0.0%	710
7/1	Stade St Exit	U	-	-	420	Inf	Inf	0.0%	420
8/1	Ahead Left	U	-	-	806	1879	1879	42.9%	806
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: Prospect Road Stade Street	**-**	**0**	**3.3**	**4.4**	**7.8**	**-**	**-**	**-**	**-**
Prospect Rd Stade St	**-**	**0**	**3.3**	**4.4**	**7.8**	**-**	**-**	**-**	**-**
1/1	806	-	1.3	0.8	2.1	9.4	7.6	0.8	8.4
2/1	139	0	0.3	0.9	1.2	31.4	1.7	0.9	2.6
3/1	890	-	0.4	1.1	1.5	5.9	1.8	1.1	2.9
4/1+4/2	1075	0	1.3	1.3	2.6	8.7	7.7	1.3	8.9
5/1	890	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	710	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	420	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	806	-	0.0	0.4	0.4	1.7	0.2	0.4	0.5
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 25.3 Total Delay for Signalled Lanes (pcuHr): 6.17 Cycle Time (s): 60
PRC Over All Lanes (%): 25.3 Total Delay Over All Lanes(pcuHr): 7.78

Full Input Data And Results

Scenario 17: '2044 AM DS_60s' (FG3: '2044 AM DS Flat', 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)
Network: Prospect Road Stade Street	-	-	-	-	-	-	-	**79.7%**	-
Prospect Rd Stade St	-	-	-	-	-	-	-	**79.7%**	-
1/1	A259 Rampart Road Westbound Ahead	U	39	-	607	1940	1293	46.9%	607
2/1	Stade St Right Left	O	-	-	151	1720	233	64.7%	151
3/1	A259 Rampart Road Eastbound Ahead	U	39	-	1023	1940	1293	79.1%	1023
4/1+4/2	A259 Rampart Road West Ahead Right	U+O	39	-	1158	1940:1764	1160+294	79.7 : 79.7%	1158
5/1	A259 Rampart Road East Exit	U	-	-	1023	Inf	Inf	0.0%	1023
6/1	A259 Rampart Road West Exit	U	-	-	578	Inf	Inf	0.0%	578
7/1	Stade St Exit	U	-	-	315	Inf	Inf	0.0%	315
8/1	Ahead Left	U	-	-	607	1898	1898	32.0%	607
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: Prospect Road Stade Street	**-**	**0**	**3.3**	**5.4**	**8.6**	**-**	**-**	**-**	**-**
Prospect Rd Stade St	**-**	**0**	**3.3**	**5.4**	**8.6**	**-**	**-**	**-**	**-**
1/1	607	-	0.8	0.4	1.3	7.5	4.9	0.4	5.3
2/1	151	0	0.3	0.9	1.2	28.5	1.8	0.9	2.7
3/1	1023	-	0.5	1.9	2.4	8.3	2.4	1.9	4.3
4/1+4/2	1158	0	1.6	1.9	3.6	11.1	9.8	1.9	11.7
5/1	1023	-	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	315	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	607	-	0.0	0.2	0.2	1.4	0.0	0.2	0.3
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 13.0 Total Delay for Signalled Lanes (pcuHr): 7.19 Cycle Time (s): 60
PRC Over All Lanes (%): 13.0 Total Delay Over All Lanes(pcuHr): 8.63

Full Input Data And Results

Scenario 18: '2044 PM DS_60s' (FG4: '2044 PM DS Flat', 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)
Network: Prospect Road Stade Street	-	-	-	-	-	-	-	**74.9%**	-
Prospect Rd Stade St	-	-	-	-	-	-	-	**74.9%**	-
1/1	A259 Rampart Road Westbound Ahead	U	39	-	895	1940	1293	69.2%	895
2/1	Stade St Right Left	O	-	-	139	1712	193	72.0%	139
3/1	A259 Rampart Road Eastbound Ahead	U	39	-	929	1940	1293	71.8%	929
4/1+4/2	A259 Rampart Road West Ahead Right	U+O	39	-	1114	1940:1764	1137+351	74.9 : 74.9%	1114
5/1	A259 Rampart Road East Exit	U	-	-	929	Inf	Inf	0.0%	929
6/1	A259 Rampart Road West Exit	U	-	-	799	Inf	Inf	0.0%	799
7/1	Stade St Exit	U	-	-	420	Inf	Inf	0.0%	420
8/1	Ahead Left	U	-	-	895	1885	1885	47.5%	895
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: Prospect Road Stade Street	**-**	**0**	**4.0**	**5.5**	**9.5**	**-**	**-**	**-**	**-**
Prospect Rd Stade St	**-**	**0**	**4.0**	**5.5**	**9.5**	**-**	**-**	**-**	**-**
1/1	895	-	1.5	1.1	2.7	10.7	9.2	1.1	10.3
2/1	139	0	0.5	1.2	1.7	44.4	1.9	1.2	3.1
3/1	929	-	0.5	1.3	1.7	6.7	2.4	1.3	3.7
4/1+4/2	1114	0	1.5	1.5	3.0	9.6	8.3	1.5	9.8
5/1	929	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	799	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	420	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	895	-	0.0	0.5	0.5	1.9	0.2	0.5	0.6
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 20.2 Total Delay for Signalled Lanes (pcuHr): 7.33 Cycle Time (s): 60
PRC Over All Lanes (%): 20.2 Total Delay Over All Lanes(pcuHr): 9.52

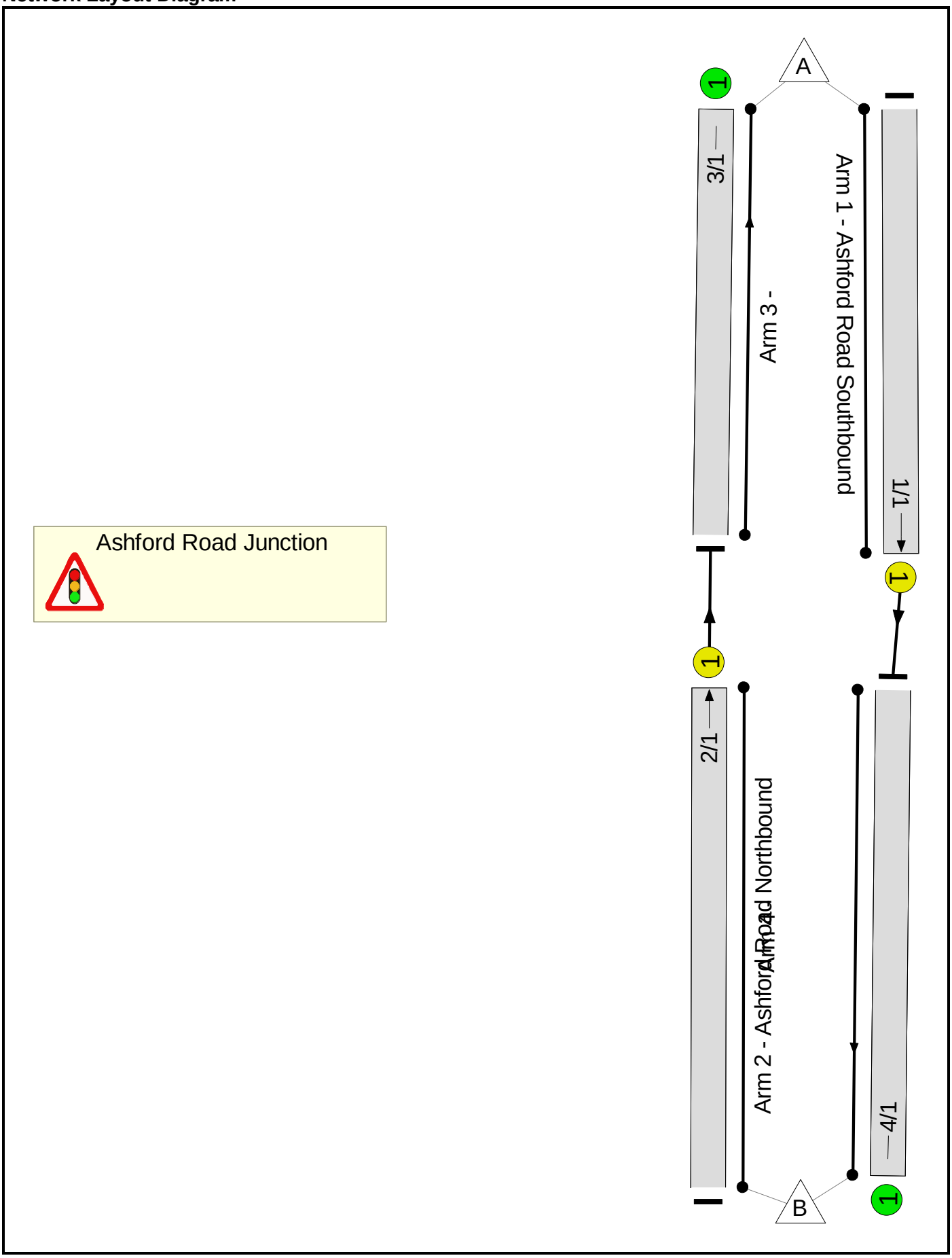
P.39 J27 Barrow_Hill_Funnel_Junction

Full Input Data And Results

User and Project Details

Project:	**Otterpool**
Title:	**Ashford Road Funnel Junction**
Location:	
Additional detail:	
File name:	Ashford Road Funnel Junction.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

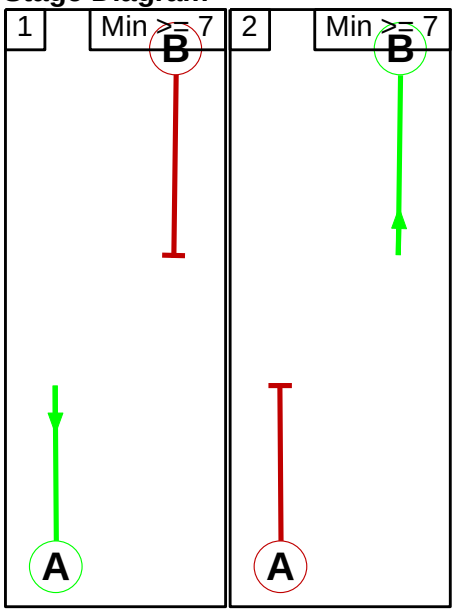
Phase Intergreens Matrix

		Starting Phase	
		A	B
Terminating Phase	A		11
	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					

Traffic Flows, Desired

Scenario 1: 'AM Peak ' (FG1: 'AM Peak Period', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	268	268
	B	327	0	327
	Tot.	327	268	595

Full Input Data And Results

Scenario 2: 'PM Peak ' (FG2: 'PM Peak Period', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	284	284
	B	275	0	275
	Tot.	275	284	559

Scenario 3: '2018 AM' (FG3: '2018 AM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	272	272
	B	332	0	332
	Tot.	332	272	604

Scenario 4: '2018 PM' (FG4: '2018 PM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	288	288
	B	279	0	279
	Tot.	279	288	567

Scenario 5: 'DM 2037 AM' (FG5: '2037 DM AM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	421	421
	B	510	0	510
	Tot.	510	421	931

Scenario 6: 'DM 2037 PM' (FG6: '2037 DM PM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	408	408
	B	498	0	498
	Tot.	498	408	906

Full Input Data And Results

Scenario 7: 'DM 2044 AM' (FG7: '2044 DM AM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	414	414
	B	540	0	540
	Tot.	540	414	954

Scenario 8: 'DM 2044 PM' (FG8: '2044 DM PM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	423	423
	B	499	0	499
	Tot.	499	423	922

Scenario 9: 'DM 2046 AM' (FG9: '2046 DM AM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	420	420
	B	536	0	536
	Tot.	536	420	956

Scenario 10: 'DM 2046 PM' (FG10: '2046 DM PM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	427	427
	B	505	0	505
	Tot.	505	427	932

Scenario 11: 'DS 2037 AM' (FG15: '2037 DS AM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	522	522
	B	658	0	658
	Tot.	658	522	1180

Full Input Data And Results

Scenario 12: 'DS 2037 PM' (FG16: '2037 DS PM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	480	480
	B	717	0	717
	Tot.	717	480	1197

Scenario 13: 'DS 2044 AM' (FG11: '2044 DS AM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	495	495
	B	708	0	708
	Tot.	708	495	1203

Scenario 14: 'DS 2044 PM' (FG12: '2044 DS PM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	635	635
	B	674	0	674
	Tot.	674	635	1309

Scenario 15: 'DS 2046 AM' (FG13: '2046 DS AM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	517	517
	B	762	0	762
	Tot.	762	517	1279

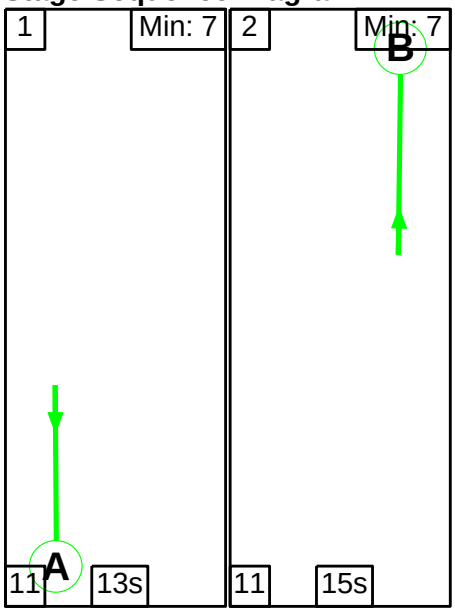
Scenario 16: 'DS 2046 PM' (FG14: '2046 DS PM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	678	678
	B	702	0	702
	Tot.	702	678	1380

Full Input Data And Results

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

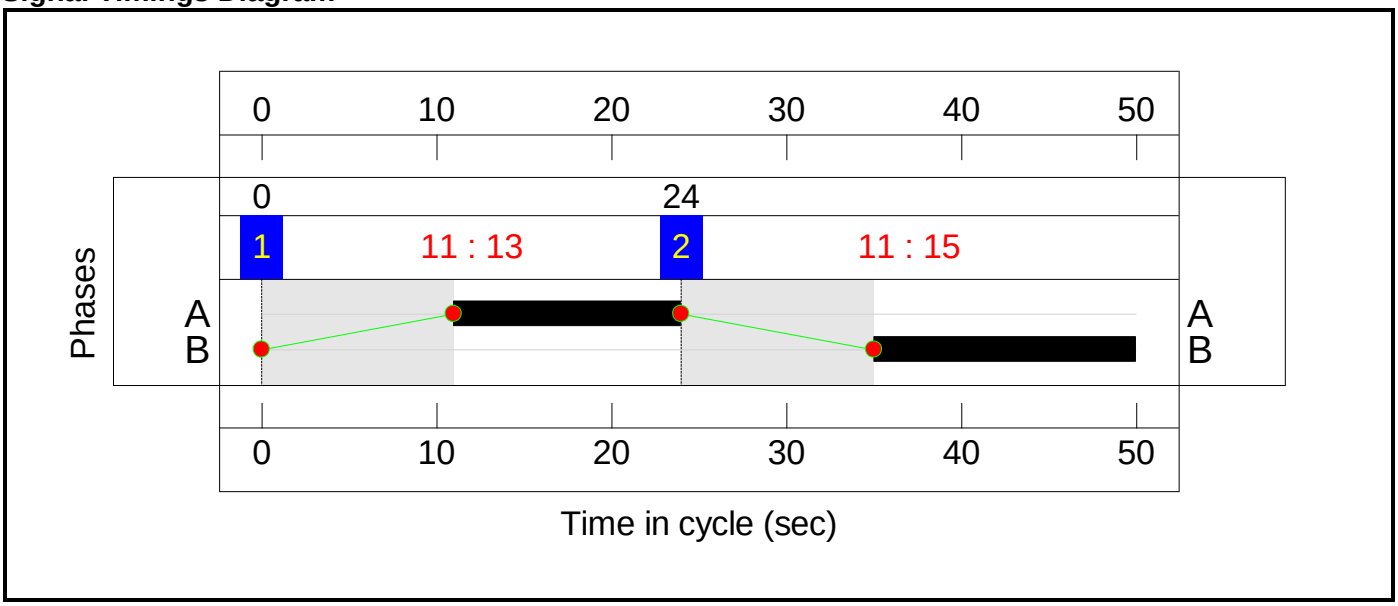
Stage Sequence Diagram



Stage Timings

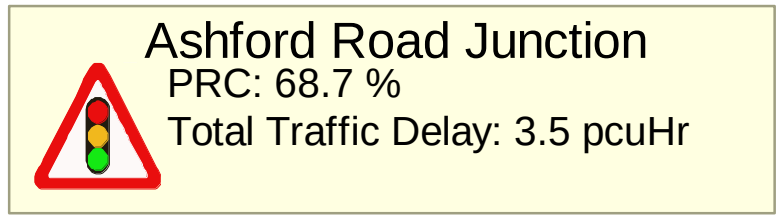
Stage	1	2
Duration	13	15
Change Point	0	24

Signal Timings Diagram



Full Input Data And Results

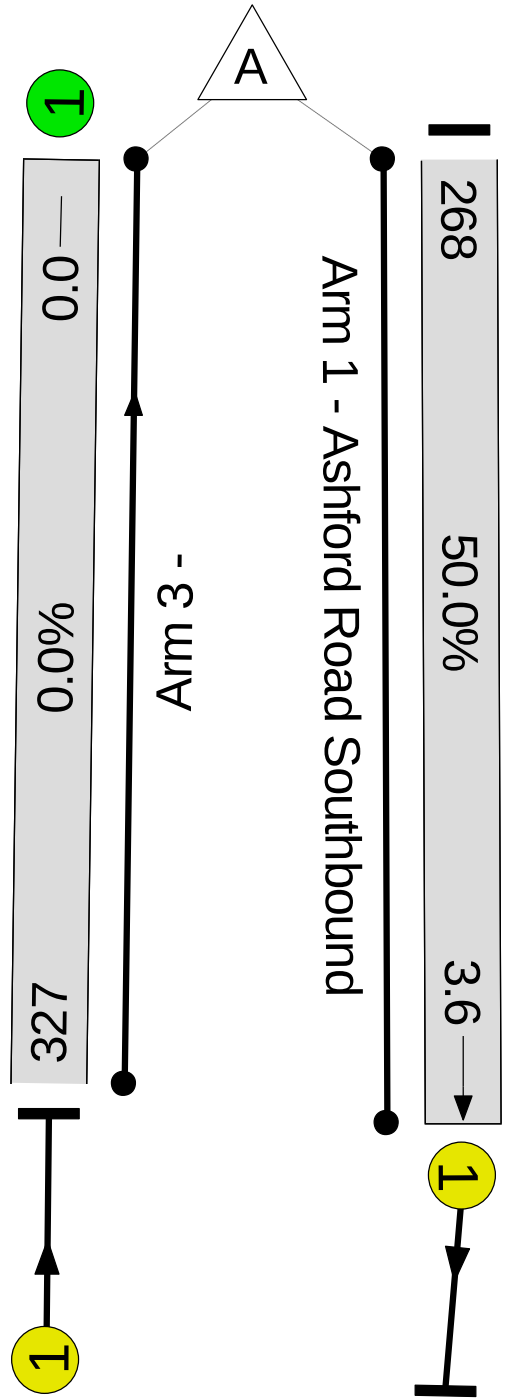
Network Layout Diagram



Ashford Road Junction

PRC: 68.7 %

Total Traffic Delay: 3.5 pcuHr



Network Results

Scenario 1: 'AM Peak ' (FG1: 'AM Peak Period', 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)
Network: Ashford Road Funnel Junction	-	-	-	-	-	-	-	**53.4%**	-
Ashford Road Junction	-	-	-	-	-	-	-	**53.4%**	-
1/1	Ashford Road Southbound Ahead	U	13	-	268	1915	536	50.0%	268
2/1	Ashford Road Northbound Ahead	U	15	-	327	1915	613	53.4%	327
3/1		U	-	-	327	Inf	Inf	0.0%	327
4/1		U	-	-	268	Inf	Inf	0.0%	268

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 Road Funnel Junction	-	**0**	**2.4**	**1.1**	**3.5**	-	-	-	-
Ashford Road Junction	-	**0**	**2.4**	**1.1**	**3.5**	-	-	-	-
1/1	268	-	1.1	0.5	1.6	21.8	3.1	0.5	3.6
2/1	327	-	1.3	0.6	1.8	20.2	3.7	0.6	4.3
3/1	327	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/1	268	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 68.7 PRC Over All Lanes (%): 68.7 Total Delay for Signalled Lanes (pcuHr): 3.46 Total Delay Over All Lanes(pcuHr): 3.46 Cycle Time (s): 50

Full Input Data And Results

Scenario 2: 'PM Peak ' (FG2: 'PM Peak Period', 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)
Network: Ashford Road Funnel Junction	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**49.4%**	**-**
Ashford Road Junction	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**49.4%**	**-**
1/1	Ashford Road Southbound Ahead	U	14	-	284	1915	574	49.4%	284
2/1	Ashford Road Northbound Ahead	U	14	-	275	1915	574	47.9%	275
3/1		U	-	-	275	Inf	Inf	0.0%	275
4/1		U	-	-	284	Inf	Inf	0.0%	284

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 Road Funnel Junction	**-**	**0**	**2.2**	**0.9**	**3.2**	**-**	**-**	**-**	**-**
Ashford Road Junction	**-**	**0**	**2.2**	**0.9**	**3.2**	**-**	**-**	**-**	**-**
1/1	284	-	1.1	0.5	1.6	20.6	3.2	0.5	3.7
2/1	275	-	1.1	0.5	1.6	20.3	3.1	0.5	3.5
3/1	275	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/1	284	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 82.1 PRC Over All Lanes (%): 82.1 Total Delay for Signalled Lanes (pcuHr): 3.17 Total Delay Over All Lanes(pcuHr): 3.17 Cycle Time (s): 50

Full Input Data And Results

Scenario 3: '2018 AM' (FG3: '2018 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)
Network: Ashford Road Funnel Junction	-	-	-	-	-	-	-	**54.2%**	-
Ashford Road Junction	-	-	-	-	-	-	-	**54.2%**	-
1/1	Ashford Road Southbound Ahead	U	13	-	272	1915	536	50.7%	272
2/1	Ashford Road Northbound Ahead	U	15	-	332	1915	613	54.2%	332
3/1		U	-	-	332	Inf	Inf	0.0%	332
4/1		U	-	-	272	Inf	Inf	0.0%	272

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 Road Funnel Junction	-	**0**	**2.4**	**1.1**	**3.5**	-	-	-	-
Ashford Road Junction	-	**0**	**2.4**	**1.1**	**3.5**	-	-	-	-
1/1	272	-	1.1	0.5	1.7	21.9	3.1	0.5	3.6
2/1	332	-	1.3	0.6	1.9	20.4	3.8	0.6	4.4
3/1	332	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/1	272	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 66.1 PRC Over All Lanes (%): 66.1 Total Delay for Signalled Lanes (pcuHr): 3.53 Total Delay Over All Lanes(pcuHr): 3.53 Cycle Time (s): 50

Full Input Data And Results

Scenario 4: '2018 PM' (FG4: '2018 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)
Network: Ashford Road Funnel Junction	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**50.1%**	**-**
Ashford Road Junction	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**50.1%**	**-**
1/1	Ashford Road Southbound Ahead	U	14	-	288	1915	574	50.1%	288
2/1	Ashford Road Northbound Ahead	U	14	-	279	1915	574	48.6%	279
3/1		U	-	-	279	Inf	Inf	0.0%	279
4/1		U	-	-	288	Inf	Inf	0.0%	288

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 Road Funnel Junction	**-**	**0**	**2.3**	**1.0**	**3.2**	**-**	**-**	**-**	**-**
Ashford Road Junction	**-**	**0**	**2.3**	**1.0**	**3.2**	**-**	**-**	**-**	**-**
1/1	288	-	1.2	0.5	1.7	20.7	3.3	0.5	3.8
2/1	279	-	1.1	0.5	1.6	20.4	3.1	0.5	3.6
3/1	279	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/1	288	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	79.5	Total Delay for Signalled Lanes (pcuHr):	3.24	Cycle Time (s):	50
	PRC Over All Lanes (%):	79.5	Total Delay Over All Lanes(pcuHr):	3.24		

Full Input Data And Results

Scenario 5: 'DM 2037 AM' (FG5: '2037 DM 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)
Network: Ashford Road Funnel Junction	-	-	-	-	-	-	-	**83.2%**	-
Ashford Road Junction	-	-	-	-	-	-	-	**83.2%**	-
1/1	Ashford Road Southbound Ahead	U	13	-	421	1915	536	78.5%	421
2/1	Ashford Road Northbound Ahead	U	15	-	510	1915	613	83.2%	510
3/1		U	-	-	510	Inf	Inf	0.0%	510
4/1		U	-	-	421	Inf	Inf	0.0%	421

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 Road Funnel Junction	-	**0**	**4.2**	**4.1**	**8.3**	-	-	-	-
Ashford Road Junction	-	**0**	**4.2**	**4.1**	**8.3**	-	-	-	-
1/1	421	-	1.9	1.8	3.7	31.8	5.4	1.8	7.2
2/1	510	-	2.2	2.4	4.6	32.5	6.5	2.4	8.9
3/1	510	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/1	421	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 8.1 Total Delay for Signalled Lanes (pcuHr): 8.32 Cycle Time (s): 50
PRC Over All Lanes (%): 8.1 Total Delay Over All Lanes(pcuHr): 8.32

Full Input Data And Results

Scenario 6: 'DM 2037 PM' (FG6: '2037 DM 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)
Network: Ashford Road Funnel Junction	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**81.3%**	**-**
Ashford Road Junction	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**81.3%**	**-**
1/1	Ashford Road Southbound Ahead	U	13	-	408	1915	536	76.1%	408
2/1	Ashford Road Northbound Ahead	U	15	-	498	1915	613	81.3%	498
3/1		U	-	-	498	Inf	Inf	0.0%	498
4/1		U	-	-	408	Inf	Inf	0.0%	408

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 Road Funnel Junction	**-**	**0**	**4.0**	**3.6**	**7.7**	**-**	**-**	**-**	**-**
Ashford Road Junction	**-**	**0**	**4.0**	**3.6**	**7.7**	**-**	**-**	**-**	**-**
1/1	408	-	1.9	1.6	3.4	30.2	5.1	1.6	6.7
2/1	498	-	2.2	2.1	4.3	30.8	6.2	2.1	8.3
3/1	498	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/1	408	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 10.7
PRC Over All Lanes (%): 10.7

Total Delay for Signalled Lanes (pcuHr): 7.67
Total Delay Over All Lanes(pcuHr): 7.67

Cycle Time (s): 50

Full Input Data And Results

Scenario 7: 'DM 2044 AM' (FG7: '2044 DM 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)
Network: Ashford Road Funnel Junction	-	-	-	-	-	-	-	**83.1%**	-
Ashford Road Junction	-	-	-	-	-	-	-	**83.1%**	-
1/1	Ashford Road Southbound Ahead	U	12	-	414	1915	498	83.1%	414
2/1	Ashford Road Northbound Ahead	U	16	-	540	1915	651	82.9%	540
3/1		U	-	-	540	Inf	Inf	0.0%	540
4/1		U	-	-	414	Inf	Inf	0.0%	414

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 Road Funnel Junction	-	**0**	**4.3**	**4.7**	**9.0**	-	-	-	-
Ashford Road Junction	-	**0**	**4.3**	**4.7**	**9.0**	-	-	-	-
1/1	414	-	2.0	2.3	4.3	37.8	5.4	2.3	7.7
2/1	540	-	2.3	2.3	4.6	30.7	6.8	2.3	9.1
3/1	540	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/1	414	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 8.2
PRC Over All Lanes (%): 8.2

Total Delay for Signalled Lanes (pcuHr): 8.95
Total Delay Over All Lanes(pcuHr): 8.95

Cycle Time (s): 50

Full Input Data And Results

Scenario 8: 'DM 2044 PM' (FG8: '2044 DM 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)
Network: Ashford Road Funnel Junction	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**81.4%**	**-**
Ashford Road Junction	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**81.4%**	**-**
1/1	Ashford Road Southbound Ahead	U	13	-	423	1915	536	78.9%	423
2/1	Ashford Road Northbound Ahead	U	15	-	499	1915	613	81.4%	499
3/1		U	-	-	499	Inf	Inf	0.0%	499
4/1		U	-	-	423	Inf	Inf	0.0%	423

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 Road Funnel Junction	**-**	**0**	**4.1**	**3.9**	**8.0**	**-**	**-**	**-**	**-**
Ashford Road Junction	**-**	**0**	**4.1**	**3.9**	**8.0**	**-**	**-**	**-**	**-**
1/1	423	-	2.0	1.8	3.8	32.0	5.4	1.8	7.2
2/1	499	-	2.2	2.1	4.3	30.9	6.2	2.1	8.4
3/1	499	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/1	423	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 10.5
PRC Over All Lanes (%): 10.5

Total Delay for Signalled Lanes (pcuHr): 8.05
Total Delay Over All Lanes(pcuHr): 8.05

Cycle Time (s): 50

Full Input Data And Results

Scenario 9: 'DM 2046 AM' (FG9: '2046 DM 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)
Network: Ashford Road Funnel Junction	-	-	-	-	-	-	-	**84.4%**	-
Ashford Road Junction	-	-	-	-	-	-	-	**84.4%**	-
1/1	Ashford Road Southbound Ahead	U	12	-	420	1915	498	84.4%	420
2/1	Ashford Road Northbound Ahead	U	16	-	536	1915	651	82.3%	536
3/1		U	-	-	536	Inf	Inf	0.0%	536
4/1		U	-	-	420	Inf	Inf	0.0%	420

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 Road Funnel Junction	-	**0**	**4.3**	**4.8**	**9.1**	-	-	-	-
Ashford Road Junction	-	**0**	**4.3**	**4.8**	**9.1**	-	-	-	-
1/1	420	-	2.0	2.5	4.6	39.2	5.5	2.5	8.0
2/1	536	-	2.3	2.2	4.5	30.2	6.7	2.2	8.9
3/1	536	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/1	420	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 6.7
PRC Over All Lanes (%): 6.7

Total Delay for Signalled Lanes (pcuHr): 9.07
Total Delay Over All Lanes(pcuHr): 9.07

Cycle Time (s): 50

Full Input Data And Results

Scenario 10: 'DM 2046 PM' (FG10: '2046 DM 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)
Network: Ashford Road Funnel Junction	-	-	-	-	-	-	-	**82.4%**	-
Ashford Road Junction	-	-	-	-	-	-	-	**82.4%**	-
1/1	Ashford Road Southbound Ahead	U	13	-	427	1915	536	79.6%	427
2/1	Ashford Road Northbound Ahead	U	15	-	505	1915	613	82.4%	505
3/1		U	-	-	505	Inf	Inf	0.0%	505
4/1		U	-	-	427	Inf	Inf	0.0%	427

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 Road Funnel Junction	-	**0**	**4.2**	**4.1**	**8.3**	-	-	-	-
Ashford Road Junction	-	**0**	**4.2**	**4.1**	**8.3**	-	-	-	-
1/1	427	-	2.0	1.9	3.9	32.6	5.5	1.9	7.3
2/1	505	-	2.2	2.2	4.5	31.7	6.5	2.2	8.7
3/1	505	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/1	427	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 9.2
PRC Over All Lanes (%): 9.2

Total Delay for Signalled Lanes (pcuHr): 8.32
Total Delay Over All Lanes(pcuHr): 8.32

Cycle Time (s): 50

Full Input Data And Results

Scenario 11: 'DS 2037 AM' (FG15: '2037 DS 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)
Network: Ashford Road Funnel Junction	-	-	-	-	-	-	-	**104.8%**	-
Ashford Road Junction	-	-	-	-	-	-	-	**104.8%**	-
1/1	Ashford Road Southbound Ahead	U	12	-	522	1915	498	104.8%	522
2/1	Ashford Road Northbound Ahead	U	16	-	658	1915	651	101.1%	658
3/1		U	-	-	658	Inf	Inf	0.0%	651
4/1		U	-	-	522	Inf	Inf	0.0%	498

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 Road Funnel Junction	-	**0**	**6.4**	**33.6**	**40.1**	-	-	-	-
Ashford Road Junction	-	**0**	**6.4**	**33.6**	**40.1**	-	-	-	-
1/1	498	-	3.2	18.9	22.2	152.9	7.6	18.9	26.5
2/1	651	-	3.2	14.7	17.9	97.9	9.2	14.7	23.9
3/1	651	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/1	498	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -16.5 PRC Over All Lanes (%): -16.5 Total Delay for Signalled Lanes (pcuHr): 40.05 Total Delay Over All Lanes(pcuHr): 40.05 Cycle Time (s): 50

Full Input Data And Results

Scenario 12: 'DS 2037 PM' (FG16: '2037 DS 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)
Network: Ashford Road Funnel Junction	-	-	-	-	-	-	-	**104.4%**	-
Ashford Road Junction	-	-	-	-	-	-	-	**104.4%**	-
1/1	Ashford Road Southbound Ahead	U	11	-	480	1915	460	104.4%	480
2/1	Ashford Road Northbound Ahead	U	17	-	717	1915	689	104.0%	717
3/1		U	-	-	717	Inf	Inf	0.0%	689
4/1		U	-	-	480	Inf	Inf	0.0%	460

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 Road Funnel Junction	-	**0**	**7.0**	**39.1**	**46.1**	-	-	-	-
Ashford Road Junction	-	**0**	**7.0**	**39.1**	**46.1**	-	-	-	-
1/1	460	-	3.0	17.2	20.2	151.3	6.9	17.2	24.1
2/1	689	-	4.0	22.0	26.0	130.4	10.3	22.0	32.3
3/1	689	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/1	460	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -16.0
PRC Over All Lanes (%): -16.0

Total Delay for Signalled Lanes (pcuHr): 46.14
Total Delay Over All Lanes(pcuHr): 46.14

Cycle Time (s): 50

Full Input Data And Results

Scenario 13: 'DS 2044 AM' (FG11: '2044 DS 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)
Network: Ashford Road Funnel Junction	-	-	-	-	-	-	-	**107.7%**	-
Ashford Road Junction	-	-	-	-	-	-	-	**107.7%**	-
1/1	Ashford Road Southbound Ahead	U	11	-	495	1915	460	107.7%	495
2/1	Ashford Road Northbound Ahead	U	17	-	708	1915	689	102.7%	708
3/1		U	-	-	708	Inf	Inf	0.0%	689
4/1		U	-	-	495	Inf	Inf	0.0%	460

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 Road Funnel Junction	-	**0**	**7.1**	**41.8**	**48.9**	-	-	-	-
Ashford Road Junction	-	**0**	**7.1**	**41.8**	**48.9**	-	-	-	-
1/1	460	-	3.4	23.1	26.5	192.6	7.4	23.1	30.4
2/1	689	-	3.7	18.7	22.4	114.1	10.1	18.7	28.8
3/1	689	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/1	460	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -19.7
PRC Over All Lanes (%): -19.7

Total Delay for Signalled Lanes (pcuHr): 48.92
Total Delay Over All Lanes(pcuHr): 48.92

Cycle Time (s): 50

Full Input Data And Results

Scenario 14: 'DS 2044 PM' (FG12: '2044 DS 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)
Network: Ashford Road Funnel Junction	-	-	-	-	-	-	-	**117.3%**	-
Ashford Road Junction	-	-	-	-	-	-	-	**117.3%**	-
1/1	Ashford Road Southbound Ahead	U	14	-	635	1915	574	110.5%	635
2/1	Ashford Road Northbound Ahead	U	14	-	674	1915	574	117.3%	674
3/1		U	-	-	674	Inf	Inf	0.0%	574
4/1		U	-	-	635	Inf	Inf	0.0%	575

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 Road Funnel Junction	-	**0**	**10.6**	**87.7**	**98.4**	-	-	-	-
Ashford Road Junction	-	**0**	**10.6**	**87.7**	**98.4**	-	-	-	-
1/1	574	-	4.4	34.8	39.2	222.5	9.7	34.8	44.5
2/1	574	-	6.2	52.9	59.1	315.7	11.6	52.9	64.5
3/1	574	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/1	575	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -30.4
PRC Over All Lanes (%): -30.4

Total Delay for Signalled Lanes (pcuHr): 98.35
Total Delay Over All Lanes(pcuHr): 98.35

Cycle Time (s): 50

Full Input Data And Results

Scenario 15: 'DS 2046 AM' (FG13: '2046 DS 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)
Network: Ashford Road Funnel Junction	-	-	-	-	-	-	-	**112.5%**	-
Ashford Road Junction	-	-	-	-	-	-	-	**112.5%**	-
1/1	Ashford Road Southbound Ahead	U	11	-	517	1915	460	112.5%	517
2/1	Ashford Road Northbound Ahead	U	17	-	762	1915	689	110.5%	762
3/1		U	-	-	762	Inf	Inf	0.0%	689
4/1		U	-	-	517	Inf	Inf	0.0%	460

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 Road Funnel Junction	-	**0**	**9.6**	**73.6**	**83.2**	-	-	-	-
Ashford Road Junction	-	**0**	**9.6**	**73.6**	**83.2**	-	-	-	-
1/1	460	-	4.0	32.7	36.7	255.5	8.0	32.7	40.6
2/1	689	-	5.5	41.0	46.5	219.6	12.0	41.0	52.9
3/1	689	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/1	460	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -25.0
PRC Over All Lanes (%): -25.0

Total Delay for Signalled Lanes (pcuHr): 83.17
Total Delay Over All Lanes(pcuHr): 83.17

Cycle Time (s): 50

Full Input Data And Results

Scenario 16: 'DS 2046 PM' (FG14: '2046 DS 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)
Network: Ashford Road Funnel Junction	-	-	-	-	-	-	-	**122.2%**	-
Ashford Road Junction	-	-	-	-	-	-	-	**122.2%**	-
1/1	Ashford Road Southbound Ahead	U	14	-	678	1915	574	118.0%	678
2/1	Ashford Road Northbound Ahead	U	14	-	702	1915	574	122.2%	702
3/1		U	-	-	702	Inf	Inf	0.0%	574
4/1		U	-	-	678	Inf	Inf	0.0%	575

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 Road Funnel Junction	-	**0**	**12.7**	**121.2**	**134.0**	-	-	-	-
Ashford Road Junction	-	**0**	**12.7**	**121.2**	**134.0**	-	-	-	-
1/1	574	-	5.6	54.8	60.4	320.9	10.9	54.8	65.7
2/1	574	-	7.1	66.4	73.5	377.0	12.7	66.4	79.1
3/1	574	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/1	575	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -35.8
PRC Over All Lanes (%): -35.8

Total Delay for Signalled Lanes (pcuHr): 133.96
Total Delay Over All Lanes(pcuHr): 133.96

Cycle Time (s): 50

P.40 J32_A20 Ashford Rd Access to zone P6

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947

Filename: J32 A20 Ashford Rd Access to zone P6.j9
Path: \\hc-ukr-ln-fs-10\LN_Proj\UA008926 Otterpool\D-Calcs\Modelling\DM_it5\Appendix\Picady Junction Analysis\J32 A20 Ashford Rd_Access to zone P6
Report generation date: 19/11/2018 11:00:22

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	DS 2044							
Stream B-AC	0.2	8.51	0.17	A	0.1	8.07	0.13	A
Stream C-AB	0.4	9.91	0.27	A	0.6	11.53	0.38	B
	DS 2046							
Stream B-AC	0.2	8.65	0.18	A	0.2	8.02	0.13	A
Stream C-AB	0.4	9.94	0.26	A	0.6	11.66	0.39	B
	DS 2037							
Stream B-AC	0.2	10.22	0.19	B	0.2	11.04	0.20	B
Stream C-AB	0.0	7.02	0.02	A	0.0	7.32	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
D15	DS 2044	AM	J4 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D16	DS 2044	PM	J4 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D17	DS 2046	AM	J4 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D18	DS 2046	PM	J4 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D19	DS 2037	AM	J4 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D20	DS 2037	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

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	1.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A20 Ashford Road Westbound		Major
B	Access		Minor
C	A20 Ashford 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	6.00		9	2.40	113.0	9	5.00

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	75	75

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	539	0.098	0.248	0.156	0.355
1	B-C	671	0.103	0.260	-	-
1	C-B	653	0.253	0.253	-	-

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
D15	DS 2044	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	531	100.000
B		ONE HOUR	9	78	100.000
C		ONE HOUR	9	456	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	11	520
	%	0	0	78
	&	337	119	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	0	8
	%	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-AC	0.17	8.51	0.2	A	72	107
C-AB	0.27	9.91	0.4	A	109	164
C-A					309	464
A-B					10	15
A-C					477	716

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	59	15	560	0.105	58	0.0	0.1	7.164	A
C-AB	90	22	544	0.165	89	0.0	0.2	7.891	A
C-A	254	63			254				
A-B	8	2			8				
A-C	391	98			391				

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	70	18	539	0.130	70	0.1	0.1	7.677	A
C-AB	107	27	523	0.205	107	0.2	0.3	8.643	A
C-A	303	76			303				
A-B	10	2			10				
A-C	467	117			467				

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	86	21	509	0.169	86	0.1	0.2	8.497	A
C-AB	131	33	494	0.265	131	0.3	0.4	9.893	A
C-A	371	93			371				
A-B	12	3			12				
A-C	573	143			573				

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	86	21	509	0.169	86	0.2	0.2	8.505	A
C-AB	131	33	494	0.265	131	0.4	0.4	9.914	A
C-A	371	93			371				
A-B	12	3			12				
A-C	573	143			573				

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	70	18	539	0.130	70	0.2	0.2	7.686	A
C-AB	107	27	523	0.205	107	0.4	0.3	8.667	A
C-A	303	76			303				
A-B	10	2			10				
A-C	467	117			467				

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	59	15	560	0.105	59	0.2	0.1	7.182	A
C-AB	90	22	544	0.165	90	0.3	0.2	7.928	A
C-A	254	63			254				
A-B	8	2			8				
A-C	391	98			391				

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	2.01	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
D16	DS 2044	PM	J4 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	559	100.000
B		ONE HOUR	9	60	100.000
C		ONE HOUR	9	588	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	14	545
	%	0	0	60
	&	419	169	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	0	1
	%	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	0.13	8.07	0.1	A	55	83
C-AB	0.38	11.53	0.6	B	156	233
C-A					384	576
A-B					13	19
A-C					500	750

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	562	0.080	45	0.0	0.1	6.952	A
C-AB	127	32	546	0.233	126	0.0	0.3	8.550	A
C-A	315	79			315				
A-B	11	3			11				
A-C	410	103			410				

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	541	0.100	54	0.1	0.1	7.387	A
C-AB	152	38	526	0.289	152	0.3	0.4	9.617	A
C-A	376	94			376				
A-B	13	3			13				
A-C	490	122			490				

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	512	0.129	66	0.1	0.1	8.068	A
C-AB	187	47	499	0.375	187	0.4	0.6	11.480	B
C-A	460	115			460				
A-B	15	4			15				
A-C	600	150			600				

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	512	0.129	66	0.1	0.1	8.073	A
C-AB	187	47	499	0.375	187	0.6	0.6	11.532	B
C-A	460	115			460				
A-B	15	4			15				
A-C	600	150			600				

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	541	0.100	54	0.1	0.1	7.394	A
C-AB	152	38	526	0.289	153	0.6	0.4	9.678	A
C-A	376	94			376				
A-B	13	3			13				
A-C	490	122			490				

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	562	0.080	45	0.1	0.1	6.963	A
C-AB	127	32	546	0.233	128	0.4	0.3	8.615	A
C-A	315	79			315				
A-B	11	3			11				
A-C	410	103			410				

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	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
D17	DS 2046	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	541	100.000
B		ONE HOUR	9	82	100.000
C		ONE HOUR	9	434	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	12	529
	%	0	0	82
	&	317	117	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	0	8
	%	0	0	0
	&	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	0.18	8.65	0.2	A	75	113
C-AB	0.26	9.94	0.4	A	107	161
C-A					291	436
A-B					11	17
A-C					485	728

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	62	15	558	0.111	61	0.0	0.1	7.233	A
C-AB	88	22	542	0.162	87	0.0	0.2	7.901	A
C-A	239	60			239				
A-B	9	2			9				
A-C	398	100			398				

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	74	18	536	0.137	74	0.1	0.2	7.774	A
C-AB	105	26	521	0.202	105	0.2	0.3	8.655	A
C-A	285	71			285				
A-B	11	3			11				
A-C	476	119			476				

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	90	23	506	0.178	90	0.2	0.2	8.646	A
C-AB	129	32	491	0.263	129	0.3	0.4	9.916	A
C-A	349	87			349				
A-B	13	3			13				
A-C	582	146			582				

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	90	23	506	0.178	90	0.2	0.2	8.654	A
C-AB	129	32	491	0.263	129	0.4	0.4	9.937	A
C-A	349	87			349				
A-B	13	3			13				
A-C	582	146			582				

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	74	18	536	0.137	74	0.2	0.2	7.788	A
C-AB	105	26	521	0.202	106	0.4	0.3	8.682	A
C-A	285	71			285				
A-B	11	3			11				
A-C	476	119			476				

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	62	15	558	0.111	62	0.2	0.1	7.254	A
C-AB	88	22	542	0.162	88	0.3	0.2	7.936	A
C-A	239	60			239				
A-B	9	2			9				
A-C	398	100			398				

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	2.13	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	DS 2046	PM	J4 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	541	100.000
B		ONE HOUR	9	62	100.000
C		ONE HOUR	9	598	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	14	527
	%	0	0	62
	&	421	177	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	0	1
	%	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	0.13	8.02	0.2	A	57	85
C-AB	0.39	11.66	0.6	B	163	245
C-A					386	579
A-B					13	19
A-C					484	725

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	47	12	566	0.082	46	0.0	0.1	6.924	A
C-AB	133	33	549	0.243	132	0.0	0.3	8.599	A
C-A	317	79			317				
A-B	11	3			11				
A-C	397	99			397				

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	56	14	545	0.102	56	0.1	0.1	7.347	A
C-AB	159	40	530	0.301	159	0.3	0.4	9.692	A
C-A	378	95			378				
A-B	13	3			13				
A-C	474	118			474				

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	68	17	517	0.132	68	0.1	0.2	8.014	A
C-AB	196	49	505	0.389	196	0.4	0.6	11.601	B
C-A	462	115			462				
A-B	15	4			15				
A-C	580	145			580				

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	68	17	517	0.132	68	0.2	0.2	8.019	A
C-AB	196	49	505	0.389	196	0.6	0.6	11.658	B
C-A	462	115			462				
A-B	15	4			15				
A-C	580	145			580				

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	56	14	545	0.102	56	0.2	0.1	7.355	A
C-AB	159	40	530	0.301	160	0.6	0.4	9.756	A
C-A	378	95			378				
A-B	13	3			13				
A-C	474	118			474				

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	47	12	566	0.082	47	0.1	0.1	6.935	A
C-AB	133	33	549	0.243	134	0.4	0.3	8.670	A
C-A	317	79			317				
A-B	11	3			11				
A-C	397	99			397				

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	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
D19	DS 2037	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	455	100.000
B		ONE HOUR	9	74	100.000
C		ONE HOUR	9	364	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	7	448
	%	32	0	42
	&	356	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	0	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	0.19	10.22	0.2	B	68	102
C-AB	0.02	7.02	0.0	A	7	11
C-A					327	490
A-B					6	10
A-C					411	617

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	56	14	490	0.114	55	0.0	0.1	8.272	A
C-AB	6	2	563	0.011	6	0.0	0.0	6.460	A
C-A	268	67			268				
A-B	5	1			5				
A-C	337	84			337				

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	67	17	467	0.143	66	0.1	0.2	8.996	A
C-AB	7	2	546	0.013	7	0.0	0.0	6.684	A
C-A	320	80			320				
A-B	6	2			6				
A-C	403	101			403				

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	81	20	434	0.188	81	0.2	0.2	10.206	B
C-AB	9	2	522	0.017	9	0.0	0.0	7.020	A
C-A	392	98			392				
A-B	8	2			8				
A-C	493	123			493				

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	81	20	434	0.188	81	0.2	0.2	10.220	B
C-AB	9	2	522	0.017	9	0.0	0.0	7.020	A
C-A	392	98			392				
A-B	8	2			8				
A-C	493	123			493				

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	67	17	467	0.143	67	0.2	0.2	9.010	A
C-AB	7	2	546	0.013	7	0.0	0.0	6.684	A
C-A	320	80			320				
A-B	6	2			6				
A-C	403	101			403				

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	56	14	490	0.114	56	0.2	0.1	8.296	A
C-AB	6	2	563	0.011	6	0.0	0.0	6.460	A
C-A	268	67			268				
A-B	5	1			5				
A-C	337	84			337				

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	0.87	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
D20	DS 2037	PM	J4 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	537	100.000
B		ONE HOUR	9	74	100.000
C		ONE HOUR	9	383	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	7	530
	%	33	0	41
	&	375	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	0	2
	%	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	0.20	11.04	0.2	B	68	102
C-AB	0.02	7.32	0.0	A	7	11
C-A					344	516
A-B					6	10
A-C					486	730

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	472	0.118	55	0.0	0.1	8.632	A
C-AB	6	2	549	0.011	6	0.0	0.0	6.629	A
C-A	282	71			282				
A-B	5	1			5				
A-C	399	100			399				

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	445	0.149	66	0.1	0.2	9.503	A
C-AB	7	2	529	0.014	7	0.0	0.0	6.902	A
C-A	337	84			337				
A-B	6	2			6				
A-C	476	119			476				

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	81	20	407	0.200	81	0.2	0.2	11.024	B
C-AB	9	2	501	0.018	9	0.0	0.0	7.317	A
C-A	413	103			413				
A-B	8	2			8				
A-C	584	146			584				

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	81	20	407	0.200	81	0.2	0.2	11.043	B
C-AB	9	2	501	0.018	9	0.0	0.0	7.317	A
C-A	413	103			413				
A-B	8	2			8				
A-C	584	146			584				

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	445	0.149	67	0.2	0.2	9.527	A
C-AB	7	2	529	0.014	7	0.0	0.0	6.902	A
C-A	337	84			337				
A-B	6	2			6				
A-C	476	119			476				

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	472	0.118	56	0.2	0.1	8.662	A
C-AB	6	2	549	0.011	6	0.0	0.0	6.632	A
C-A	282	71			282				
A-B	5	1			5				
A-C	399	100			399				

P.41 J32_A20 Ashford Rd Access to zone P6

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: J32 A20 Ashford Rd Access to zone P6.j9
Path: \\hc-ukr-ln-fs-10\LN_Proj\UA008926 Otterpool\D-Calcs\Modelling\DM_it5\Appendix\Picady Junction Analysis\J32 A20 Ashford Rd_Access to zone P6
Report generation date: 19/11/2018 11:00:22

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	DS 2044							
Stream B -AC	0.2	8.51	0.17	A	0.1	8.07	0.13	A
Stream C -AB	0.4	9.91	0.27	A	0.6	11.53	0.38	B
	DS 2046							
Stream B -AC	0.2	8.65	0.18	A	0.2	8.02	0.13	A
Stream C -AB	0.4	9.94	0.26	A	0.6	11.66	0.39	B
	DS 2037							
Stream B -AC	0.2	10.22	0.19	B	0.2	11.04	0.20	B
Stream C -AB	0.0	7.02	0.02	A	0.0	7.32	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
D15	DS 2044	AM	J4 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D16	DS 2044	PM	J4 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D17	DS 2046	AM	J4 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D18	DS 2046	PM	J4 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D19	DS 2037	AM	J4 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D20	DS 2037	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

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	1.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A20 Ashford Road Westbound		Major
B	Access		Minor
C	A20 Ashford 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	6.00		9	2.40	113.0	9	5.00

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	75	75

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	539	0.098	0.248	0.156	0.355
1	B-C	671	0.103	0.260	-	-
1	C-B	653	0.253	0.253	-	-

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
D15	DS 2044	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	531	100.000
B		ONE HOUR	9	78	100.000
C		ONE HOUR	9	456	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	11	520
	%	0	0	78
	&	337	119	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	0	8
	%	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-AC	0.17	8.51	0.2	A	72	107
C-AB	0.27	9.91	0.4	A	109	164
C-A					309	464
A-B					10	15
A-C					477	716

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	59	15	560	0.105	58	0.0	0.1	7.164	A
C-AB	90	22	544	0.165	89	0.0	0.2	7.891	A
C-A	254	63			254				
A-B	8	2			8				
A-C	391	98			391				

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	70	18	539	0.130	70	0.1	0.1	7.677	A
C-AB	107	27	523	0.205	107	0.2	0.3	8.643	A
C-A	303	76			303				
A-B	10	2			10				
A-C	467	117			467				

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	86	21	509	0.169	86	0.1	0.2	8.497	A
C-AB	131	33	494	0.265	131	0.3	0.4	9.893	A
C-A	371	93			371				
A-B	12	3			12				
A-C	573	143			573				

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	86	21	509	0.169	86	0.2	0.2	8.505	A
C-AB	131	33	494	0.265	131	0.4	0.4	9.914	A
C-A	371	93			371				
A-B	12	3			12				
A-C	573	143			573				

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	70	18	539	0.130	70	0.2	0.2	7.686	A
C-AB	107	27	523	0.205	107	0.4	0.3	8.667	A
C-A	303	76			303				
A-B	10	2			10				
A-C	467	117			467				

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	59	15	560	0.105	59	0.2	0.1	7.182	A
C-AB	90	22	544	0.165	90	0.3	0.2	7.928	A
C-A	254	63			254				
A-B	8	2			8				
A-C	391	98			391				

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	2.01	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
D16	DS 2044	PM	J4 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	559	100.000
B		ONE HOUR	9	60	100.000
C		ONE HOUR	9	588	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	14	545
	%	0	0	60
	&	419	169	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	0	1
	%	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	0.13	8.07	0.1	A	55	83
C-AB	0.38	11.53	0.6	B	156	233
C-A					384	576
A-B					13	19
A-C					500	750

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	562	0.080	45	0.0	0.1	6.952	A
C-AB	127	32	546	0.233	126	0.0	0.3	8.550	A
C-A	315	79			315				
A-B	11	3			11				
A-C	410	103			410				

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	541	0.100	54	0.1	0.1	7.387	A
C-AB	152	38	526	0.289	152	0.3	0.4	9.617	A
C-A	376	94			376				
A-B	13	3			13				
A-C	490	122			490				

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	512	0.129	66	0.1	0.1	8.068	A
C-AB	187	47	499	0.375	187	0.4	0.6	11.480	B
C-A	460	115			460				
A-B	15	4			15				
A-C	600	150			600				

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	512	0.129	66	0.1	0.1	8.073	A
C-AB	187	47	499	0.375	187	0.6	0.6	11.532	B
C-A	460	115			460				
A-B	15	4			15				
A-C	600	150			600				

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	541	0.100	54	0.1	0.1	7.394	A
C-AB	152	38	526	0.289	153	0.6	0.4	9.678	A
C-A	376	94			376				
A-B	13	3			13				
A-C	490	122			490				

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	562	0.080	45	0.1	0.1	6.963	A
C-AB	127	32	546	0.233	128	0.4	0.3	8.615	A
C-A	315	79			315				
A-B	11	3			11				
A-C	410	103			410				

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	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
D17	DS 2046	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	541	100.000
B		ONE HOUR	9	82	100.000
C		ONE HOUR	9	434	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	12	529
	%	0	0	82
	&	317	117	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	0	8
	%	0	0	0
	&	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	0.18	8.65	0.2	A	75	113
C-AB	0.26	9.94	0.4	A	107	161
C-A					291	436
A-B					11	17
A-C					485	728

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	62	15	558	0.111	61	0.0	0.1	7.233	A
C-AB	88	22	542	0.162	87	0.0	0.2	7.901	A
C-A	239	60			239				
A-B	9	2			9				
A-C	398	100			398				

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	74	18	536	0.137	74	0.1	0.2	7.774	A
C-AB	105	26	521	0.202	105	0.2	0.3	8.655	A
C-A	285	71			285				
A-B	11	3			11				
A-C	476	119			476				

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	90	23	506	0.178	90	0.2	0.2	8.646	A
C-AB	129	32	491	0.263	129	0.3	0.4	9.916	A
C-A	349	87			349				
A-B	13	3			13				
A-C	582	146			582				

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	90	23	506	0.178	90	0.2	0.2	8.654	A
C-AB	129	32	491	0.263	129	0.4	0.4	9.937	A
C-A	349	87			349				
A-B	13	3			13				
A-C	582	146			582				

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	74	18	536	0.137	74	0.2	0.2	7.788	A
C-AB	105	26	521	0.202	106	0.4	0.3	8.682	A
C-A	285	71			285				
A-B	11	3			11				
A-C	476	119			476				

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	62	15	558	0.111	62	0.2	0.1	7.254	A
C-AB	88	22	542	0.162	88	0.3	0.2	7.936	A
C-A	239	60			239				
A-B	9	2			9				
A-C	398	100			398				

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	2.13	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	DS 2046	PM	J4 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	541	100.000
B		ONE HOUR	9	62	100.000
C		ONE HOUR	9	598	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	14	527
	%	0	0	62
	&	421	177	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	0	1
	%	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	0.13	8.02	0.2	A	57	85
C-AB	0.39	11.66	0.6	B	163	245
C-A					386	579
A-B					13	19
A-C					484	725

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	47	12	566	0.082	46	0.0	0.1	6.924	A
C-AB	133	33	549	0.243	132	0.0	0.3	8.599	A
C-A	317	79			317				
A-B	11	3			11				
A-C	397	99			397				

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	56	14	545	0.102	56	0.1	0.1	7.347	A
C-AB	159	40	530	0.301	159	0.3	0.4	9.692	A
C-A	378	95			378				
A-B	13	3			13				
A-C	474	118			474				

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	68	17	517	0.132	68	0.1	0.2	8.014	A
C-AB	196	49	505	0.389	196	0.4	0.6	11.601	B
C-A	462	115			462				
A-B	15	4			15				
A-C	580	145			580				

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	68	17	517	0.132	68	0.2	0.2	8.019	A
C-AB	196	49	505	0.389	196	0.6	0.6	11.658	B
C-A	462	115			462				
A-B	15	4			15				
A-C	580	145			580				

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	56	14	545	0.102	56	0.2	0.1	7.355	A
C-AB	159	40	530	0.301	160	0.6	0.4	9.756	A
C-A	378	95			378				
A-B	13	3			13				
A-C	474	118			474				

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	47	12	566	0.082	47	0.1	0.1	6.935	A
C-AB	133	33	549	0.243	134	0.4	0.3	8.670	A
C-A	317	79			317				
A-B	11	3			11				
A-C	397	99			397				

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	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
D19	DS 2037	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	455	100.000
B		ONE HOUR	9	74	100.000
C		ONE HOUR	9	364	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	7	448
	%	32	0	42
	&	356	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	0	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	0.19	10.22	0.2	B	68	102
C-AB	0.02	7.02	0.0	A	7	11
C-A					327	490
A-B					6	10
A-C					411	617

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	56	14	490	0.114	55	0.0	0.1	8.272	A
C-AB	6	2	563	0.011	6	0.0	0.0	6.460	A
C-A	268	67			268				
A-B	5	1			5				
A-C	337	84			337				

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	67	17	467	0.143	66	0.1	0.2	8.996	A
C-AB	7	2	546	0.013	7	0.0	0.0	6.684	A
C-A	320	80			320				
A-B	6	2			6				
A-C	403	101			403				

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	81	20	434	0.188	81	0.2	0.2	10.206	B
C-AB	9	2	522	0.017	9	0.0	0.0	7.020	A
C-A	392	98			392				
A-B	8	2			8				
A-C	493	123			493				

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	81	20	434	0.188	81	0.2	0.2	10.220	B
C-AB	9	2	522	0.017	9	0.0	0.0	7.020	A
C-A	392	98			392				
A-B	8	2			8				
A-C	493	123			493				

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	67	17	467	0.143	67	0.2	0.2	9.010	A
C-AB	7	2	546	0.013	7	0.0	0.0	6.684	A
C-A	320	80			320				
A-B	6	2			6				
A-C	403	101			403				

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	56	14	490	0.114	56	0.2	0.1	8.296	A
C-AB	6	2	563	0.011	6	0.0	0.0	6.460	A
C-A	268	67			268				
A-B	5	1			5				
A-C	337	84			337				

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	0.87	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
D20	DS 2037	PM	J4 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	537	100.000
B		ONE HOUR	9	74	100.000
C		ONE HOUR	9	383	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	7	530
	%	33	0	41
	&	375	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	0	2
	%	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	0.20	11.04	0.2	B	68	102
C-AB	0.02	7.32	0.0	A	7	11
C-A					344	516
A-B					6	10
A-C					486	730

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	472	0.118	55	0.0	0.1	8.632	A
C-AB	6	2	549	0.011	6	0.0	0.0	6.629	A
C-A	282	71			282				
A-B	5	1			5				
A-C	399	100			399				

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	445	0.149	66	0.1	0.2	9.503	A
C-AB	7	2	529	0.014	7	0.0	0.0	6.902	A
C-A	337	84			337				
A-B	6	2			6				
A-C	476	119			476				

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	81	20	407	0.200	81	0.2	0.2	11.024	B
C-AB	9	2	501	0.018	9	0.0	0.0	7.317	A
C-A	413	103			413				
A-B	8	2			8				
A-C	584	146			584				

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	81	20	407	0.200	81	0.2	0.2	11.043	B
C-AB	9	2	501	0.018	9	0.0	0.0	7.317	A
C-A	413	103			413				
A-B	8	2			8				
A-C	584	146			584				

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	445	0.149	67	0.2	0.2	9.527	A
C-AB	7	2	529	0.014	7	0.0	0.0	6.902	A
C-A	337	84			337				
A-B	6	2			6				
A-C	476	119			476				

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	472	0.118	56	0.2	0.1	8.662	A
C-AB	6	2	549	0.011	6	0.0	0.0	6.632	A
C-A	282	71			282				
A-B	5	1			5				
A-C	399	100			399				

P.42 J33_A20 Ashford Rd Access to by-pass

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: J33_A20 Ashford Rd Access to by-pass.j9
Path: \\hc-ukr-ln-fs-10\LN_Proj\UA008926 Otterpool\D-Calcs\Modelling\DM_it5\Appendix\Picady Junction Analysis\J33 A20 Ashford Rd_Access to by-pass
Report generation date: 19/11/2018 11:04:17

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	DS 2044							
Stream B-AC	0.0	7.25	0.04	A	0.1	8.27	0.12	A
Stream C-AB	0.2	8.36	0.18	A	0.2	8.63	0.18	A
	DS 2046							
Stream B-AC	0.0	7.19	0.05	A	0.1	8.33	0.12	A
Stream C-AB	0.2	7.98	0.16	A	0.2	8.58	0.17	A
	DS 2037							
Stream B-AC	0.0	6.78	0.02	A	0.1	7.02	0.06	A
Stream C-AB	0.3	8.07	0.20	A	0.1	7.34	0.12	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	J26 Otterpool Park_Base Model
Location	A259 Prospect Rd - Stade 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 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
D15	DS 2044	AM	J26 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D16	DS 2044	PM	J26 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D17	DS 2046	AM	J26 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D18	DS 2046	PM	J26 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	9
D19	DS 2037	AM	J26 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	9
D20	DS 2037	PM	J26 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

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	0.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A20 Westbound		Major
B	Access		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	6.00		9	2.40	113.0	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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.01	25	26

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	499	0.091	0.230	0.145	0.328
1	B-C	641	0.098	0.248	-	-
1	C-B	653	0.253	0.253	-	-

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
D15	DS 2044	AM	J26 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	435	100.000
B		ONE HOUR	9	21	100.000
C		ONE HOUR	9	598	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	0	435
	%	0	0	21
	&	510	88	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	0	2
	%	0	0	0
	&	8	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	0.04	7.25	0.0	A	19	29
C-AB	0.18	8.36	0.2	A	81	122
C-A					468	701
A-B					0	0
A-C					399	599

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	16	4	558	0.028	16	0.0	0.0	6.636	A
C-AB	66	17	564	0.118	66	0.0	0.1	7.221	A
C-A	384	96			384				
A-B	0	0			0				
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	19	5	542	0.035	19	0.0	0.0	6.882	A
C-AB	79	20	548	0.145	79	0.1	0.2	7.671	A
C-A	458	115			458				
A-B	0	0			0				
A-C	391	98			391				

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	23	6	520	0.045	23	0.0	0.0	7.249	A
C-AB	98	24	528	0.185	97	0.2	0.2	8.352	A
C-A	561	140			561				
A-B	0	0			0				
A-C	479	120			479				

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	23	6	520	0.045	23	0.0	0.0	7.249	A
C-AB	98	24	528	0.185	98	0.2	0.2	8.360	A
C-A	561	140			561				
A-B	0	0			0				
A-C	479	120			479				

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	19	5	542	0.035	19	0.0	0.0	6.886	A
C-AB	79	20	548	0.145	80	0.2	0.2	7.682	A
C-A	458	115			458				
A-B	0	0			0				
A-C	391	98			391				

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	16	4	558	0.028	16	0.0	0.0	6.642	A
C-AB	66	17	564	0.118	66	0.2	0.1	7.240	A
C-A	384	96			384				
A-B	0	0			0				
A-C	327	82			327				

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	0.97	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	DS 2044	PM	J26 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	534	100.000
B		ONE HOUR	9	54	100.000
C		ONE HOUR	9	605	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	0	534
	%	0	0	54
	&	523	82	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	0.12	8.27	0.1	A	50	74
C-AB	0.18	8.63	0.2	A	76	113
C-A					480	719
A-B					0	0
A-C					490	735

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	41	10	541	0.075	40	0.0	0.1	7.184	A
C-AB	62	15	552	0.112	61	0.0	0.1	7.326	A
C-A	394	98			394				
A-B	0	0			0				
A-C	402	101			402				

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	49	12	522	0.093	48	0.1	0.1	7.607	A
C-AB	74	18	533	0.139	74	0.1	0.2	7.835	A
C-A	470	117			470				
A-B	0	0			0				
A-C	480	120			480				

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	59	15	495	0.120	59	0.1	0.1	8.261	A
C-AB	91	23	508	0.179	91	0.2	0.2	8.625	A
C-A	575	144			575				
A-B	0	0			0				
A-C	588	147			588				

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	59	15	495	0.120	59	0.1	0.1	8.266	A
C-AB	91	23	508	0.179	91	0.2	0.2	8.634	A
C-A	575	144			575				
A-B	0	0			0				
A-C	588	147			588				

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	49	12	522	0.093	49	0.1	0.1	7.614	A
C-AB	74	18	533	0.139	74	0.2	0.2	7.847	A
C-A	470	117			470				
A-B	0	0			0				
A-C	480	120			480				

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	41	10	541	0.075	41	0.1	0.1	7.197	A
C-AB	62	15	552	0.112	62	0.2	0.1	7.345	A
C-A	394	98			394				
A-B	0	0			0				
A-C	402	101			402				

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	0.71	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	DS 2046	AM	J26 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	413	100.000
B		ONE HOUR	9	22	100.000
C		ONE HOUR	9	611	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	0	413
	%	0	0	22
	&	533	78	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	0	3
	%	0	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	0.05	7.19	0.0	A	20	30
C-AB	0.16	7.98	0.2	A	72	108
C-A					489	733
A-B					0	0
A-C					379	568

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	17	4	561	0.030	16	0.0	0.0	6.603	A
C-AB	59	15	573	0.103	58	0.0	0.1	6.993	A
C-A	401	100			401				
A-B	0	0			0				
A-C	311	78			311				

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	20	5	546	0.036	20	0.0	0.0	6.840	A
C-AB	70	18	557	0.126	70	0.1	0.1	7.384	A
C-A	479	120			479				
A-B	0	0			0				
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-AC	24	6	525	0.046	24	0.0	0.0	7.193	A
C-AB	86	22	537	0.161	86	0.1	0.2	7.977	A
C-A	586	147			586				
A-B	0	0			0				
A-C	455	114			455				

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	24	6	525	0.046	24	0.0	0.0	7.193	A
C-AB	86	22	537	0.161	86	0.2	0.2	7.983	A
C-A	586	147			586				
A-B	0	0			0				
A-C	455	114			455				

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	20	5	546	0.036	20	0.0	0.0	6.841	A
C-AB	70	18	558	0.126	70	0.2	0.1	7.396	A
C-A	479	120			479				
A-B	0	0			0				
A-C	371	93			371				

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	17	4	561	0.030	17	0.0	0.0	6.609	A
C-AB	59	15	573	0.103	59	0.1	0.1	7.010	A
C-A	401	100			401				
A-B	0	0			0				
A-C	311	78			311				

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	0.94	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
D18	DS 2046	PM	J26 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	543	100.000
B		ONE HOUR	9	55	100.000
C		ONE HOUR	9	589	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	0	543
	%	0	0	55
	&	512	77	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	0.12	8.33	0.1	A	50	76
C-AB	0.17	8.58	0.2	A	71	106
C-A					470	704
A-B					0	0
A-C					498	747

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	41	10	539	0.077	41	0.0	0.1	7.219	A
C-AB	58	15	550	0.105	58	0.0	0.1	7.300	A
C-A	385	96			385				
A-B	0	0			0				
A-C	409	102			409				

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	49	12	520	0.095	49	0.1	0.1	7.654	A
C-AB	69	17	531	0.131	69	0.1	0.1	7.798	A
C-A	460	115			460				
A-B	0	0			0				
A-C	488	122			488				

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	61	15	492	0.123	60	0.1	0.1	8.329	A
C-AB	85	21	505	0.169	85	0.1	0.2	8.573	A
C-A	563	141			563				
A-B	0	0			0				
A-C	598	149			598				

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	61	15	492	0.123	61	0.1	0.1	8.334	A
C-AB	85	21	505	0.169	85	0.2	0.2	8.582	A
C-A	563	141			563				
A-B	0	0			0				
A-C	598	149			598				

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	49	12	520	0.095	50	0.1	0.1	7.661	A
C-AB	69	17	531	0.131	70	0.2	0.2	7.810	A
C-A	460	115			460				
A-B	0	0			0				
A-C	488	122			488				

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	41	10	539	0.077	41	0.1	0.1	7.230	A
C-AB	58	15	550	0.105	58	0.2	0.1	7.316	A
C-A	385	96			385				
A-B	0	0			0				
A-C	409	102			409				

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	1.03	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	DS 2037	AM	J26 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	352	100.000
B		ONE HOUR	9	12	100.000
C		ONE HOUR	9	489	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	0	352
	%	0	0	12
	&	388	101	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	0	1
	%	0	0	0
	&	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	0.02	6.78	0.0	A	11	17
C-AB	0.20	8.07	0.3	A	93	140
C-A					356	534
A-B					0	0
A-C					323	485

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	9	2	574	0.016	9	0.0	0.0	6.365	A
C-AB	76	19	586	0.130	76	0.0	0.1	7.042	A
C-A	292	73			292				
A-B	0	0			0				
A-C	265	66			265				

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	11	3	562	0.019	11	0.0	0.0	6.535	A
C-AB	91	23	574	0.159	91	0.1	0.2	7.452	A
C-A	349	87			349				
A-B	0	0			0				
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-AC	13	3	544	0.024	13	0.0	0.0	6.784	A
C-AB	112	28	558	0.201	112	0.2	0.2	8.067	A
C-A	427	107			427				
A-B	0	0			0				
A-C	388	97			388				

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	13	3	544	0.024	13	0.0	0.0	6.784	A
C-AB	112	28	558	0.201	112	0.2	0.3	8.075	A
C-A	427	107			427				
A-B	0	0			0				
A-C	388	97			388				

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	11	3	562	0.019	11	0.0	0.0	6.538	A
C-AB	91	23	574	0.159	91	0.3	0.2	7.463	A
C-A	349	87			349				
A-B	0	0			0				
A-C	316	79			316				

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	9	2	574	0.016	9	0.0	0.0	6.366	A
C-AB	76	19	586	0.130	76	0.2	0.2	7.064	A
C-A	292	73			292				
A-B	0	0			0				
A-C	265	66			265				

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	0.65	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	DS 2037	PM	J26 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	355	100.000
B		ONE HOUR	9	28	100.000
C		ONE HOUR	9	571	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	0	355
	%	0	0	28
	&	512	59	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	0	0
	%	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-AC	0.06	7.02	0.1	A	26	39
C-AB	0.12	7.34	0.1	A	54	81
C-A					470	705
A-B					0	0
A-C					326	489

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	21	5	575	0.037	21	0.0	0.0	6.500	A
C-AB	44	11	586	0.076	44	0.0	0.1	6.640	A
C-A	385	96			385				
A-B	0	0			0				
A-C	267	67			267				

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	25	6	562	0.045	25	0.0	0.0	6.709	A
C-AB	53	13	573	0.093	53	0.1	0.1	6.924	A
C-A	460	115			460				
A-B	0	0			0				
A-C	319	80			319				

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	31	8	544	0.057	31	0.0	0.1	7.015	A
C-AB	65	16	555	0.117	65	0.1	0.1	7.339	A
C-A	564	141			564				
A-B	0	0			0				
A-C	391	98			391				

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	31	8	544	0.057	31	0.1	0.1	7.015	A
C-AB	65	16	555	0.117	65	0.1	0.1	7.342	A
C-A	564	141			564				
A-B	0	0			0				
A-C	391	98			391				

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	25	6	562	0.045	25	0.1	0.0	6.712	A
C-AB	53	13	573	0.093	53	0.1	0.1	6.927	A
C-A	460	115			460				
A-B	0	0			0				
A-C	319	80			319				

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	21	5	575	0.037	21	0.0	0.0	6.506	A
C-AB	44	11	586	0.076	45	0.1	0.1	6.653	A
C-A	385	96			385				
A-B	0	0			0				
A-C	267	67			267				

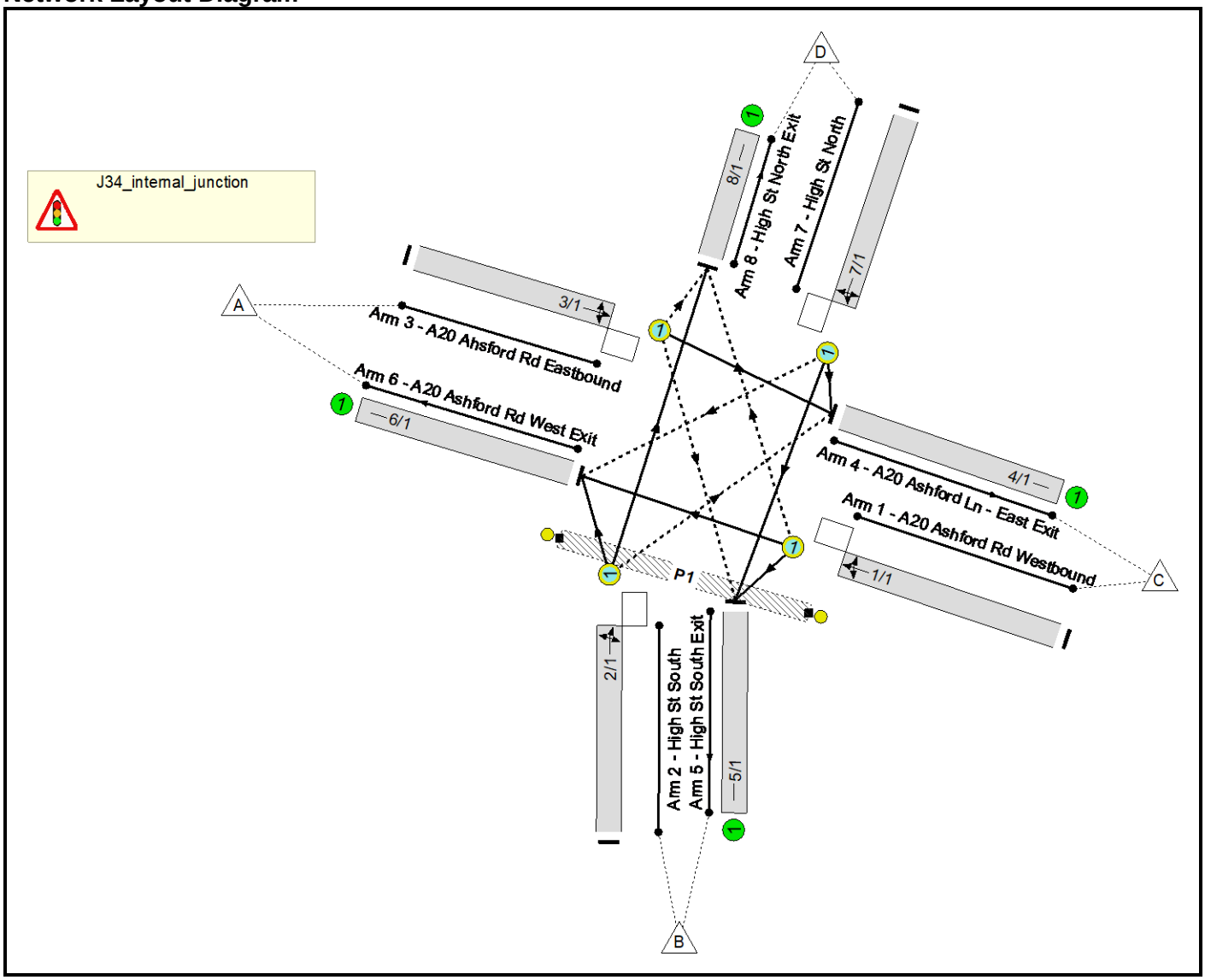
P.43 J34 A20_Internal_DS

Full Input Data And Results

User and Project Details

Project:	**Otterpool Park**
Title:	**J34 A20 Ashford Rd Internal**
Location:	B2067 Otterpool Ln - A20 Ashford Rd
Additional detail:	
File name:	J34 A20_internal_DS.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
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Pedestrian		-9999	6
F	Pedestrian		-9999	6
G	Pedestrian		-9999	6
H	Pedestrian		-9999	6

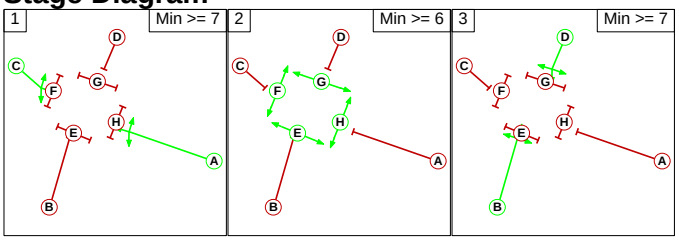
Phase Intergreens Matrix

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

Phases in Stage

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

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: 'DS 2037 AM' (FG7: 'AM Peak DS 2037_it6', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	101	0	101
	B	12	0	235	31	278
	C	0	144	0	16	160
	D	0	14	37	0	51
	Tot.	12	158	373	47	590

Scenario 2: 'DS 2037 PM' (FG8: 'PM Peak DS 2037_it6', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	15	43	0	58
	B	6	0	181	79	266
	C	21	152	0	15	188
	D	0	13	19	0	32
	Tot.	27	180	243	94	544

Scenario 3: 'DS 2044 AM' (FG9: 'AM Peak DS 2044_it6', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	1	88	0	89
	B	7	0	264	50	321
	C	14	111	0	16	141
	D	0	10	35	0	45
	Tot.	21	122	387	66	596

Scenario 4: 'DS 2044 PM' (FG10: 'PM Peak DS 2044_it6', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	1	81	0	82
	B	1	0	24	115	140
	C	52	224	0	34	310
	D	0	6	16	0	22
	Tot.	53	231	121	149	554

Full Input Data And Results

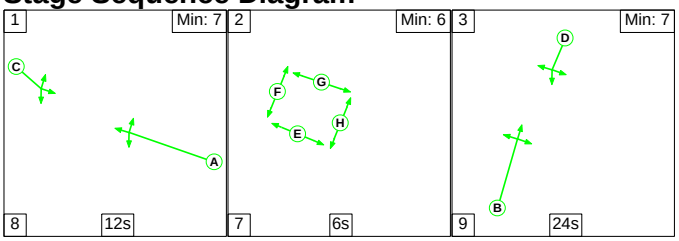
Scenario 5: 'DS 2046 AM' (FG11: 'AM Peak DS 2046_it6', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	2	76	0	78
	B	7	0	357	26	390
	C	15	153	0	16	184
	D	0	12	37	0	49
	Tot.	22	167	470	42	701

Scenario 6: 'DS 2046 PM' (FG12: 'PM Peak DS 2046_it6', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	2	75	0	77
	B	2	0	75	111	188
	C	53	230	0	35	318
	D	0	9	17	0	26
	Tot.	55	241	167	146	609

Scenario 1: 'DS 2037 AM' (FG7: 'AM Peak DS 2037_it6', Plan 1: 'Network Control Plan 1')
Stage Sequence Diagram

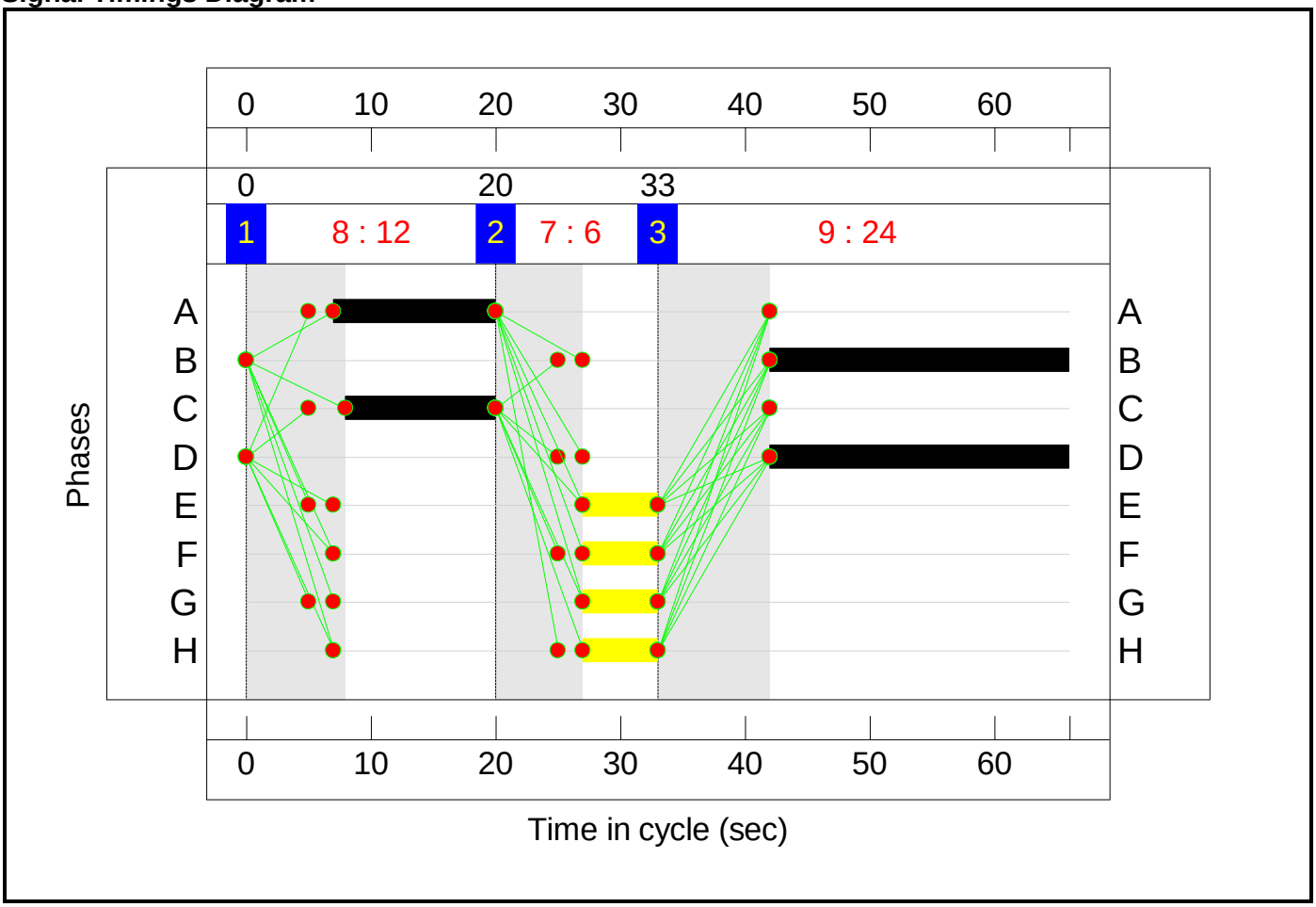


Stage Timings

Stage	1	2	3
Duration	12	6	24
Change Point	0	20	33

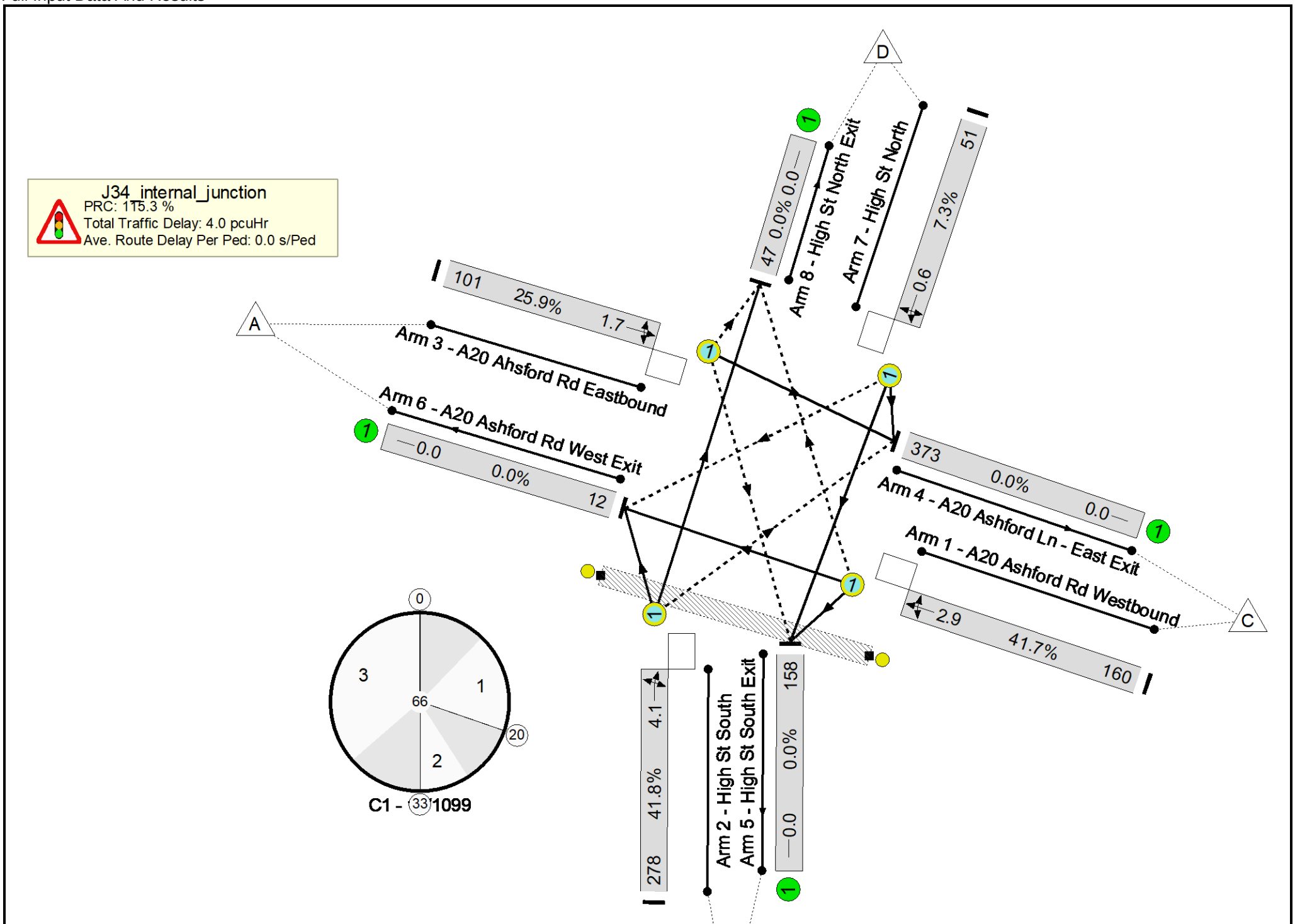
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


J34_internal_junction
PRC: 115.3 %
Total Traffic Delay: 4.0 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
A
D
C
Arm 3 - A20 Ahsford Rd Eastbound
101 25.9% 1.7
Arm 6 - A20 Ashford Rd West Exit
0.0 0.0% 12
Arm 8 - High St North Exit
47 0.0% 0.0
Arm 7 - High St North
0.6 7.3% 51
Arm 4 - A20 Ashford Ln - East Exit
373 0.0% 0.0
Arm 1 - A20 Ashford Rd Westbound
2.9 41.7% 160
Arm 2 - High St South
Arm 5 - High St South Exit
278 41.8% 4.1
0.0 0.0% 158
0
1
2
3
66
20
33
C1 - 1099

Network Results

Scenario 1: 'DS 2037 AM' (FG7: 'AM Peak 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)
Network: J34 A20 Ashford Rd Internal	-	-	-	-	-	-	-	**41.8%**	-
J34_internal_junction	-	-	-	-	-	-	-	**41.8%**	-
1/1	A20 Ashford Rd Westbound Left Ahead Right	O	13	-	160	1807	383	41.7%	160
2/1	High St South Right Left Ahead	O	24	-	278	1877	665	41.8%	278
3/1	A20 Ahsford Rd Eastbound Ahead Right Left	O	12	-	101	1980	390	25.9%	101
4/1	A20 Ashford Ln - East Exit	U	-	-	373	Inf	Inf	0.0%	373
5/1	High St South Exit	U	-	-	158	Inf	Inf	0.0%	158
6/1	A20 Ashford Rd West Exit	U	-	-	12	Inf	Inf	0.0%	12
7/1	High St North Left Ahead Right	O	24	-	51	1846	699	7.3%	51
8/1	High St North Exit	U	-	-	47	Inf	Inf	0.0%	47
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: J34 A20 Ashford Rd Internal	**-**	**0**	**3.0**	**0.9**	**4.0**	**-**	**-**	**-**	**-**
J34_internal_junction	**-**	**0**	**3.0**	**0.9**	**4.0**	**-**	**-**	**-**	**-**
1/1	160	0	1.0	0.4	1.4	30.7	2.5	0.4	2.9
2/1	278	0	1.2	0.4	1.6	20.7	3.7	0.4	4.1
3/1	101	0	0.6	0.2	0.8	28.7	1.5	0.2	1.7
4/1	373	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	158	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	12	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	51	0	0.2	0.0	0.2	15.9	0.6	0.0	0.6
8/1	47	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 - 14/1099 PRC for Signalled Lanes (%): 115.3 Total Delay for Signalled Lanes (pcuHr): 3.99 Cycle Time (s): 66
PRC Over All Lanes (%): 115.3 Total Delay Over All Lanes(pcuHr): 3.99

Full Input Data And Results

Scenario 2: 'DS 2037 PM' (FG8: 'PM Peak 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)
Network: J34 A20 Ashford Rd Internal	-	-	-	-	-	-	-	**42.0%**	-
J34_internal_junction	-	-	-	-	-	-	-	**42.0%**	-
1/1	A20 Ashford Rd Westbound Left Ahead Right	O	16	-	188	1824	470	40.0%	188
2/1	High St South Right Left Ahead	O	21	-	266	1898	633	42.0%	266
3/1	A20 Ahsford Rd Eastbound Ahead Right Left	O	15	-	58	1950	473	12.3%	58
4/1	A20 Ashford Ln - East Exit	U	-	-	243	Inf	Inf	0.0%	243
5/1	High St South Exit	U	-	-	180	Inf	Inf	0.0%	180
6/1	A20 Ashford Rd West Exit	U	-	-	27	Inf	Inf	0.0%	27
7/1	High St North Left Ahead Right	O	21	-	32	1869	623	5.1%	32
8/1	High St North Exit	U	-	-	94	Inf	Inf	0.0%	94
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: J34 A20 Ashford Rd Internal	**-**	**0**	**2.8**	**0.8**	**3.6**	**-**	**-**	**-**	**-**
J34_internal_junction	**-**	**0**	**2.8**	**0.8**	**3.6**	**-**	**-**	**-**	**-**
1/1	188	0	1.1	0.3	1.4	26.7	2.8	0.3	3.2
2/1	266	0	1.3	0.4	1.7	22.3	3.8	0.4	4.1
3/1	58	0	0.3	0.1	0.4	24.8	0.8	0.1	0.9
4/1	243	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	180	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	27	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	32	0	0.1	0.0	0.2	18.0	0.4	0.0	0.4
8/1	94	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 - 14/1099 PRC for Signalled Lanes (%): 114.1 Total Delay for Signalled Lanes (pcuHr): 3.61 Cycle Time (s): 66
PRC Over All Lanes (%): 114.1 Total Delay Over All Lanes(pcuHr): 3.61

Full Input Data And Results

Scenario 3: 'DS 2044 AM' (FG9: 'AM Peak 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)
Network: J34 A20 Ashford Rd Internal	-	-	-	-	-	-	-	**43.2%**	-
J34_internal_junction	-	-	-	-	-	-	-	**43.2%**	-
1/1	A20 Ashford Rd Westbound Left Ahead Right	O	11	-	141	1824	332	42.5%	141
2/1	High St South Right Left Ahead	O	26	-	321	1883	742	43.2%	321
3/1	A20 Ahsford Rd Eastbound Ahead Right Left	O	10	-	89	1979	330	27.0%	89
4/1	A20 Ashford Ln - East Exit	U	-	-	387	Inf	Inf	0.0%	387
5/1	High St South Exit	U	-	-	122	Inf	Inf	0.0%	122
6/1	A20 Ashford Rd West Exit	U	-	-	21	Inf	Inf	0.0%	21
7/1	High St North Left Ahead Right	O	26	-	45	1837	752	6.0%	45
8/1	High St North Exit	U	-	-	66	Inf	Inf	0.0%	66
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: J34 A20 Ashford Rd Internal	**-**	**0**	**2.9**	**1.0**	**4.0**	**-**	**-**	**-**	**-**
J34_internal_junction	**-**	**0**	**2.9**	**1.0**	**4.0**	**-**	**-**	**-**	**-**
1/1	141	0	0.9	0.4	1.3	33.6	2.3	0.4	2.6
2/1	321	0	1.2	0.4	1.7	19.0	4.2	0.4	4.6
3/1	89	0	0.6	0.2	0.8	31.5	1.4	0.2	1.6
4/1	387	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	122	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	21	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	45	0	0.1	0.0	0.2	14.4	0.5	0.0	0.5
8/1	66	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 - 14/1099 PRC for Signalled Lanes (%): 108.1 Total Delay for Signalled Lanes (pcuHr): 3.97 Cycle Time (s): 66
PRC Over All Lanes (%): 108.1 Total Delay Over All Lanes(pcuHr): 3.97

Full Input Data And Results

Scenario 4: 'DS 2044 PM' (FG10: 'PM Peak 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)
Network: J34 A20 Ashford Rd Internal	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**41.3%**	**-**
J34_internal_junction	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**41.3%**	**-**
1/1	A20 Ashford Rd Westbound Left Ahead Right	O	26	-	310	1835	751	41.3%	310
2/1	High St South Right Left Ahead	O	11	-	140	1958	356	39.3%	140
3/1	A20 Ahsford Rd Eastbound Ahead Right Left	O	25	-	82	1979	780	10.5%	82
4/1	A20 Ashford Ln - East Exit	U	-	-	121	Inf	Inf	0.0%	121
5/1	High St South Exit	U	-	-	231	Inf	Inf	0.0%	231
6/1	A20 Ashford Rd West Exit	U	-	-	53	Inf	Inf	0.0%	53
7/1	High St North Left Ahead Right	O	11	-	22	1846	336	6.6%	22
8/1	High St North Exit	U	-	-	149	Inf	Inf	0.0%	149
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: J34 A20 Ashford Rd Internal	**-**	**0**	**2.5**	**0.8**	**3.3**	**-**	**-**	**-**	**-**
J34_internal_junction	**-**	**0**	**2.5**	**0.8**	**3.3**	**-**	**-**	**-**	**-**
1/1	310	0	1.2	0.4	1.6	18.0	4.0	0.4	4.3
2/1	140	0	0.9	0.3	1.2	32.1	2.3	0.3	2.6
3/1	82	0	0.3	0.1	0.3	15.3	0.9	0.1	1.0
4/1	121	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	231	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	53	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	22	0	0.1	0.0	0.2	28.2	0.3	0.0	0.4
8/1	149	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 - 14/1099 PRC for Signalled Lanes (%): 117.9 Total Delay for Signalled Lanes (pcuHr): 3.32 Cycle Time (s): 66
PRC Over All Lanes (%): 117.9 Total Delay Over All Lanes(pcuHr): 3.32

Full Input Data And Results

Scenario 5: 'DS 2046 AM' (FG11: 'AM Peak 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)
Network: J34 A20 Ashford Rd Internal	-	-	-	-	-	-	-	**58.6%**	-
J34_internal_junction	-	-	-	-	-	-	-	**58.6%**	-
1/1	A20 Ashford Rd Westbound Left Ahead Right	O	11	-	184	1819	331	55.6%	184
2/1	High St South Right Left Ahead	O	26	-	390	1874	666	58.6%	390
3/1	A20 Ahsford Rd Eastbound Ahead Right Left	O	10	-	78	1977	330	23.7%	78
4/1	A20 Ashford Ln - East Exit	U	-	-	470	Inf	Inf	0.0%	470
5/1	High St South Exit	U	-	-	167	Inf	Inf	0.0%	167
6/1	A20 Ashford Rd West Exit	U	-	-	22	Inf	Inf	0.0%	22
7/1	High St North Left Ahead Right	O	26	-	49	1841	753	6.5%	49
8/1	High St North Exit	U	-	-	42	Inf	Inf	0.0%	42
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: J34 A20 Ashford Rd Internal	**-**	**0**	**3.5**	**1.5**	**5.2**	**-**	**-**	**-**	**-**
J34_internal_junction	**-**	**0**	**3.5**	**1.5**	**5.2**	**-**	**-**	**-**	**-**
1/1	184	0	1.3	0.6	1.9	36.8	3.1	0.6	3.7
2/1	390	0	1.6	0.7	2.5	22.7	5.3	0.7	6.0
3/1	78	0	0.5	0.2	0.7	31.1	1.2	0.2	1.4
4/1	470	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	167	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	22	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	49	0	0.2	0.0	0.2	14.4	0.5	0.0	0.6
8/1	42	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 - 14/1099 PRC for Signalled Lanes (%): 53.6 Total Delay for Signalled Lanes (pcuHr): 5.22 Cycle Time (s): 66
PRC Over All Lanes (%): 53.6 Total Delay Over All Lanes(pcuHr): 5.22

Full Input Data And Results

Scenario 6: 'DS 2046 PM' (FG12: 'PM Peak 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)
Network: J34 A20 Ashford Rd Internal	-	-	-	-	-	-	-	**45.9%**	-
J34_internal_junction	-	-	-	-	-	-	-	**45.9%**	-
1/1	A20 Ashford Rd Westbound Left Ahead Right	O	24	-	318	1835	695	45.8%	318
2/1	High St South Right Left Ahead	O	13	-	188	1932	410	45.9%	188
3/1	A20 Ahsford Rd Eastbound Ahead Right Left	O	23	-	77	1977	719	10.7%	77
4/1	A20 Ashford Ln - East Exit	U	-	-	167	Inf	Inf	0.0%	167
5/1	High St South Exit	U	-	-	241	Inf	Inf	0.0%	241
6/1	A20 Ashford Rd West Exit	U	-	-	55	Inf	Inf	0.0%	55
7/1	High St North Left Ahead Right	O	13	-	26	1858	394	6.6%	26
8/1	High St North Exit	U	-	-	146	Inf	Inf	0.0%	146
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: J34 A20 Ashford Rd Internal	**-**	**0**	**3.0**	**0.9**	**3.9**	**-**	**-**	**-**	**-**
J34_internal_junction	**-**	**0**	**3.0**	**0.9**	**3.9**	**-**	**-**	**-**	**-**
1/1	318	0	1.4	0.4	1.8	20.2	4.3	0.4	4.7
2/1	188	0	1.2	0.4	1.6	30.9	3.0	0.4	3.4
3/1	77	0	0.3	0.1	0.4	16.9	0.9	0.1	1.0
4/1	167	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	241	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	55	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	26	0	0.2	0.0	0.2	25.8	0.4	0.0	0.4
8/1	146	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-

C1 - 14/1099 PRC for Signalled Lanes (%): 96.2 Total Delay for Signalled Lanes (pcuHr): 3.95 Cycle Time (s): 66
PRC Over All Lanes (%): 96.2 Total Delay Over All Lanes(pcuHr): 3.95

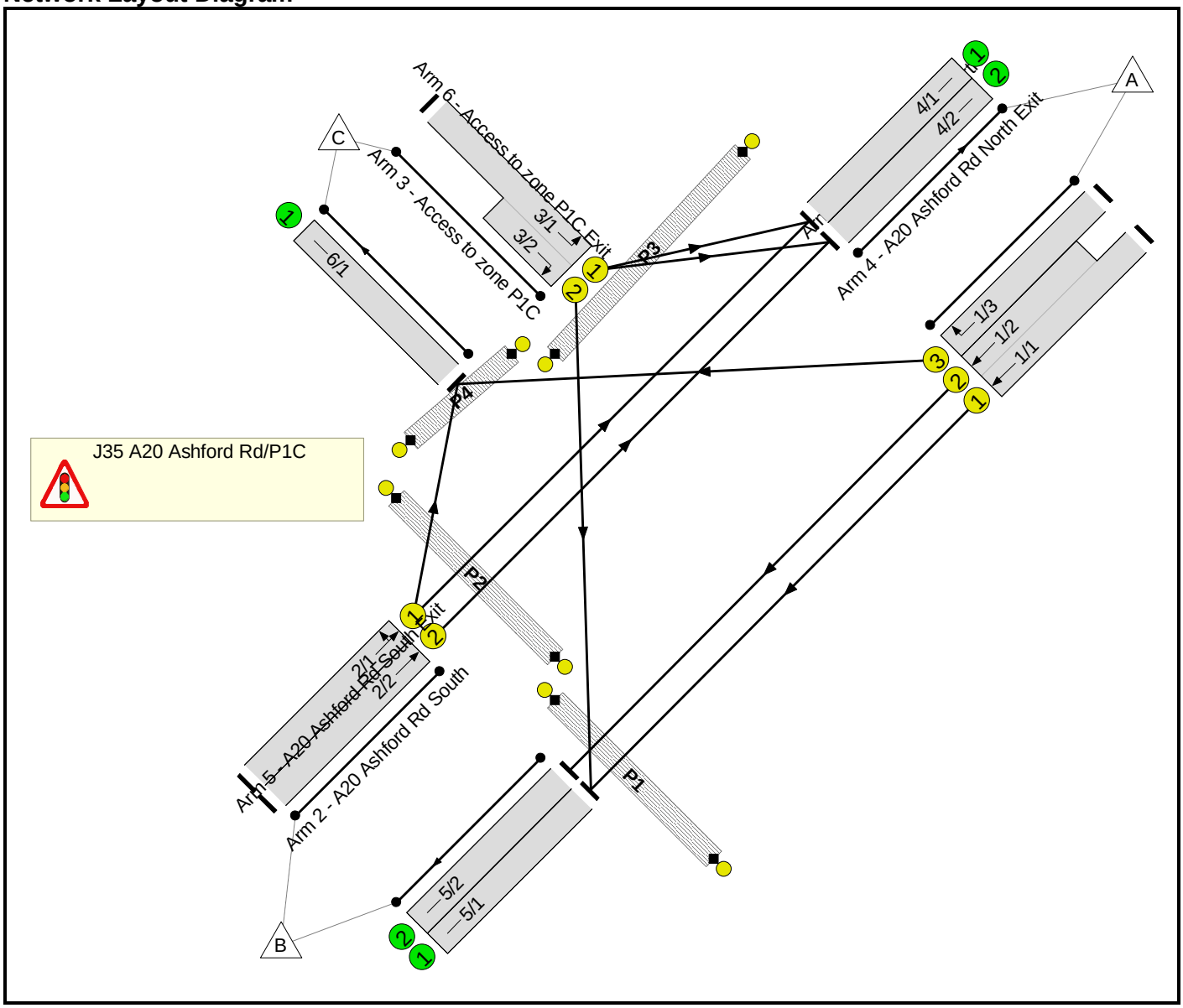
P.44 J35 A20 Ashford Rd_Access to zone P1C

Full Input Data And Results

User and Project Details

Project:	**Otterpool Park**
Title:	**J35 A20 Ashford Park (Access to zone P1C)**
Location:	
Additional detail:	
File name:	J35_A20 Ashford Rd_Access to zone P1C.lsg3x
Author:	Jonathan Gunasekera
Company:	ARCADIS UK
Address:	

Network Layout Diagram



Full Input Data And Results

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	Traffic	1		-9999	7
D	Traffic	1		-9999	7
E	Traffic	1		-9999	7
F	Pedestrian	1		-9999	6
G	Pedestrian	1		-9999	6
H	Pedestrian	1		-9999	6
I	Pedestrian	1		-9999	6

Phase Intergreens Matrix

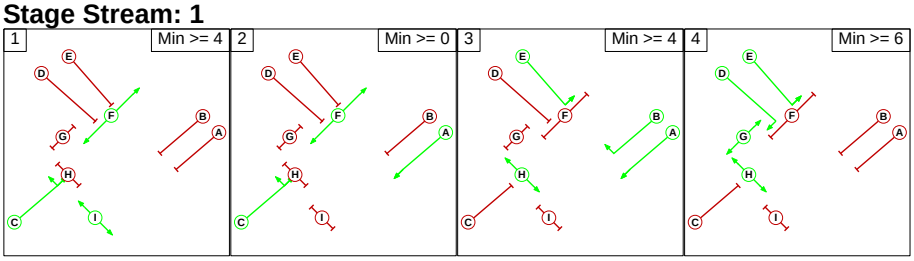
		Starting Phase								
		A	B	C	D	E	F	G	H	I
Terminating Phase	A		-	-	6	-	-	-	-	7
	B	-		6	6	-	-	7	-	-
	C	-	6		5	6	-	6	5	-
	D	6	6	6		-	5	-	-	7
	E	-	-	5	-		5	-	-	-
	F	-	-	-	9	9		-	-	-
	G	-	8	8	-	-	-		-	-
	H	-	-	9	-	-	-	-		-
	I	8	-	-	8	-	-	-	-	

Phases in Stage

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

Stage Diagram

Stage Stream: 1



Full Input Data And Results

Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
4	1	D	Losing	3	3
4	1	E	Losing	4	4

Traffic Flows, Desired

Scenario 1: 'DS 2037 AM' (FG11: 'DS 2037 AM_it6', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	792	371	1163
	B	978	0	49	1027
	C	524	13	0	537
	Tot.	1502	805	420	2727

Scenario 2: 'DS 2037 PM' (FG12: 'DS 2037 PM_it6', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	886	419	1305
	B	646	0	11	657
	C	699	32	0	731
	Tot.	1345	918	430	2693

Scenario 3: 'DS 2044 AM' (FG7: 'DS 2044 AM_it6', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	742	505	1247
	B	1167	0	18	1185
	C	706	16	0	722
	Tot.	1873	758	523	3154

Scenario 4: 'DS 2044 PM' (FG8: 'DS 2044 PM_it6', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	1133	662	1795
	B	493	0	9	502
	C	729	17	0	746
	Tot.	1222	1150	671	3043

Full Input Data And Results

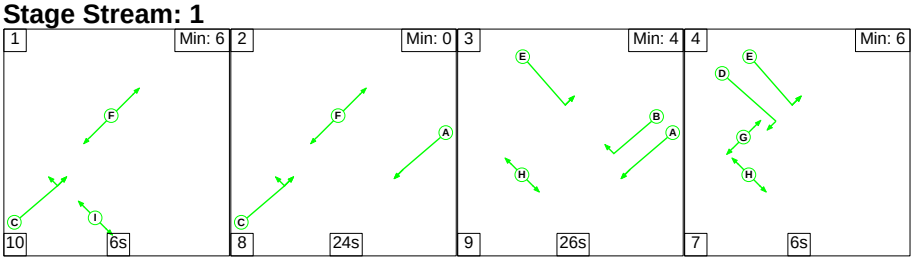
Scenario 5: 'DS 2046 AM' (FG9: 'DS 2046 AM_it6', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	785	478	1263
	B	1259	0	15	1274
	C	705	14	0	719
	Tot.	1964	799	493	3256

Scenario 6: 'DS 2046 PM' (FG10: 'DS 2046 PM_it6', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	1223	673	1896
	B	578	0	9	587
	C	712	17	0	729
	Tot.	1290	1240	682	3212

Scenario 1: 'DS 2037 AM' (FG11: 'DS 2037 AM_it6', Plan 1: 'Network Control Plan 1')
Stage Sequence Diagram
Stage Stream: 1

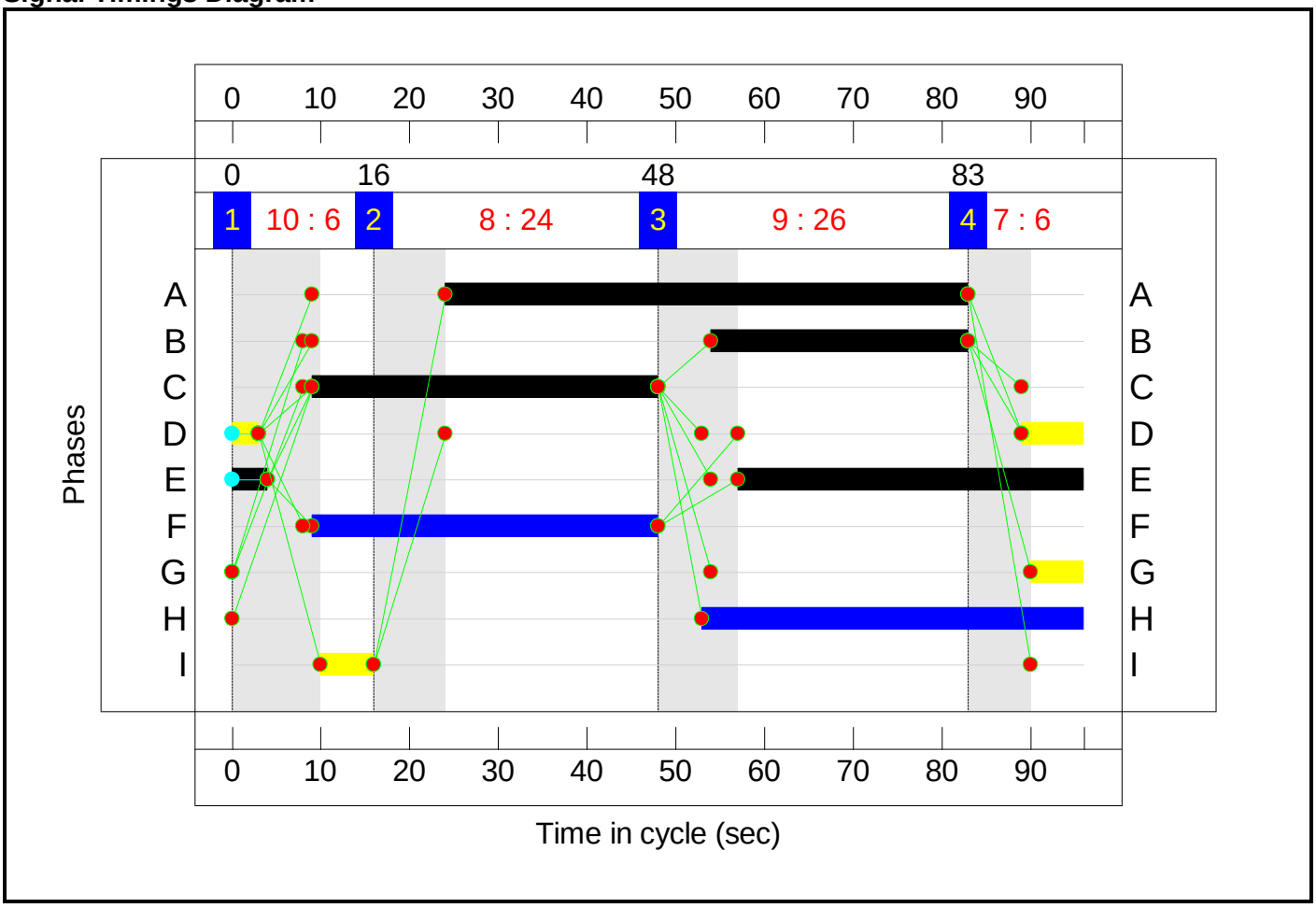


Stage Timings
Stage Stream: 1

Stage	1	2	3	4
Duration	6	24	26	6
Change Point	0	16	48	83

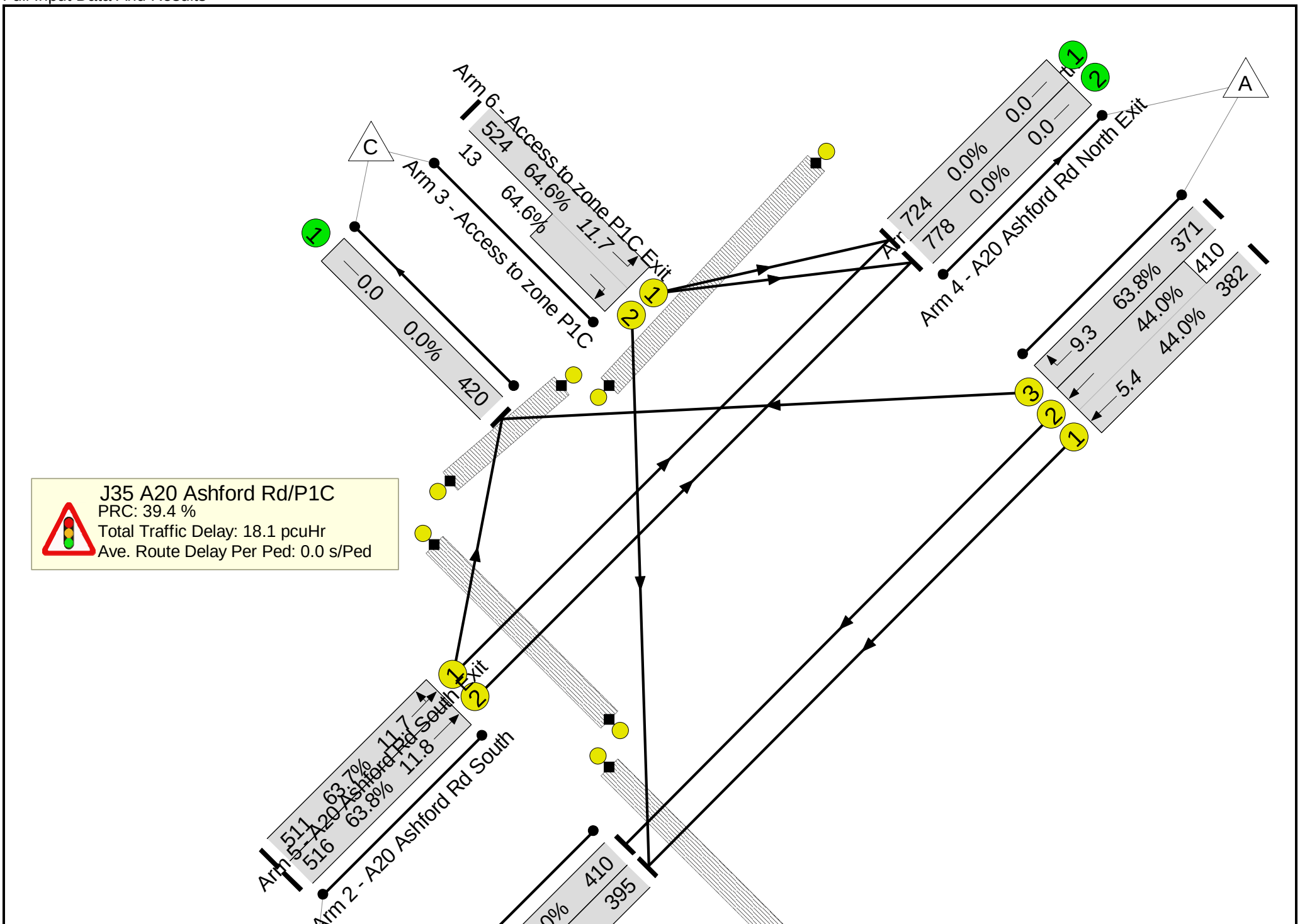
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


J35 A20 Ashford Rd/P1C
PRC: 39.4 %
Total Traffic Delay: 18.1 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
Arm 6 - Access to zone P1C Exit
524 64.6% 11.7
13 64.6%
Arm 3 - Access to zone P1C
0.0 0.0% 420
Arm 4 - A20 Ashford Rd North Exit
724 0.0% 0.0
778 0.0% 0.0
9.3 63.8% 371
5.4 44.0% 382
410
Arm 5 - A20 Ashford Rd South Exit
511 63.7% 11.7
516 63.8% 11.8
Arm 2 - A20 Ashford Rd South
410
395
C
A

Network Results

Scenario 1: 'DS 2037 AM' (FG11: 'DS 2037 AM_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)
Network: J35 A20 Ashford Park (Access to zone P1C)	-	-	-	-	-	-	-	**64.6%**	-
J35 A20 Ashford Rd/P1C	-	-	-	-	-	-	-	**64.6%**	-
1/1+1/2	A20 Ashford Rd North Ahead	U	59	-	792	1940:2080	867+931	44.0 : 44.0%	792
1/3	A20 Ashford Rd North Right	U	29	-	371	1860	581	63.8%	371
2/1	A20 Ashford Rd South Ahead Left	U	39	-	511	1926	803	63.7%	511
2/2	A20 Ashford Rd South Ahead	U	39	-	516	1940	808	63.8%	516
3/1+3/2	Access to zone P1C Left Right	U	43:10	-	537	1805:1860	812+20	64.6 : 64.6%	537
4/1	A20 Ashford Rd North Exit	U	-	-	724	Inf	Inf	0.0%	724
4/2	A20 Ashford Rd North Exit	U	-	-	778	Inf	Inf	0.0%	778
5/1	A20 Ashford Rd South Exit	U	-	-	395	Inf	Inf	0.0%	395
5/2	A20 Ashford Rd South Exit	U	-	-	410	Inf	Inf	0.0%	410
6/1	Access to zone P1C Exit	U	-	-	420	Inf	Inf	0.0%	420
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	43	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	39	-	0	-	0	0.0%	0
Ped Link: P4	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: J35 A20 Ashford Park (Access to zone P1C)	**-**	**0**	**14.2**	**3.9**	**18.1**	**-**	**-**	**-**	**-**
J35 A20 Ashford Rd/P1C	**-**	**0**	**14.2**	**3.9**	**18.1**	**-**	**-**	**-**	**-**
1/1+1/2	792	-	1.9	0.4	2.2 (1.1+1.2)	10.2 (10.2:10.2)	5.0	0.4	5.4
1/3	371	-	2.9	0.9	3.8	36.8	8.5	0.9	9.3
2/1	511	-	3.2	0.9	4.0	28.4	10.8	0.9	11.7
2/2	516	-	3.2	0.9	4.1	28.4	10.9	0.9	11.8
3/1+3/2	537	-	3.0	0.9	3.9 (3.8+0.2)	26.4 (26.0:44.1)	10.8	0.9	11.7
4/1	724	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/2	778	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	395	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	410	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	420	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-
Ped Link: P4	0	-	-	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 39.4 Total Delay for Signalled Lanes (pcuHr): 18.07 Cycle Time (s): 96
PRC Over All Lanes (%): 39.4 Total Delay Over All Lanes(pcuHr): 18.07

Full Input Data And Results

Scenario 2: 'DS 2037 PM' (FG12: 'DS 2037 PM_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)
Network: J35 A20 Ashford Park (Access to zone P1C)	-	-	-	-	-	-	-	**65.4%**	-
J35 A20 Ashford Rd/P1C	-	-	-	-	-	-	-	**65.4%**	-
1/1+1/2	A20 Ashford Rd North Ahead	U	59	-	886	1940:2080	870+930	49.2 : 49.2%	886
1/3	A20 Ashford Rd North Right	U	44	-	419	1860	872	48.1%	419
2/1	A20 Ashford Rd South Ahead Left	U	24	-	327	1935	504	64.9%	327
2/2	A20 Ashford Rd South Ahead	U	24	-	330	1940	505	65.3%	330
3/1+3/2	Access to zone P1C Left Right	U	58:10	-	731	1805:1860	1070+49	65.4 : 65.4%	731
4/1	A20 Ashford Rd North Exit	U	-	-	665	Inf	Inf	0.0%	665
4/2	A20 Ashford Rd North Exit	U	-	-	680	Inf	Inf	0.0%	680
5/1	A20 Ashford Rd South Exit	U	-	-	460	Inf	Inf	0.0%	460
5/2	A20 Ashford Rd South Exit	U	-	-	458	Inf	Inf	0.0%	458
6/1	Access to zone P1C Exit	U	-	-	430	Inf	Inf	0.0%	430
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	58	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	24	-	0	-	0	0.0%	0
Ped Link: P4	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: J35 A20 Ashford Park (Access to zone P1C)	**-**	**0**	**12.6**	**3.7**	**16.3**	**-**	**-**	**-**	**-**
J35 A20 Ashford Rd/P1C	**-**	**0**	**12.6**	**3.7**	**16.3**	**-**	**-**	**-**	**-**
1/1+1/2	886	-	2.1	0.5	2.6 (1.3+1.4)	10.6 (10.6:10.6)	5.9	0.5	6.3
1/3	419	-	2.0	0.5	2.5	21.5	7.6	0.5	8.0
2/1	327	-	2.9	0.9	3.8	41.7	7.7	0.9	8.6
2/2	330	-	2.9	0.9	3.8	41.8	7.8	0.9	8.7
3/1+3/2	731	-	2.6	0.9	3.6 (3.2+0.4)	17.5 (16.4:43.0)	12.2	0.9	13.1
4/1	665	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/2	680	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	460	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	458	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	430	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-
Ped Link: P4	0	-	-	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 37.7 Total Delay for Signalled Lanes (pcuHr): 16.29 Cycle Time (s): 96
PRC Over All Lanes (%): 37.7 Total Delay Over All Lanes(pcuHr): 16.29

Full Input Data And Results

Scenario 3: 'DS 2044 AM' (FG7: 'DS 2044 AM_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)
Network: J35 A20 Ashford Park (Access to zone P1C)	-	-	-	-	-	-	-	**81.3%**	-
J35 A20 Ashford Rd/P1C	-	-	-	-	-	-	-	**81.3%**	-
1/1+1/2	A20 Ashford Rd North Ahead	U	59	-	742	1940:2080	868+931	41.2 : 41.2%	742
1/3	A20 Ashford Rd North Right	U	32	-	505	1860	639	79.0%	505
2/1	A20 Ashford Rd South Ahead Left	U	36	-	591	1936	746	79.2%	591
2/2	A20 Ashford Rd South Ahead	U	36	-	594	1940	748	79.4%	594
3/1+3/2	Access to zone P1C Left Right	U	46:10	-	722	1805:1860	868+20	81.3 : 81.3%	722
4/1	A20 Ashford Rd North Exit	U	-	-	926	Inf	Inf	0.0%	926
4/2	A20 Ashford Rd North Exit	U	-	-	947	Inf	Inf	0.0%	947
5/1	A20 Ashford Rd South Exit	U	-	-	374	Inf	Inf	0.0%	374
5/2	A20 Ashford Rd South Exit	U	-	-	384	Inf	Inf	0.0%	384
6/1	Access to zone P1C Exit	U	-	-	523	Inf	Inf	0.0%	523
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	46	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	36	-	0	-	0	0.0%	0
Ped Link: P4	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: J35 A20 Ashford Park (Access to zone P1C)	**-**	**0**	**18.5**	**8.0**	**26.6**	**-**	**-**	**-**	**-**
J35 A20 Ashford Rd/P1C	**-**	**0**	**18.5**	**8.0**	**26.6**	**-**	**-**	**-**	**-**
1/1+1/2	742	-	1.7	0.4	2.1 (1.0+1.1)	10.0 (10.0:10.0)	4.7	0.4	5.0
1/3	505	-	4.0	1.8	5.8	41.4	12.1	1.8	13.9
2/1	591	-	4.3	1.9	6.1	37.4	13.8	1.9	15.6
2/2	594	-	4.3	1.9	6.2	37.6	14.0	1.9	15.9
3/1+3/2	722	-	4.2	2.1	6.3 (6.1+0.2)	31.7 (31.3:48.7)	16.1	2.1	18.3
4/1	926	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/2	947	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	374	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	384	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	523	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-
Ped Link: P4	0	-	-	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 10.7 Total Delay for Signalled Lanes (pcuHr): 26.56 Cycle Time (s): 96
PRC Over All Lanes (%): 10.7 Total Delay Over All Lanes(pcuHr): 26.56

Full Input Data And Results

Scenario 4: 'DS 2044 PM' (FG8: 'DS 2044 PM_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)
Network: J35 A20 Ashford Park (Access to zone P1C)	-	-	-	-	-	-	-	**67.0%**	-
J35 A20 Ashford Rd/P1C	-	-	-	-	-	-	-	**67.0%**	-
1/1+1/2	A20 Ashford Rd North Ahead	U	59	-	1133	1940:2080	869+931	63.0 : 63.0%	1133
1/3	A20 Ashford Rd North Right	U	50	-	662	1860	988	67.0%	662
2/1	A20 Ashford Rd South Ahead Left	U	18	-	250	1935	383	65.3%	250
2/2	A20 Ashford Rd South Ahead	U	18	-	252	1940	384	65.6%	252
3/1+3/2	Access to zone P1C Left Right	U	64:10	-	746	1805:1860	1199+28	60.8 : 60.8%	746
4/1	A20 Ashford Rd North Exit	U	-	-	605	Inf	Inf	0.0%	605
4/2	A20 Ashford Rd North Exit	U	-	-	617	Inf	Inf	0.0%	617
5/1	A20 Ashford Rd South Exit	U	-	-	564	Inf	Inf	0.0%	564
5/2	A20 Ashford Rd South Exit	U	-	-	586	Inf	Inf	0.0%	586
6/1	Access to zone P1C Exit	U	-	-	671	Inf	Inf	0.0%	671
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	64	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	18	-	0	-	0	0.0%	0
Ped Link: P4	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: J35 A20 Ashford Park (Access to zone P1C)	**-**	**0**	**12.8**	**4.5**	**17.3**	**-**	**-**	**-**	**-**
J35 A20 Ashford Rd/P1C	**-**	**0**	**12.8**	**4.5**	**17.3**	**-**	**-**	**-**	**-**
1/1+1/2	1133	-	3.0	0.8	3.8 (1.8+2.0)	12.1 (12.1:12.1)	8.1	0.8	9.0
1/3	662	-	3.0	1.0	4.0	21.9	12.7	1.0	13.7
2/1	250	-	2.5	0.9	3.4	48.8	6.1	0.9	7.0
2/2	252	-	2.5	0.9	3.4	48.9	6.2	0.9	7.1
3/1+3/2	746	-	1.9	0.8	2.7 (2.5+0.2)	12.9 (12.2:41.8)	10.7	0.8	11.4
4/1	605	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/2	617	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	564	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	586	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	671	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-
Ped Link: P4	0	-	-	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 34.3 Total Delay for Signalled Lanes (pcuHr): 17.31 Cycle Time (s): 96
PRC Over All Lanes (%): 34.3 Total Delay Over All Lanes(pcuHr): 17.31

Full Input Data And Results

Scenario 5: 'DS 2046 AM' (FG9: 'DS 2046 AM_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)
Network: J35 A20 Ashford Park (Access to zone P1C)	-	-	-	-	-	-	-	**83.1%**	-
J35 A20 Ashford Rd/P1C	-	-	-	-	-	-	-	**83.1%**	-
1/1+1/2	A20 Ashford Rd North Ahead	U	59	-	785	1940:2080	869+931	43.6 : 43.6%	785
1/3	A20 Ashford Rd North Right	U	31	-	478	1860	620	77.1%	478
2/1	A20 Ashford Rd South Ahead Left	U	37	-	636	1937	767	82.9%	636
2/2	A20 Ashford Rd South Ahead	U	37	-	638	1940	768	83.1%	638
3/1+3/2	Access to zone P1C Left Right	U	45:10	-	719	1805:1860	852+17	82.8 : 82.8%	719
4/1	A20 Ashford Rd North Exit	U	-	-	973	Inf	Inf	0.0%	973
4/2	A20 Ashford Rd North Exit	U	-	-	991	Inf	Inf	0.0%	991
5/1	A20 Ashford Rd South Exit	U	-	-	393	Inf	Inf	0.0%	393
5/2	A20 Ashford Rd South Exit	U	-	-	406	Inf	Inf	0.0%	406
6/1	Access to zone P1C Exit	U	-	-	493	Inf	Inf	0.0%	493
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	45	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	37	-	0	-	0	0.0%	0
Ped Link: P4	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: J35 A20 Ashford Park (Access to zone P1C)	**-**	**0**	**19.2**	**9.1**	**28.3**	**-**	**-**	**-**	**-**
J35 A20 Ashford Rd/P1C	**-**	**0**	**19.2**	**9.1**	**28.3**	**-**	**-**	**-**	**-**
1/1+1/2	785	-	1.8	0.4	2.2 (1.1+1.1)	10.2 (10.2:10.2)	5.0	0.4	5.3
1/3	478	-	3.8	1.6	5.5	41.1	11.4	1.6	13.1
2/1	636	-	4.6	2.3	7.0	39.4	15.2	2.3	17.5
2/2	638	-	4.6	2.4	7.0	39.5	15.2	2.4	17.6
3/1+3/2	719	-	4.4	2.3	6.7 (6.5+0.2)	33.5 (33.2:49.7)	16.3	2.3	18.6
4/1	973	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/2	991	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	393	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	406	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	493	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-
Ped Link: P4	0	-	-	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 8.3 Total Delay for Signalled Lanes (pcuHr): 28.32 Cycle Time (s): 96
PRC Over All Lanes (%): 8.3 Total Delay Over All Lanes(pcuHr): 28.32

Full Input Data And Results

Scenario 6: 'DS 2046 PM' (FG10: 'DS 2046 PM_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)
Network: J35 A20 Ashford Park (Access to zone P1C)	-	-	-	-	-	-	-	**70.9%**	-
J35 A20 Ashford Rd/P1C	-	-	-	-	-	-	-	**70.9%**	-
1/1+1/2	A20 Ashford Rd North Ahead	U	59	-	1223	1940:2080	868+931	68.0 : 68.0%	1223
1/3	A20 Ashford Rd North Right	U	48	-	673	1860	949	70.9%	673
2/1	A20 Ashford Rd South Ahead Left	U	20	-	293	1936	424	69.2%	293
2/2	A20 Ashford Rd South Ahead	U	20	-	294	1940	424	69.3%	294
3/1+3/2	Access to zone P1C Left Right	U	62:10	-	729	1805:1860	1161+28	61.3 : 61.3%	729
4/1	A20 Ashford Rd North Exit	U	-	-	640	Inf	Inf	0.0%	640
4/2	A20 Ashford Rd North Exit	U	-	-	650	Inf	Inf	0.0%	650
5/1	A20 Ashford Rd South Exit	U	-	-	607	Inf	Inf	0.0%	607
5/2	A20 Ashford Rd South Exit	U	-	-	633	Inf	Inf	0.0%	633
6/1	Access to zone P1C Exit	U	-	-	682	Inf	Inf	0.0%	682
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	62	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	20	-	0	-	0	0.0%	0
Ped Link: P4	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: J35 A20 Ashford Park (Access to zone P1C)	**-**	**0**	**14.3**	**5.3**	**19.6**	**-**	**-**	**-**	**-**
J35 A20 Ashford Rd/P1C	**-**	**0**	**14.3**	**5.3**	**19.6**	**-**	**-**	**-**	**-**
1/1+1/2	1223	-	3.3	1.1	4.4 (2.1+2.3)	12.8 (12.8:12.8)	9.0	1.1	10.0
1/3	673	-	3.4	1.2	4.6	24.5	13.6	1.2	14.9
2/1	293	-	2.8	1.1	3.9	48.1	7.2	1.1	8.3
2/2	294	-	2.8	1.1	3.9	48.1	7.2	1.1	8.3
3/1+3/2	729	-	2.0	0.8	2.8 (2.6+0.2)	14.0 (13.3:42.0)	10.8	0.8	11.6
4/1	640	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/2	650	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	607	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	633	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	682	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-
Ped Link: P4	0	-	-	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 27.0 Total Delay for Signalled Lanes (pcuHr): 19.61 Cycle Time (s): 96
PRC Over All Lanes (%): 27.0 Total Delay Over All Lanes(pcuHr): 19.61

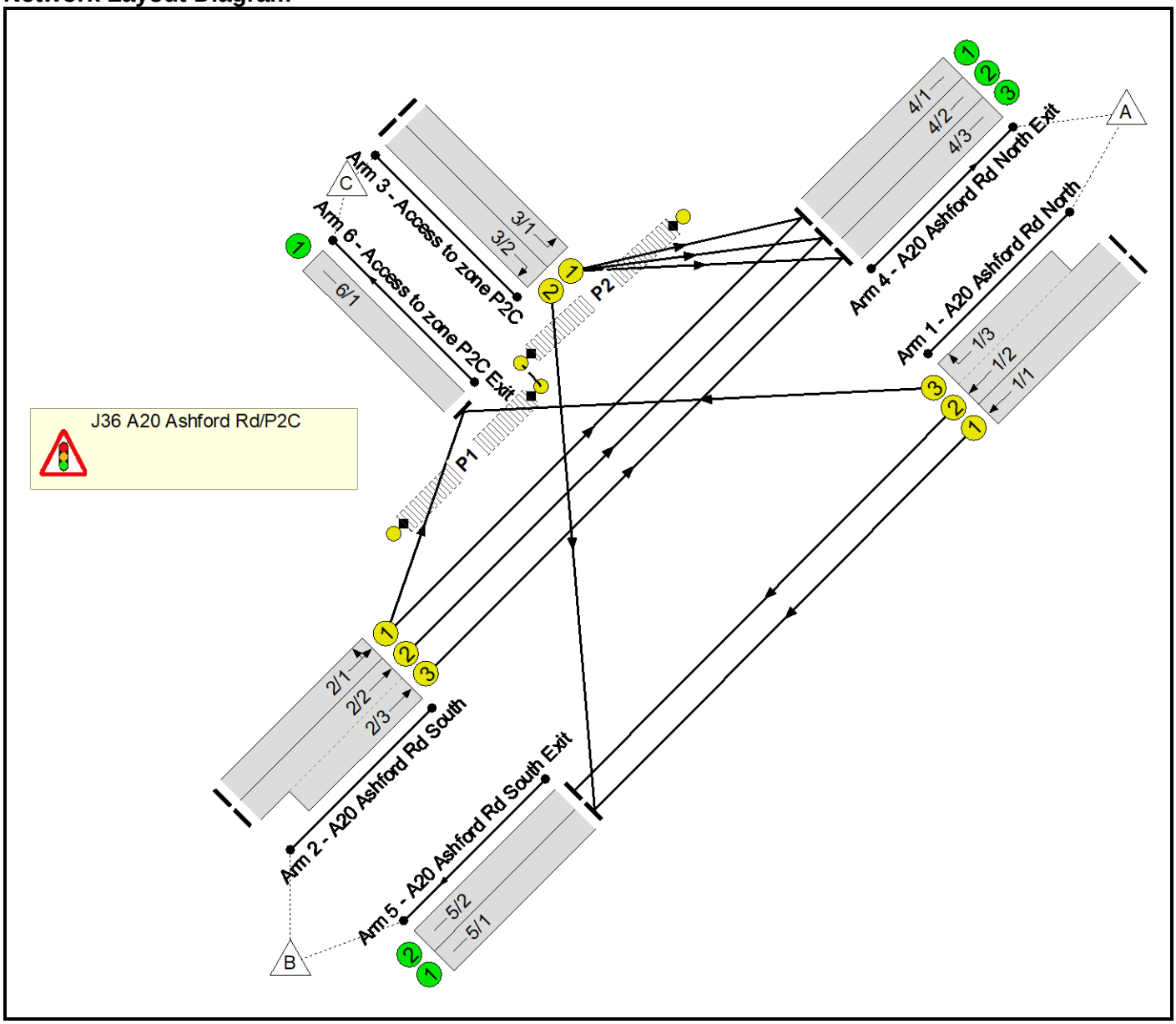
P.45 J36 A20 Ashford Rd Access to zone P2C Business Park

Full Input Data And Results

User and Project Details

Project:	**Otterpool Park**
Title:	**J36 A20 Ashford Rd (Access to zone P2C)**
Location:	
Additional detail:	
File name:	J36_A20 Ashford Rd_Access to zone P2C (Business Park).lsg3x
Author:	Jonathan Gunasekera
Company:	ARCADIS UK
Address:	

Network Layout Diagram



Full Input Data And Results

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	Traffic	1		-9999	7
D	Traffic	1		-9999	7
E	Pedestrian	1		-9999	6
F	Pedestrian	1		-9999	6
G	Traffic	1		-9999	7

Phase Intergreens Matrix

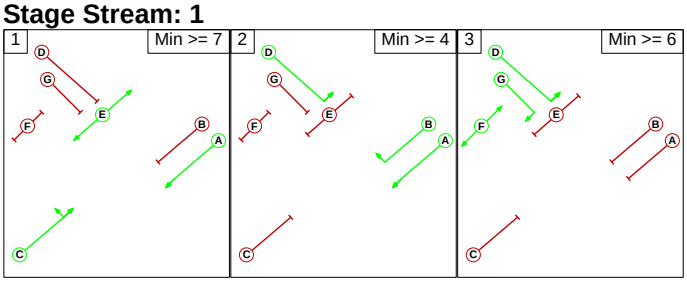
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G
A		-	-	-	-	-	6
B	-		6	-	-	7	6
C	-	6		6	-	6	6
D	-	-	5		5	-	-
E	-	-	-	9		-	9
F	-	8	8	-	-		-
G	6	6	6	-	5	-	

Phases in Stage

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

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	3	A	Losing	1	1
2	3	B	Losing	1	1

Full Input Data And Results

Traffic Flows, Desired

Scenario 1: 'DS 2037 AM' (FG9: 'DS 2037 AM_it6', Plan 1: 'Network Control Plan')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	1127	180	1307
	B	1432	0	70	1502
	C	90	37	0	127
	Tot.	1522	1164	250	2936

Scenario 2: 'DS 2037 PM' (FG10: 'DS 2037 PM_it6', Plan 1: 'Network Control Plan')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	1258	185	1443
	B	1278	0	67	1345
	C	131	47	0	178
	Tot.	1409	1305	252	2966

Scenario 3: 'DS 2044 AM' (FG5: 'DS 2044 AM_it6', Plan 1: 'Network Control Plan')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	1170	573	1743
	B	1651	0	222	1873
	C	136	77	0	213
	Tot.	1787	1247	795	3829

Scenario 4: 'DS 2044 PM' (FG6: 'DS 2044 PM_it6', Plan 1: 'Network Control Plan')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	1594	140	1734
	B	1143	0	78	1221
	C	551	202	0	753
	Tot.	1694	1796	218	3708

Scenario 5: 'DS 2046 AM' (FG7: 'DS 2046 AM_it6', Plan 1: 'Network Control Plan')
Desired Flow :

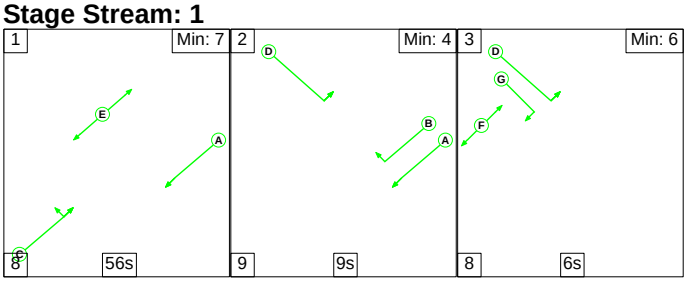
		Destination			
		A	B	C	Tot.
Origin	A	0	1181	578	1759
	B	1736	0	228	1964
	C	141	82	0	223
	Tot.	1877	1263	806	3946

Full Input Data And Results

Scenario 6: 'DS 2046 PM' (FG8: 'DS 2046 PM_it6', Plan 1: 'Network Control Plan')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	1685	133	1818
	B	1194	0	96	1290
	C	551	211	0	762
	Tot.	1745	1896	229	3870

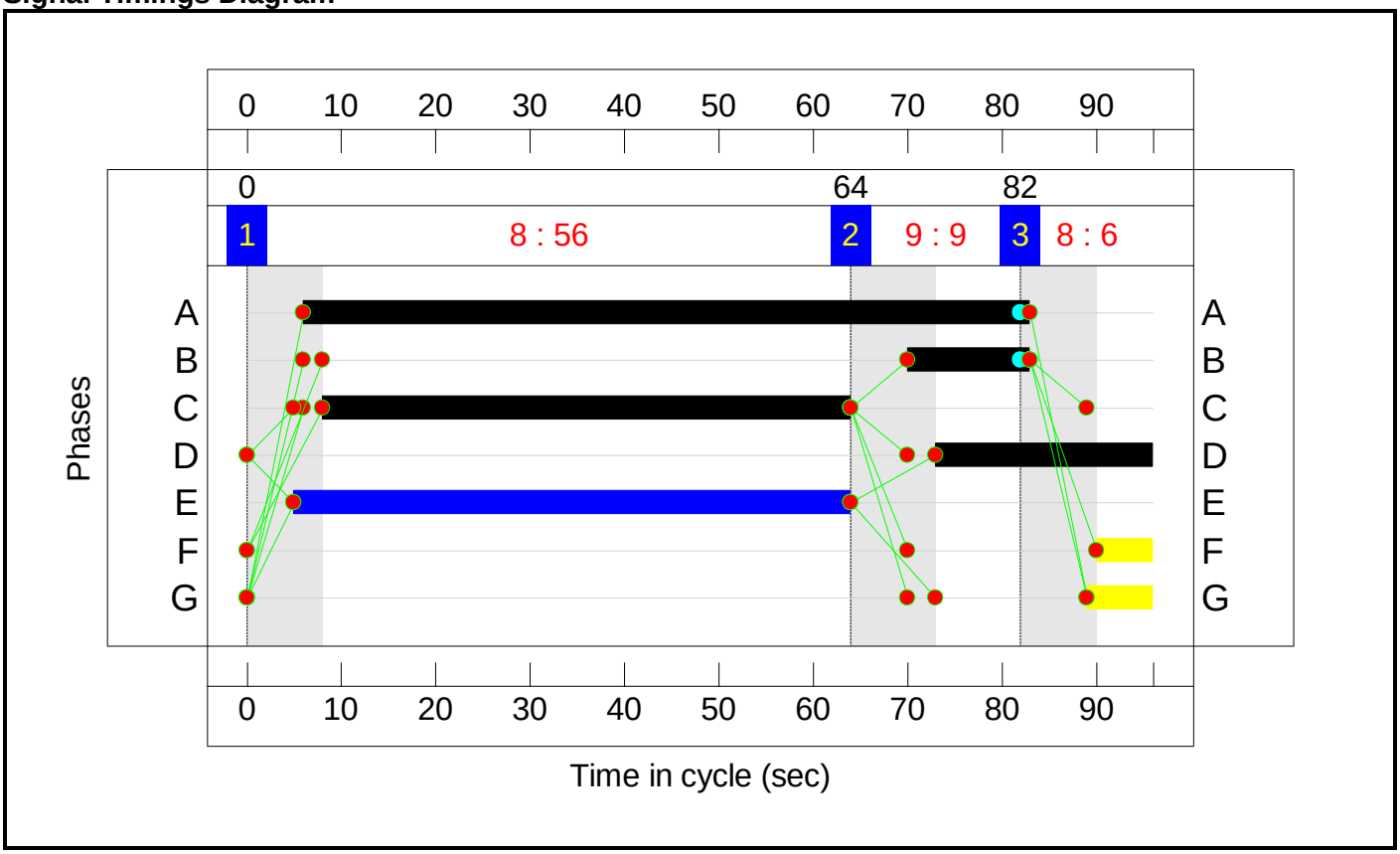
Scenario 1: 'DS 2037 AM' (FG9: 'DS 2037 AM_it6', Plan 1: 'Network Control Plan')
Stage Sequence Diagram
Stage Stream: 1



Stage Timings
Stage Stream: 1

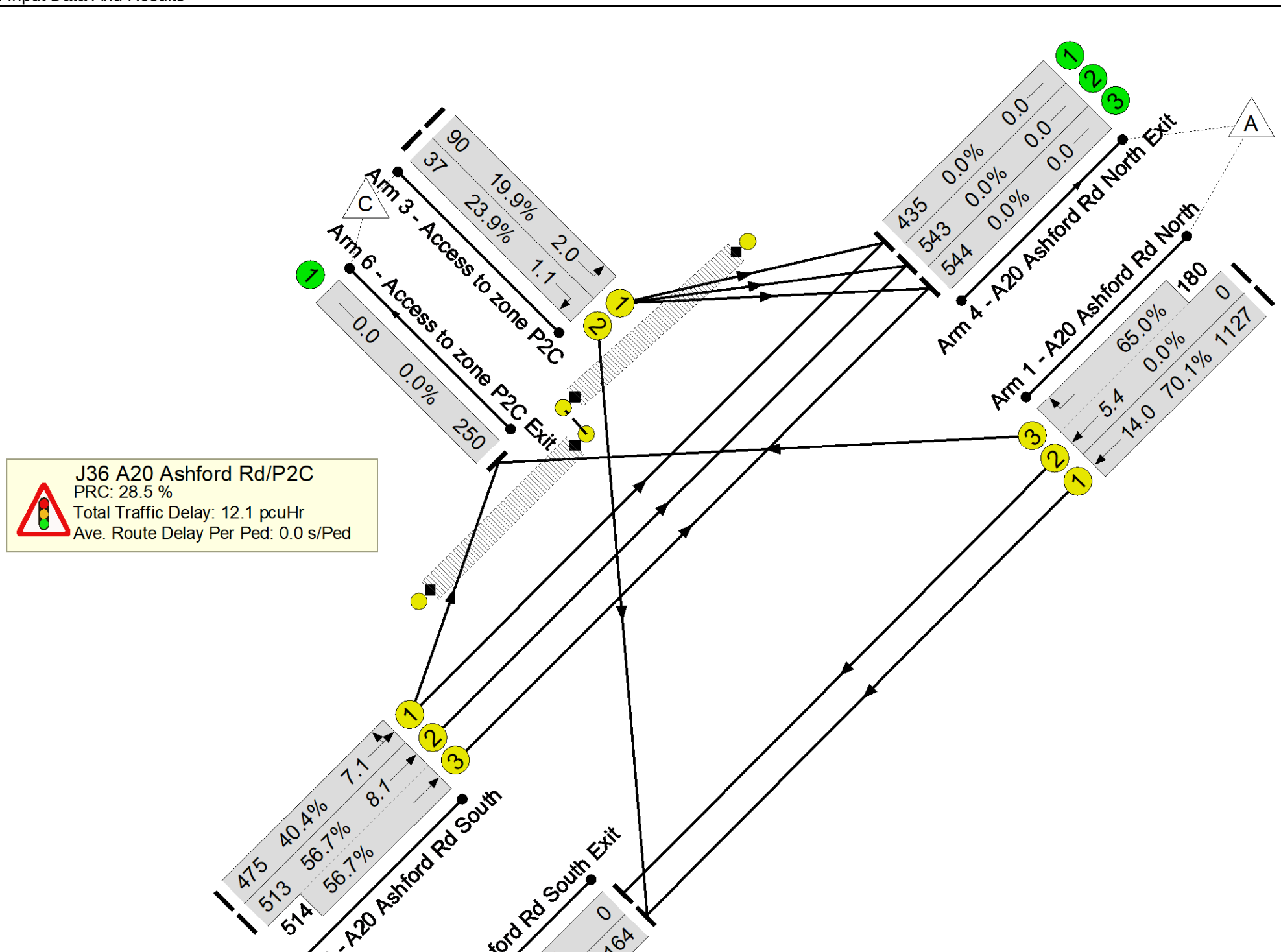
Stage	1	2	3
Duration	56	9	6
Change Point	0	64	82

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


J36 A20 Ashford Rd/P2C
PRC: 28.5 %
Total Traffic Delay: 12.1 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
Arm 3 - Access to zone P2C
Arm 6 - Access to zone P2C Exit
Arm 4 - A20 Ashford Rd North Exit
Arm 1 - A20 Ashford Rd North
Arm 2 - A20 Ashford Rd South
A20 Ashford Rd South Exit
A
C
90
37
19.9%
23.9%
2.0
1.1
0.0
0.0%
250
435
543
544
0.0%
0.0
180
65.0%
0.0%
70.1%
1127
5.4
14.0
475
513
514
40.4%
56.7%
56.7%
7.1
8.1

Network Results

Scenario 1: 'DS 2037 AM' (FG9: 'DS 2037 AM_it6', Plan 1: 'Network Control 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: J36 A20 Ashford Rd (Access to zone P2C)	-	-	-	-	-	-	-	**70.1%**	-
J36 A20 Ashford Rd/P2C	-	-	-	-	-	-	-	**70.1%**	-
1/1	A20 Ashford Rd North Ahead	U	77	-	1127	1980	1609	70.1%	1127
1/2+1/3	A20 Ashford Rd North Ahead Right	U	77:13	-	180	1980:1899	0+277	0.0 : 65.0%	180
2/1	A20 Ashford Rd South Ahead Left	U	56	-	475	1980	1176	40.4%	475
2/2+2/3	A20 Ashford Rd South Ahead	U	56	-	1027	1980:1980	904+906	56.7 : 56.7%	1027
3/1	Access to zone P2C Left	U	23	-	90	1805	451	19.9%	90
3/2	Access to zone P2C Right	U	7	-	37	1860	155	23.9%	37
4/1	A20 Ashford Rd North Exit	U	-	-	435	Inf	Inf	0.0%	435
4/2	A20 Ashford Rd North Exit	U	-	-	543	Inf	Inf	0.0%	543
4/3	A20 Ashford Rd North Exit	U	-	-	544	Inf	Inf	0.0%	544
5/1	A20 Ashford Rd South Exit	U	-	-	1164	Inf	Inf	0.0%	1164
5/2	A20 Ashford Rd South Exit	U	-	-	0	Inf	Inf	0.0%	0
6/1	Access to zone P2C Exit	U	-	-	250	Inf	Inf	0.0%	250
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	59	-	0	-	0	0.0%	0

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: J36 A20 Ashford Rd (Access to zone P2C)	**-**	**0**	**8.7**	**3.3**	**12.1**	**-**	**-**	**-**	**-**
J36 A20 Ashford Rd/P2C	**-**	**0**	**8.7**	**3.3**	**12.1**	**-**	**-**	**-**	**-**
1/1	1127	-	1.2	1.2	2.4	7.6	12.8	1.2	14.0
1/2+1/3	180	-	1.9	0.9	2.8 (0.0+2.8)	56.9 (0.0:56.9)	4.5	0.9	5.4
2/1	475	-	1.4	0.3	1.7	13.0	6.7	0.3	7.1
2/2+2/3	1027	-	3.1	0.7	3.7 (1.9+1.9)	13.0 (13.0:13.0)	7.4	0.7	8.1
3/1	90	-	0.7	0.1	0.8	33.4	1.9	0.1	2.0
3/2	37	-	0.4	0.2	0.6	56.4	0.9	0.2	1.1
4/1	435	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/2	543	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/3	544	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	1164	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	250	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 28.5 Total Delay for Signalled Lanes (pcuHr): 12.07 Cycle Time (s): 96
PRC Over All Lanes (%): 28.5 Total Delay Over All Lanes(pcuHr): 12.07

Full Input Data And Results

Scenario 2: 'DS 2037 PM' (FG10: 'DS 2037 PM_it6', Plan 1: 'Network Control 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: J36 A20 Ashford Rd (Access to zone P2C)	-	-	-	-	-	-	-	**78.2%**	-
J36 A20 Ashford Rd/P2C	-	-	-	-	-	-	-	**78.2%**	-
1/1	A20 Ashford Rd North Ahead	U	77	-	1258	1980	1609	78.2%	1258
1/2+1/3	A20 Ashford Rd North Ahead Right	U	77:14	-	185	1980:1899	0+297	0.0 : 62.3%	185
2/1	A20 Ashford Rd South Ahead Left	U	55	-	415	1980	1155	35.9%	415
2/2+2/3	A20 Ashford Rd South Ahead	U	55	-	930	1980:1980	895+895	51.9 : 51.9%	930
3/1	Access to zone P2C Left	U	24	-	131	1805	470	27.9%	131
3/2	Access to zone P2C Right	U	7	-	47	1860	155	30.3%	47
4/1	A20 Ashford Rd North Exit	U	-	-	391	Inf	Inf	0.0%	391
4/2	A20 Ashford Rd North Exit	U	-	-	509	Inf	Inf	0.0%	509
4/3	A20 Ashford Rd North Exit	U	-	-	509	Inf	Inf	0.0%	509
5/1	A20 Ashford Rd South Exit	U	-	-	1305	Inf	Inf	0.0%	1305
5/2	A20 Ashford Rd South Exit	U	-	-	0	Inf	Inf	0.0%	0
6/1	Access to zone P2C Exit	U	-	-	252	Inf	Inf	0.0%	252
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	58	-	0	-	0	0.0%	0

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: J36 A20 Ashford Rd (Access to zone P2C)	**-**	**0**	**9.2**	**3.8**	**13.0**	**-**	**-**	**-**	**-**
J36 A20 Ashford Rd/P2C	**-**	**0**	**9.2**	**3.8**	**13.0**	**-**	**-**	**-**	**-**
1/1	1258	-	1.6	1.8	3.4	9.7	17.1	1.8	18.9
1/2+1/3	185	-	1.9	0.8	2.8 (0.0+2.8)	53.7 (0.0:53.7)	4.6	0.8	5.4
2/1	415	-	1.2	0.3	1.5	13.0	5.8	0.3	6.0
2/2+2/3	930	-	2.8	0.5	3.4 (1.7+1.7)	13.0 (13.0:13.0)	6.7	0.5	7.3
3/1	131	-	1.0	0.2	1.2	33.6	2.8	0.2	3.0
3/2	47	-	0.5	0.2	0.8	58.0	1.2	0.2	1.4
4/1	391	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/2	509	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/3	509	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	1305	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	252	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 15.1 Total Delay for Signalled Lanes (pcuHr): 12.99 Cycle Time (s): 96
PRC Over All Lanes (%): 15.1 Total Delay Over All Lanes(pcuHr): 12.99

Full Input Data And Results

Scenario 3: 'DS 2044 AM' (FG5: 'DS 2044 AM_it6', Plan 1: 'Network Control 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: J36 A20 Ashford Rd (Access to zone P2C)	-	-	-	-	-	-	-	**89.0%**	-
J36 A20 Ashford Rd/P2C	-	-	-	-	-	-	-	**89.0%**	-
1/1	A20 Ashford Rd North Ahead	U	77	-	1170	1980	1609	72.7%	1170
1/2+1/3	A20 Ashford Rd North Ahead Right	U	77:32	-	573	1980:1899	0+644	0.0 : 89.0%	573
2/1	A20 Ashford Rd South Ahead Left	U	37	-	618	1980	784	78.9%	618
2/2+2/3	A20 Ashford Rd South Ahead	U	37	-	1255	1980:1980	710+709	88.5 : 88.5%	1255
3/1	Access to zone P2C Left	U	42	-	136	1805	808	16.8%	136
3/2	Access to zone P2C Right	U	7	-	77	1860	155	49.7%	77
4/1	A20 Ashford Rd North Exit	U	-	-	442	Inf	Inf	0.0%	442
4/2	A20 Ashford Rd North Exit	U	-	-	673	Inf	Inf	0.0%	673
4/3	A20 Ashford Rd North Exit	U	-	-	672	Inf	Inf	0.0%	672
5/1	A20 Ashford Rd South Exit	U	-	-	1247	Inf	Inf	0.0%	1247
5/2	A20 Ashford Rd South Exit	U	-	-	0	Inf	Inf	0.0%	0
6/1	Access to zone P2C Exit	U	-	-	795	Inf	Inf	0.0%	795
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	40	-	0	-	0	0.0%	0

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: J36 A20 Ashford Rd (Access to zone P2C)	**-**	**0**	**20.9**	**11.1**	**32.0**	**-**	**-**	**-**	**-**
J36 A20 Ashford Rd/P2C	**-**	**0**	**20.9**	**11.1**	**32.0**	**-**	**-**	**-**	**-**
1/1	1170	-	1.3	1.3	2.7	8.2	14.0	1.3	15.3
1/2+1/3	573	-	4.7	3.7	8.4 (0.0+8.4)	52.7 (0.0:52.7)	14.5	3.7	18.1
2/1	618	-	4.4	1.8	6.2	36.1	14.4	1.8	16.2
2/2+2/3	1255	-	8.9	3.7	12.6 (6.3+6.3)	36.2 (36.2:36.2)	14.7	3.7	18.3
3/1	136	-	0.6	0.1	0.7	18.5	2.2	0.1	2.3
3/2	77	-	0.9	0.5	1.4	64.9	1.9	0.5	2.4
4/1	442	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/2	673	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/3	672	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	1247	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	795	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 1.1 Total Delay for Signalled Lanes (pcuHr): 31.95 Cycle Time (s): 96
PRC Over All Lanes (%): 1.1 Total Delay Over All Lanes(pcuHr): 31.95

Full Input Data And Results

Scenario 4: 'DS 2044 PM' (FG6: 'DS 2044 PM_it6', Plan 1: 'Network Control 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: J36 A20 Ashford Rd (Access to zone P2C)	-	-	-	-	-	-	-	**63.7%**	-
J36 A20 Ashford Rd/P2C	-	-	-	-	-	-	-	**63.7%**	-
1/1	A20 Ashford Rd North Ahead	U	68	-	807	1980	1423	56.7%	807
1/2+1/3	A20 Ashford Rd North Ahead Right	U	68:26	-	927	1980:1899	1291+230	61.0 : 61.0%	927
2/1	A20 Ashford Rd South Ahead Left	U	34	-	362	1980	722	50.1%	362
2/2+2/3	A20 Ashford Rd South Ahead	U	34	-	859	1980:1980	679+677	63.3 : 63.3%	859
3/1	Access to zone P2C Left	U	45	-	551	1805	865	63.7%	551
3/2	Access to zone P2C Right	U	16	-	202	1860	329	61.3%	202
4/1	A20 Ashford Rd North Exit	U	-	-	467	Inf	Inf	0.0%	467
4/2	A20 Ashford Rd North Exit	U	-	-	614	Inf	Inf	0.0%	614
4/3	A20 Ashford Rd North Exit	U	-	-	613	Inf	Inf	0.0%	613
5/1	A20 Ashford Rd South Exit	U	-	-	1009	Inf	Inf	0.0%	1009
5/2	A20 Ashford Rd South Exit	U	-	-	787	Inf	Inf	0.0%	787
6/1	Access to zone P2C Exit	U	-	-	218	Inf	Inf	0.0%	218
Ped Link: P1	Unnamed Ped Link	-	15	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	37	-	0	-	0	0.0%	0

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: J36 A20 Ashford Rd (Access to zone P2C)	**-**	**0**	**17.1**	**4.5**	**21.5**	**-**	**-**	**-**	**-**
J36 A20 Ashford Rd/P2C	**-**	**0**	**17.1**	**4.5**	**21.5**	**-**	**-**	**-**	**-**
1/1	807	-	1.4	0.7	2.1	9.3	10.1	0.7	10.7
1/2+1/3	927	-	2.4	0.8	3.2 (2.0+1.2)	12.4 (9.3:29.8)	9.6	0.8	10.4
2/1	362	-	2.4	0.5	2.9	28.7	7.4	0.5	7.9
2/2+2/3	859	-	5.9	0.9	6.8 (3.4+3.4)	28.4 (28.4:28.4)	9.2	0.9	10.1
3/1	551	-	2.9	0.9	3.7	24.4	10.9	0.9	11.7
3/2	202	-	2.0	0.8	2.8	50.4	4.9	0.8	5.7
4/1	467	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/2	614	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/3	613	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	1009	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	787	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	218	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 41.3 Total Delay for Signalled Lanes (pcuHr): 21.51 Cycle Time (s): 96
PRC Over All Lanes (%): 41.3 Total Delay Over All Lanes(pcuHr): 21.51

Full Input Data And Results

Scenario 5: 'DS 2046 AM' (FG7: 'DS 2046 AM_it6', Plan 1: 'Network Control 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: J36 A20 Ashford Rd (Access to zone P2C)	-	-	-	-	-	-	-	**89.1%**	-
J36 A20 Ashford Rd/P2C	-	-	-	-	-	-	-	**89.1%**	-
1/1	A20 Ashford Rd North Ahead	U	85	-	1181	1980	1637	72.1%	1181
1/2+1/3	A20 Ashford Rd North Ahead Right	U	85:35	-	578	1980:1899	0+649	0.0 : 89.1%	578
2/1	A20 Ashford Rd South Ahead Left	U	42	-	718	1980	819	87.7%	718
2/2+2/3	A20 Ashford Rd South Ahead	U	42	-	1246	1980:1980	703+699	88.9 : 88.9%	1246
3/1	Access to zone P2C Left	U	45	-	141	1805	798	17.7%	141
3/2	Access to zone P2C Right	U	7	-	82	1860	143	57.3%	82
4/1	A20 Ashford Rd North Exit	U	-	-	537	Inf	Inf	0.0%	537
4/2	A20 Ashford Rd North Exit	U	-	-	672	Inf	Inf	0.0%	672
4/3	A20 Ashford Rd North Exit	U	-	-	668	Inf	Inf	0.0%	668
5/1	A20 Ashford Rd South Exit	U	-	-	1263	Inf	Inf	0.0%	1263
5/2	A20 Ashford Rd South Exit	U	-	-	0	Inf	Inf	0.0%	0
6/1	Access to zone P2C Exit	U	-	-	806	Inf	Inf	0.0%	806
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	45	-	0	-	0	0.0%	0

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: J36 A20 Ashford Rd (Access to zone P2C)	**-**	**0**	**22.8**	**12.9**	**35.7**	**-**	**-**	**-**	**-**
J36 A20 Ashford Rd/P2C	**-**	**0**	**22.8**	**12.9**	**35.7**	**-**	**-**	**-**	**-**
1/1	1181	-	1.3	1.3	2.6	7.8	14.4	1.3	15.7
1/2+1/3	578	-	5.1	3.7	8.8 (0.0+8.8)	55.0 (0.0:55.0)	15.8	3.7	19.5
2/1	718	-	5.6	3.3	8.9	44.8	18.9	3.3	22.3
2/2+2/3	1246	-	9.0	3.8	12.9 (6.5+6.4)	37.1 (37.2:37.1)	15.5	3.8	19.3
3/1	141	-	0.7	0.1	0.8	20.3	2.4	0.1	2.5
3/2	82	-	1.1	0.7	1.7	75.2	2.3	0.7	2.9
4/1	537	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/2	672	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/3	668	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	1263	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	806	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 1.0 Total Delay for Signalled Lanes (pcuHr): 35.68 Cycle Time (s): 104
PRC Over All Lanes (%): 1.0 Total Delay Over All Lanes(pcuHr): 35.68

Full Input Data And Results

Scenario 6: 'DS 2046 PM' (FG8: 'DS 2046 PM_it6', Plan 1: 'Network Control 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: J36 A20 Ashford Rd (Access to zone P2C)	-	-	-	-	-	-	-	**66.1%**	-
J36 A20 Ashford Rd/P2C	-	-	-	-	-	-	-	**66.1%**	-
1/1	A20 Ashford Rd North Ahead	U	75	-	855	1980	1447	59.1%	855
1/2+1/3	A20 Ashford Rd North Ahead Right	U	75:27	-	963	1980:1899	1317+211	63.0 : 63.0%	963
2/1	A20 Ashford Rd South Ahead Left	U	40	-	399	1980	781	51.1%	399
2/2+2/3	A20 Ashford Rd South Ahead	U	40	-	891	1980:1980	682+684	65.2 : 65.2%	891
3/1	Access to zone P2C Left	U	47	-	551	1805	833	66.1%	551
3/2	Access to zone P2C Right	U	17	-	211	1860	322	65.5%	211
4/1	A20 Ashford Rd North Exit	U	-	-	486	Inf	Inf	0.0%	486
4/2	A20 Ashford Rd North Exit	U	-	-	629	Inf	Inf	0.0%	629
4/3	A20 Ashford Rd North Exit	U	-	-	630	Inf	Inf	0.0%	630
5/1	A20 Ashford Rd South Exit	U	-	-	1066	Inf	Inf	0.0%	1066
5/2	A20 Ashford Rd South Exit	U	-	-	830	Inf	Inf	0.0%	830
6/1	Access to zone P2C Exit	U	-	-	229	Inf	Inf	0.0%	229
Ped Link: P1	Unnamed Ped Link	-	16	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	43	-	0	-	0	0.0%	0

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: J36 A20 Ashford Rd (Access to zone P2C)	**-**	**0**	**18.6**	**4.9**	**23.5**	**-**	**-**	**-**	**-**
J36 A20 Ashford Rd/P2C	**-**	**0**	**18.6**	**4.9**	**23.5**	**-**	**-**	**-**	**-**
1/1	855	-	1.6	0.7	2.3	9.7	11.6	0.7	12.4
1/2+1/3	963	-	2.6	0.9	3.5 (2.2+1.2)	12.9 (9.7:33.1)	11.1	0.9	11.9
2/1	399	-	2.6	0.5	3.2	28.6	8.6	0.5	9.2
2/2+2/3	891	-	6.1	0.9	7.0 (3.5+3.5)	28.4 (28.4:28.4)	10.0	0.9	11.0
3/1	551	-	3.3	1.0	4.3	28.0	12.2	1.0	13.2
3/2	211	-	2.4	0.9	3.3	56.1	5.7	0.9	6.6
4/1	486	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/2	629	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/3	630	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	1066	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	830	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	229	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 36.1 Total Delay for Signalled Lanes (pcuHr): 23.52 Cycle Time (s): 104
PRC Over All Lanes (%): 36.1 Total Delay Over All Lanes(pcuHr): 23.52

P.46 J37_Otterpool Lane Access to Zone P1B

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: J37_Otterpool Lane Access to Zone P1B.j9
Path: \\hc-ukr-ln-fs-10\LN_Proj\UA008926 Otterpool\D-Calcs\Modelling\DM_it5\Appendix\Picady Junction Analysis\J37 Otterpool Lane Access to zone P1B
Report generation date: 19/11/2018 11:06:36

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	DS 2044							
Stream B-AC	0.1	6.50	0.06	A	0.0	8.60	0.04	A
Stream C-AB	0.1	6.58	0.05	A	0.1	7.02	0.13	A
	DS 2046							
Stream B-AC	0.1	6.72	0.09	A	0.1	9.30	0.06	A
Stream C-AB	0.1	6.58	0.05	A	0.0	6.64	0.04	A
	DS 2037							
Stream B-AC	0.1	6.66	0.09	A	0.2	10.27	0.20	B
Stream C-AB	0.1	6.67	0.07	A	0.1	6.41	0.06	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 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	DS 2044	AM	J37 Otterpool Lane Access to Zone P18 AM Peak Template Used: J14 A261 London Rd - Barrack Hill_Base Model_DM	ONE HOUR	07:45	09:15	15	9
D6	DS 2044	PM	J37 Otterpool Lane Access to Zone P18 PM Peak Template Used: J14 A261 London Rd - Barrack Hill_Base Model_DM	ONE HOUR	16:45	18:15	15	9
D7	DS 2046	AM	J37 Otterpool Lane Access to Zone P18 AM Peak Template Used: J14 A261 London Rd - Barrack Hill_Base Model_DM	ONE HOUR	07:45	09:15	15	9
D8	DS 2046	PM	J37 Otterpool Lane Access to Zone P18 PM Peak Template Used: J14 A261 London Rd - Barrack Hill_Base Model_DM	ONE HOUR	16:45	18:15	15	9
D9	DS 2037	AM	J37 Otterpool Lane Access to Zone P18 AM Peak Template Used: J14 A261 London Rd - Barrack Hill_Base Model_DM	ONE HOUR	07:45	09:15	15	9
D10	DS 2037	PM	J37 Otterpool Lane Access to Zone P18 PM Peak Template Used: J14 A261 London Rd - Barrack Hill_Base Model_DM	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

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	0.54	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	3.00	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	575	0.092	0.232	0.146	0.332
1	B-C	674	0.096	0.243	-	-
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
D5	DS 2044	AM	J37 Otterpool Lane Access to Zone P18 AM Peak Template Used: J14 A261 London Rd - Barrack Hill_Base Model_DM	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	292	100.000
B		ONE HOUR	9	34	100.000
C		ONE HOUR	9	350	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	4	288
	%	0	0	34
	&	323	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	0	7
	%	0	0	0
	&	14	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	0.06	6.50	0.1	A	31	47
C-AB	0.05	6.58	0.1	A	25	37
C-A					296	445
A-B					4	6
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	26	6	618	0.041	25	0.0	0.0	6.077	A
C-AB	20	5	602	0.034	20	0.0	0.0	6.189	A
C-A	243	61			243				
A-B	3	0.75			3				
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	31	8	607	0.050	31	0.0	0.1	6.248	A
C-AB	24	6	591	0.041	24	0.0	0.0	6.350	A
C-A	290	73			290				
A-B	4	0.90			4				
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	37	9	591	0.063	37	0.1	0.1	6.497	A
C-AB	30	7	577	0.052	30	0.0	0.1	6.582	A
C-A	356	89			356				
A-B	4	1			4				
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	37	9	591	0.063	37	0.1	0.1	6.497	A
C-AB	30	7	577	0.052	30	0.1	0.1	6.582	A
C-A	356	89			356				
A-B	4	1			4				
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	31	8	607	0.050	31	0.1	0.1	6.249	A
C-AB	24	6	591	0.041	24	0.1	0.0	6.351	A
C-A	290	73			290				
A-B	4	0.90			4				
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	26	6	618	0.041	26	0.1	0.0	6.081	A
C-AB	20	5	602	0.034	20	0.0	0.0	6.194	A
C-A	243	61			243				
A-B	3	0.75			3				
A-C	217	54			217				

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	0.68	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
D6	DS 2044	PM	J37 Otterpool Lane Access to Zone P18 PM Peak Template Used: J14 A261 London Rd - Barrack Hill_Base Model_DM	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	295	100.000
B		ONE HOUR	9	16	100.000
C		ONE HOUR	9	567	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	60	235
	%	12	0	4
	&	500	67	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-AC	0.04	8.60	0.0	A	15	22
C-AB	0.13	7.02	0.1	A	62	93
C-A					458	687
A-B					55	83
A-C					216	323

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	12	3	488	0.025	12	0.0	0.0	7.557	A
C-AB	51	13	606	0.084	50	0.0	0.1	6.475	A
C-A	376	94			376				
A-B	45	11			45				
A-C	177	44			177				

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	14	4	466	0.031	14	0.0	0.0	7.963	A
C-AB	61	15	597	0.102	61	0.1	0.1	6.706	A
C-A	449	112			449				
A-B	54	13			54				
A-C	211	53			211				

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	18	4	436	0.040	18	0.0	0.0	8.599	A
C-AB	75	19	587	0.128	75	0.1	0.1	7.022	A
C-A	549	137			549				
A-B	66	17			66				
A-C	259	65			259				

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	18	4	436	0.040	18	0.0	0.0	8.602	A
C-AB	75	19	587	0.128	75	0.1	0.1	7.025	A
C-A	549	137			549				
A-B	66	17			66				
A-C	259	65			259				

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	14	4	466	0.031	14	0.0	0.0	7.966	A
C-AB	61	15	597	0.102	61	0.1	0.1	6.710	A
C-A	449	112			449				
A-B	54	13			54				
A-C	211	53			211				

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	12	3	488	0.025	12	0.0	0.0	7.563	A
C-AB	51	13	606	0.084	51	0.1	0.1	6.488	A
C-A	376	94			376				
A-B	45	11			45				
A-C	177	44			177				

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	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
D7	DS 2046	AM	J37 Otterpool Lane Access to Zone P18 AM Peak Template Used: J14 A261 London Rd - Barrack Hill_Base Model_DM	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	289	100.000
B		ONE HOUR	9	50	100.000
C		ONE HOUR	9	415	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	0	289
	%	0	0	50
	&	388	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	0	8
	%	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-AC	0.09	6.72	0.1	A	46	69
C-AB	0.05	6.58	0.1	A	25	37
C-A					356	534
A-B					0	0
A-C					265	398

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	38	9	617	0.061	37	0.0	0.1	6.206	A
C-AB	20	5	602	0.034	20	0.0	0.0	6.188	A
C-A	292	73			292				
A-B	0	0			0				
A-C	218	54			218				

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	45	11	606	0.074	45	0.1	0.1	6.414	A
C-AB	24	6	591	0.041	24	0.0	0.0	6.349	A
C-A	349	87			349				
A-B	0	0			0				
A-C	260	65			260				

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	55	14	591	0.093	55	0.1	0.1	6.719	A
C-AB	30	7	577	0.052	30	0.0	0.1	6.579	A
C-A	427	107			427				
A-B	0	0			0				
A-C	318	80			318				

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	55	14	591	0.093	55	0.1	0.1	6.719	A
C-AB	30	7	577	0.052	30	0.1	0.1	6.579	A
C-A	427	107			427				
A-B	0	0			0				
A-C	318	80			318				

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	45	11	606	0.074	45	0.1	0.1	6.419	A
C-AB	24	6	591	0.041	24	0.1	0.0	6.352	A
C-A	349	87			349				
A-B	0	0			0				
A-C	260	65			260				

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	38	9	617	0.061	38	0.1	0.1	6.214	A
C-AB	20	5	602	0.034	20	0.0	0.0	6.191	A
C-A	292	73			292				
A-B	0	0			0				
A-C	218	54			218				

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	0.39	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 2046	PM	J37 Otterpool Lane Access to Zone P18 PM Peak Template Used: J14 A261 London Rd - Barrack Hill_Base Model_DM	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	344	100.000
B		ONE HOUR	9	23	100.000
C		ONE HOUR	9	545	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	62	282
	%	21	0	2
	&	522	23	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	0	1
	%	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-AC	0.06	9.30	0.1	A	21	32
C-AB	0.04	6.64	0.0	A	21	32
C-A					479	718
A-B					57	85
A-C					259	388

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	17	4	466	0.037	17	0.0	0.0	8.012	A
C-AB	17	4	596	0.029	17	0.0	0.0	6.222	A
C-A	393	98			393				
A-B	47	12			47				
A-C	212	53			212				

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	21	5	444	0.047	21	0.0	0.0	8.508	A
C-AB	21	5	584	0.035	21	0.0	0.0	6.391	A
C-A	469	117			469				
A-B	56	14			56				
A-C	254	63			254				

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	25	6	412	0.061	25	0.0	0.1	9.302	A
C-AB	25	6	568	0.045	25	0.0	0.0	6.636	A
C-A	575	144			575				
A-B	68	17			68				
A-C	310	78			310				

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	25	6	412	0.061	25	0.1	0.1	9.304	A
C-AB	25	6	568	0.045	25	0.0	0.0	6.636	A
C-A	575	144			575				
A-B	68	17			68				
A-C	310	78			310				

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	21	5	444	0.047	21	0.1	0.0	8.515	A
C-AB	21	5	584	0.035	21	0.0	0.0	6.392	A
C-A	469	117			469				
A-B	56	14			56				
A-C	254	63			254				

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	17	4	466	0.037	17	0.0	0.0	8.020	A
C-AB	17	4	596	0.029	17	0.0	0.0	6.227	A
C-A	393	98			393				
A-B	47	12			47				
A-C	212	53			212				

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	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
D9	DS 2037	AM	J37 Otterpool Lane Access to Zone P18 AM Peak Template Used: J14 A261 London Rd - Barrack Hill_Base Model_DM	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	291	100.000
B		ONE HOUR	9	50	100.000
C		ONE HOUR	9	352	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	15	276
	%	0	0	50
	&	316	36	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	0	5
	%	0	0	0
	&	14	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	0.09	6.66	0.1	A	46	69
C-AB	0.07	6.67	0.1	A	33	50
C-A					290	435
A-B					14	21
A-C					253	380

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	38	9	620	0.061	37	0.0	0.1	6.174	A
C-AB	27	7	603	0.045	27	0.0	0.0	6.245	A
C-A	238	59			238				
A-B	11	3			11				
A-C	208	52			208				

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	45	11	610	0.074	45	0.1	0.1	6.374	A
C-AB	32	8	593	0.055	32	0.0	0.1	6.420	A
C-A	284	71			284				
A-B	13	3			13				
A-C	248	62			248				

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	55	14	595	0.093	55	0.1	0.1	6.664	A
C-AB	40	10	579	0.069	40	0.1	0.1	6.672	A
C-A	348	87			348				
A-B	17	4			17				
A-C	304	76			304				

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	55	14	595	0.093	55	0.1	0.1	6.664	A
C-AB	40	10	579	0.069	40	0.1	0.1	6.672	A
C-A	348	87			348				
A-B	17	4			17				
A-C	304	76			304				

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	45	11	610	0.074	45	0.1	0.1	6.375	A
C-AB	32	8	593	0.055	32	0.1	0.1	6.424	A
C-A	284	71			284				
A-B	13	3			13				
A-C	248	62			248				

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	38	9	620	0.061	38	0.1	0.1	6.180	A
C-AB	27	7	603	0.045	27	0.1	0.0	6.249	A
C-A	238	59			238				
A-B	11	3			11				
A-C	208	52			208				

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	1.20	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
D10	DS 2037	PM	J37 Otterpool Lane Access to Zone P18 PM Peak Template Used: J14 A261 London Rd - Barrack Hill_Base Model_DM	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	228	100.000
B		ONE HOUR	9	79	100.000
C		ONE HOUR	9	505	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	9	219
	%	71	0	8
	&	474	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	0	7
	%	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-AC	0.20	10.27	0.2	B	72	109
C-AB	0.06	6.41	0.1	A	28	43
C-A					435	652
A-B					8	12
A-C					201	301

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	59	15	484	0.123	59	0.0	0.1	8.458	A
C-AB	23	6	614	0.038	23	0.0	0.0	6.089	A
C-A	357	89			357				
A-B	7	2			7				
A-C	165	41			165				

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	71	18	465	0.153	71	0.1	0.2	9.141	A
C-AB	28	7	606	0.046	28	0.0	0.0	6.224	A
C-A	426	107			426				
A-B	8	2			8				
A-C	197	49			197				

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	87	22	437	0.199	87	0.2	0.2	10.256	B
C-AB	34	9	595	0.058	34	0.0	0.1	6.414	A
C-A	522	130			522				
A-B	10	2			10				
A-C	241	60			241				

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	87	22	437	0.199	87	0.2	0.2	10.270	B
C-AB	34	9	595	0.058	34	0.1	0.1	6.414	A
C-A	522	130			522				
A-B	10	2			10				
A-C	241	60			241				

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	71	18	464	0.153	71	0.2	0.2	9.161	A
C-AB	28	7	606	0.046	28	0.1	0.0	6.228	A
C-A	426	107			426				
A-B	8	2			8				
A-C	197	49			197				

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	59	15	484	0.123	60	0.2	0.1	8.487	A
C-AB	23	6	614	0.038	23	0.0	0.0	6.092	A
C-A	357	89			357				
A-B	7	2			7				
A-C	165	41			165				

P.47 J38_Otterpool Lane Access to zone P1B

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: J38_Otterpool Lane Access to zone P1B.j9
Path: \\hc-ukr-ln-fs-10\LN_Proj\UA008926 Otterpool\D-Calcs\Modelling\DM_it5\Appendix\Picady Junction Analysis\J38 Otterpool Lane Access to zone P1B
Report generation date: 19/11/2018 11:08:12

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	DS 2044							
Stream B-ACD	0.4	13.61	0.27	B	0.3	13.24	0.25	B
Stream A-BCD	0.0	5.65	0.01	A	0.1	6.35	0.05	A
Stream D-ABC	0.4	14.99	0.30	B	0.3	13.72	0.23	B
Stream C-ABD	0.1	5.87	0.08	A	0.0	5.32	0.02	A
	DS 2046							
Stream B-ACD	0.3	14.40	0.22	B	0.3	13.51	0.22	B
Stream A-BCD	0.0	5.61	0.04	A	0.2	6.82	0.15	A
Stream D-ABC	1.6	23.70	0.62	C	0.9	18.81	0.47	C
Stream C-ABD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	DS 2037							
Stream B-ACD	0.3	12.05	0.21	B	0.3	13.33	0.26	B
Stream A-BCD	0.0	5.56	0.03	A	0.0	5.79	0.02	A
Stream D-ABC	0.5	13.74	0.33	B	0.9	18.91	0.48	C
Stream C-ABD	0.0	5.46	0.01	A	0.0	5.21	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	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
D5	DS 2044	AM	J38 Otterpool Lane Access to zone P1B Template Used: J5 A20-Station Rd AM PEAK	ONE HOUR	07:45	09:15	15	✓
D6	DS 2044	PM	J38 Otterpool Lane Access to Zone P18 Template Used: J5 A20-Station Rd PM PEAK	ONE HOUR	16:45	18:15	15	✓
D7	DS 2046	AM	J38 Otterpool Lane Access Template Used: J5 A20-Station Rd AM PEAK	ONE HOUR	07:45	09:15	15	✓
D8	DS 2046	PM	J38 Otterpool Lane Access to Zone P1B Template Used: J5 A20-Station Rd PM PEAK	ONE HOUR	16:45	18:15	15	✓
D9	DS 2037	AM	J38 Otterpool Lane Access to zone P1B Template Used: J5 A20-Station Rd AM PEAK	ONE HOUR	07:45	09:15	15	✓
D10	DS 2037	PM	J38 Otterpool Lane Access to Zone P18 Template Used: J5 A20-Station Rd 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

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	3.23	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		✓	3.80	150.0	✓	6.00
C	6.70		✓	3.80	150.0	✓	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
D5	DS 2044	AM	J38 Otterpool Lane Access to zone P1B Template Used: J5 A20-Station Rd 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	✓	323	100.000
B		ONE HOUR	✓	89	100.000
C		ONE HOUR	✓	340	100.000
D		ONE HOUR	✓	94	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	41	274	8
	B	59	0	16	14
	C	289	47	0	4
	D	2	37	55	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	7	0
	B	0	0	0	0
	C	16	0	0	0
	D	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	0.27	13.61	0.4	B	82	123
A-BCD	0.01	5.65	0.0	A	7	11
A-B					38	56
A-C					251	377
D-ABC	0.30	14.99	0.4	B	86	129
C-ABD	0.08	5.87	0.1	A	43	65
C-D					4	6
C-A					265	398

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	67	17	412	0.163	66	0.0	0.2	10.393	B
A-BCD	6	2	687	0.009	6	0.0	0.0	5.288	A
A-B	31	8			31				
A-C	206	52			206				
D-ABC	71	18	392	0.181	70	0.0	0.2	11.156	B
C-ABD	35	9	700	0.051	35	0.0	0.1	5.413	A
C-D	3	0.75			3				
C-A	218	54			218				

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	80	20	391	0.205	80	0.2	0.3	11.551	B
A-BCD	7	2	669	0.011	7	0.0	0.0	5.436	A
A-B	37	9			37				
A-C	246	62			246				
D-ABC	85	21	372	0.227	84	0.2	0.3	12.517	B
C-ABD	42	11	685	0.062	42	0.1	0.1	5.597	A
C-D	4	0.90			4				
C-A	260	65			260				

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	98	24	362	0.270	98	0.3	0.4	13.564	B
A-BCD	9	2	645	0.014	9	0.0	0.0	5.654	A
A-B	45	11			45				
A-C	302	75			302				
D-ABC	103	26	344	0.301	103	0.3	0.4	14.921	B
C-ABD	52	13	665	0.078	52	0.1	0.1	5.869	A
C-D	4	1			4				
C-A	318	80			318				

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	98	24	362	0.270	98	0.4	0.4	13.611	B
A-BCD	9	2	645	0.014	9	0.0	0.0	5.654	A
A-B	45	11			45				
A-C	302	75			302				
D-ABC	103	26	344	0.301	103	0.4	0.4	14.986	B
C-ABD	52	13	665	0.078	52	0.1	0.1	5.869	A
C-D	4	1			4				
C-A	318	80			318				

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	80	20	391	0.205	80	0.4	0.3	11.606	B
A-BCD	7	2	669	0.011	7	0.0	0.0	5.439	A
A-B	37	9			37				
A-C	246	62			246				
D-ABC	85	21	371	0.228	85	0.4	0.3	12.590	B
C-ABD	42	11	685	0.062	42	0.1	0.1	5.598	A
C-D	4	0.90			4				
C-A	260	65			260				

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	67	17	412	0.163	67	0.3	0.2	10.461	B
A-BCD	6	2	687	0.009	6	0.0	0.0	5.289	A
A-B	31	8			31				
A-C	206	52			206				
D-ABC	71	18	392	0.181	71	0.3	0.2	11.245	B
C-ABD	35	9	700	0.051	35	0.1	0.1	5.418	A
C-D	3	0.75			3				
C-A	218	54			218				

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	2.45	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
D6	DS 2044	PM	J38 Otterpool Lane Access to Zone P18 Template Used: J5 A20-Station Rd 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	✓	239	100.000
B		ONE HOUR	✓	83	100.000
C		ONE HOUR	✓	534	100.000
D		ONE HOUR	✓	71	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	66	145	28
	B	47	0	7	29
	C	505	15	0	14
	D	14	25	32	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	3	0	0	0
	D	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	0.25	13.24	0.3	B	76	114
A-BCD	0.05	6.35	0.1	A	26	39
A-B					61	91
A-C					133	200
D-ABC	0.23	13.72	0.3	B	65	98
C-ABD	0.02	5.32	0.0	A	14	21
C-D					13	19
C-A					463	695

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	62	16	409	0.153	62	0.0	0.2	10.359	B
A-BCD	21	5	654	0.032	21	0.0	0.0	5.685	A
A-B	50	12			50				
A-C	109	27			109				
D-ABC	53	13	396	0.135	53	0.0	0.2	10.456	B
C-ABD	11	3	719	0.016	11	0.0	0.0	5.084	A
C-D	11	3			11				
C-A	380	95			380				

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	75	19	390	0.192	74	0.2	0.2	11.411	B
A-BCD	25	6	630	0.040	25	0.0	0.0	5.948	A
A-B	59	15			59				
A-C	130	33			130				
D-ABC	64	16	373	0.171	64	0.2	0.2	11.627	B
C-ABD	13	3	708	0.019	13	0.0	0.0	5.181	A
C-D	13	3			13				
C-A	454	113			454				

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	91	23	363	0.251	91	0.2	0.3	13.198	B
A-BCD	31	8	598	0.052	31	0.0	0.1	6.351	A
A-B	73	18			73				
A-C	160	40			160				
D-ABC	78	20	341	0.229	78	0.2	0.3	13.677	B
C-ABD	17	4	693	0.024	16	0.0	0.0	5.321	A
C-D	15	4			15				
C-A	556	139			556				

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	91	23	363	0.252	91	0.3	0.3	13.237	B
A-BCD	31	8	598	0.052	31	0.1	0.1	6.351	A
A-B	73	18			73				
A-C	160	40			160				
D-ABC	78	20	341	0.230	78	0.3	0.3	13.717	B
C-ABD	17	4	693	0.024	17	0.0	0.0	5.321	A
C-D	15	4			15				
C-A	556	139			556				

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	75	19	390	0.192	75	0.3	0.2	11.459	B
A-BCD	25	6	630	0.040	25	0.1	0.0	5.951	A
A-B	59	15			59				
A-C	130	33			130				
D-ABC	64	16	373	0.171	64	0.3	0.2	11.670	B
C-ABD	13	3	708	0.019	14	0.0	0.0	5.184	A
C-D	13	3			13				
C-A	454	113			454				

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	62	16	408	0.153	63	0.2	0.2	10.420	B
A-BCD	21	5	654	0.032	21	0.0	0.0	5.688	A
A-B	50	12			50				
A-C	109	27			109				
D-ABC	53	13	396	0.135	54	0.2	0.2	10.511	B
C-ABD	11	3	719	0.016	11	0.0	0.0	5.085	A
C-D	11	3			11				
C-A	380	95			380				

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	6.57	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
D7	DS 2046	AM	J38 Otterpool Lane Access Template Used: J5 A20-Station Rd 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	✓	339	100.000
B		ONE HOUR	✓	64	100.000
C		ONE HOUR	✓	286	100.000
D		ONE HOUR	✓	227	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	35	278	26
	B	51	0	0	13
	C	286	0	0	0
	D	78	104	45	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	8	0
	B	0	0	0	0
	C	15	0	0	0
	D	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	0.22	14.40	0.3	B	59	88
A-BCD	0.04	5.61	0.0	A	24	36
A-B					32	48
A-C					255	383
D-ABC	0.62	23.70	1.6	C	208	312
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					262	394

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	48	12	377	0.128	48	0.0	0.1	10.917	B
A-BCD	20	5	704	0.028	19	0.0	0.0	5.261	A
A-B	26	7			26				
A-C	209	52			209				
D-ABC	171	43	444	0.385	168	0.0	0.6	12.958	B
C-ABD	0	0	1388	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	215	54			215				

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	58	14	353	0.163	57	0.1	0.2	12.160	B
A-BCD	23	6	690	0.034	23	0.0	0.0	5.402	A
A-B	31	8			31				
A-C	250	62			250				
D-ABC	204	51	426	0.479	203	0.6	0.9	16.050	C
C-ABD	0	0	1357	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	257	64			257				

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	70	18	321	0.220	70	0.2	0.3	14.335	B
A-BCD	29	7	670	0.043	29	0.0	0.0	5.609	A
A-B	39	10			39				
A-C	306	77			306				
D-ABC	250	62	401	0.623	247	0.9	1.6	22.986	C
C-ABD	0	0	1313	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	315	79			315				

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	70	18	320	0.220	70	0.3	0.3	14.402	B
A-BCD	29	7	670	0.043	29	0.0	0.0	5.609	A
A-B	39	10			39				
A-C	306	77			306				
D-ABC	250	62	401	0.623	250	1.6	1.6	23.696	C
C-ABD	0	0	1313	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	315	79			315				

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	58	14	353	0.163	58	0.3	0.2	12.231	B
A-BCD	23	6	690	0.034	23	0.0	0.0	5.402	A
A-B	31	8			31				
A-C	250	62			250				
D-ABC	204	51	426	0.479	207	1.6	0.9	16.599	C
C-ABD	0	0	1357	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	257	64			257				

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	48	12	376	0.128	48	0.2	0.1	10.991	B
A-BCD	20	5	704	0.028	20	0.0	0.0	5.261	A
A-B	26	7			26				
A-C	209	52			209				
D-ABC	171	43	444	0.385	172	0.9	0.6	13.308	B
C-ABD	0	0	1388	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	215	54			215				

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	4.48	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
D8	DS 2046	PM	J38 Otterpool Lane Access to Zone P1B Template Used: J5 A20-Station Rd 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	✓	283	100.000
B		ONE HOUR	✓	68	100.000
C		ONE HOUR	✓	460	100.000
D		ONE HOUR	✓	153	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	47	149	87
	B	36	0	0	32
	C	460	0	0	0
	D	49	70	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	0
	B	0	0	0	0
	C	3	0	0	0
	D	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	0.22	13.51	0.3	B	62	94
A-BCD	0.15	6.82	0.2	A	80	120
A-B					43	65
A-C					137	205
D-ABC	0.47	18.81	0.9	C	140	211
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					422	633

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	51	13	391	0.131	51	0.0	0.1	10.568	B
A-BCD	65	16	672	0.097	65	0.0	0.1	5.928	A
A-B	35	9			35				
A-C	112	28			112				
D-ABC	115	29	415	0.278	114	0.0	0.4	11.895	B
C-ABD	0	0	1410	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	346	87			346				

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	61	15	370	0.165	61	0.1	0.2	11.642	B
A-BCD	78	20	652	0.120	78	0.1	0.1	6.273	A
A-B	42	11			42				
A-C	134	33			134				
D-ABC	138	34	392	0.351	137	0.4	0.5	14.090	B
C-ABD	0	0	1382	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	414	103			414				

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	75	19	342	0.219	75	0.2	0.3	13.468	B
A-BCD	96	24	624	0.154	96	0.1	0.2	6.813	A
A-B	52	13			52				
A-C	164	41			164				
D-ABC	168	42	360	0.468	167	0.5	0.8	18.571	C
C-ABD	0	0	1344	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	506	127			506				

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	75	19	341	0.219	75	0.3	0.3	13.509	B
A-BCD	96	24	624	0.154	96	0.2	0.2	6.816	A
A-B	52	13			52				
A-C	164	41			164				
D-ABC	168	42	360	0.468	168	0.8	0.9	18.810	C
C-ABD	0	0	1344	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	506	127			506				

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	61	15	370	0.165	61	0.3	0.2	11.692	B
A-BCD	78	20	652	0.120	78	0.2	0.1	6.279	A
A-B	42	11			42				
A-C	134	33			134				
D-ABC	138	34	392	0.351	139	0.9	0.6	14.304	B
C-ABD	0	0	1382	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	414	103			414				

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	51	13	390	0.131	51	0.2	0.2	10.629	B
A-BCD	65	16	672	0.097	66	0.1	0.1	5.937	A
A-B	35	9			35				
A-C	112	28			112				
D-ABC	115	29	415	0.278	116	0.6	0.4	12.074	B
C-ABD	0	0	1409	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	346	87			346				

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	3.03	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
D9	DS 2037	AM	J38 Otterpool Lane Access to zone P1B Template Used: J5 A20-Station Rd 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	✓	325	100.000
B		ONE HOUR	✓	70	100.000
C		ONE HOUR	✓	281	100.000
D		ONE HOUR	✓	115	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	69	235	21
	B	55	0	12	3
	C	272	5	0	4
	D	25	41	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	6	0
	B	0	0	0	0
	C	16	0	0	0
	D	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	0.21	12.05	0.3	B	64	96
A-BCD	0.03	5.56	0.0	A	19	29
A-B					63	95
A-C					216	323
D-ABC	0.33	13.74	0.5	B	106	158
C-ABD	0.01	5.46	0.0	A	5	7
C-D					4	6
C-A					250	374

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	53	13	421	0.125	52	0.0	0.1	9.756	A
A-BCD	16	4	704	0.022	16	0.0	0.0	5.228	A
A-B	52	13			52				
A-C	177	44			177				
D-ABC	87	22	430	0.201	86	0.0	0.2	10.425	B
C-ABD	4	0.94	700	0.005	4	0.0	0.0	5.173	A
C-D	3	0.75			3				
C-A	205	51			205				

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	63	16	402	0.157	63	0.1	0.2	10.611	B
A-BCD	19	5	690	0.027	19	0.0	0.0	5.361	A
A-B	62	16			62				
A-C	211	53			211				
D-ABC	103	26	413	0.251	103	0.2	0.3	11.621	B
C-ABD	4	1	685	0.007	4	0.0	0.0	5.292	A
C-D	4	0.90			4				
C-A	245	61			245				

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	77	19	376	0.205	77	0.2	0.3	12.024	B
A-BCD	23	6	671	0.034	23	0.0	0.0	5.555	A
A-B	76	19			76				
A-C	259	65			259				
D-ABC	127	32	388	0.326	126	0.3	0.5	13.684	B
C-ABD	6	1	664	0.008	5	0.0	0.0	5.465	A
C-D	4	1			4				
C-A	299	75			299				

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	77	19	376	0.205	77	0.3	0.3	12.049	B
A-BCD	23	6	671	0.034	23	0.0	0.0	5.555	A
A-B	76	19			76				
A-C	259	65			259				
D-ABC	127	32	388	0.326	127	0.5	0.5	13.745	B
C-ABD	6	1	664	0.008	6	0.0	0.0	5.465	A
C-D	4	1			4				
C-A	299	75			299				

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	63	16	402	0.157	63	0.3	0.2	10.644	B
A-BCD	19	5	690	0.027	19	0.0	0.0	5.361	A
A-B	62	16			62				
A-C	211	53			211				
D-ABC	103	26	412	0.251	104	0.5	0.3	11.689	B
C-ABD	4	1	685	0.007	5	0.0	0.0	5.292	A
C-D	4	0.90			4				
C-A	245	61			245				

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	53	13	420	0.125	53	0.2	0.1	9.800	A
A-BCD	16	4	704	0.022	16	0.0	0.0	5.231	A
A-B	52	13			52				
A-C	177	44			177				
D-ABC	87	22	430	0.201	87	0.3	0.3	10.508	B
C-ABD	4	0.94	699	0.005	4	0.0	0.0	5.176	A
C-D	3	0.75			3				
C-A	205	51			205				

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	4.57	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 2037	PM	J38 Otterpool Lane Access to Zone P18 Template Used: J5 A20-Station Rd 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	✓	227	100.000
B		ONE HOUR	✓	85	100.000
C		ONE HOUR	✓	424	100.000
D		ONE HOUR	✓	158	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	46	169	12
	B	66	0	7	12
	C	415	5	0	4
	D	25	45	88	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	9	0
	B	0	0	0	0
	C	3	0	0	0
	D	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	0.26	13.33	0.3	B	78	117
A-BCD	0.02	5.79	0.0	A	11	17
A-B					42	63
A-C					155	233
D-ABC	0.48	18.91	0.9	C	145	217
C-ABD	0.01	5.21	0.0	A	5	7
C-D					4	6
C-A					381	571

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	64	16	409	0.156	63	0.0	0.2	10.393	B
A-BCD	9	2	680	0.013	9	0.0	0.0	5.367	A
A-B	35	9			35				
A-C	127	32			127				
D-ABC	119	30	411	0.290	117	0.0	0.4	12.202	B
C-ABD	4	0.94	722	0.005	4	0.0	0.0	5.014	A
C-D	3	0.75			3				
C-A	312	78			312				

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	76	19	390	0.196	76	0.2	0.2	11.466	B
A-BCD	11	3	661	0.016	11	0.0	0.0	5.536	A
A-B	41	10			41				
A-C	152	38			152				
D-ABC	142	36	391	0.363	141	0.4	0.6	14.371	B
C-ABD	4	1	711	0.006	4	0.0	0.0	5.094	A
C-D	4	0.90			4				
C-A	373	93			373				

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	94	23	364	0.257	93	0.2	0.3	13.285	B
A-BCD	13	3	635	0.021	13	0.0	0.0	5.787	A
A-B	51	13			51				
A-C	186	47			186				
D-ABC	174	43	364	0.478	173	0.6	0.9	18.670	C
C-ABD	6	1	696	0.008	5	0.0	0.0	5.209	A
C-D	4	1			4				
C-A	457	114			457				

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	94	23	364	0.257	94	0.3	0.3	13.333	B
A-BCD	13	3	635	0.021	13	0.0	0.0	5.787	A
A-B	51	13			51				
A-C	186	47			186				
D-ABC	174	43	364	0.478	174	0.9	0.9	18.909	C
C-ABD	6	1	696	0.008	6	0.0	0.0	5.209	A
C-D	4	1			4				
C-A	457	114			457				

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	76	19	390	0.196	77	0.3	0.2	11.520	B
A-BCD	11	3	661	0.016	11	0.0	0.0	5.536	A
A-B	41	10			41				
A-C	152	38			152				
D-ABC	142	36	391	0.363	143	0.9	0.6	14.594	B
C-ABD	4	1	711	0.006	5	0.0	0.0	5.094	A
C-D	4	0.90			4				
C-A	373	93			373				

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	64	16	409	0.157	64	0.2	0.2	10.462	B
A-BCD	9	2	680	0.013	9	0.0	0.0	5.367	A
A-B	35	9			35				
A-C	127	32			127				
D-ABC	119	30	411	0.290	120	0.6	0.4	12.396	B
C-ABD	4	0.94	722	0.005	4	0.0	0.0	5.016	A
C-D	3	0.75			3				
C-A	312	78			312				

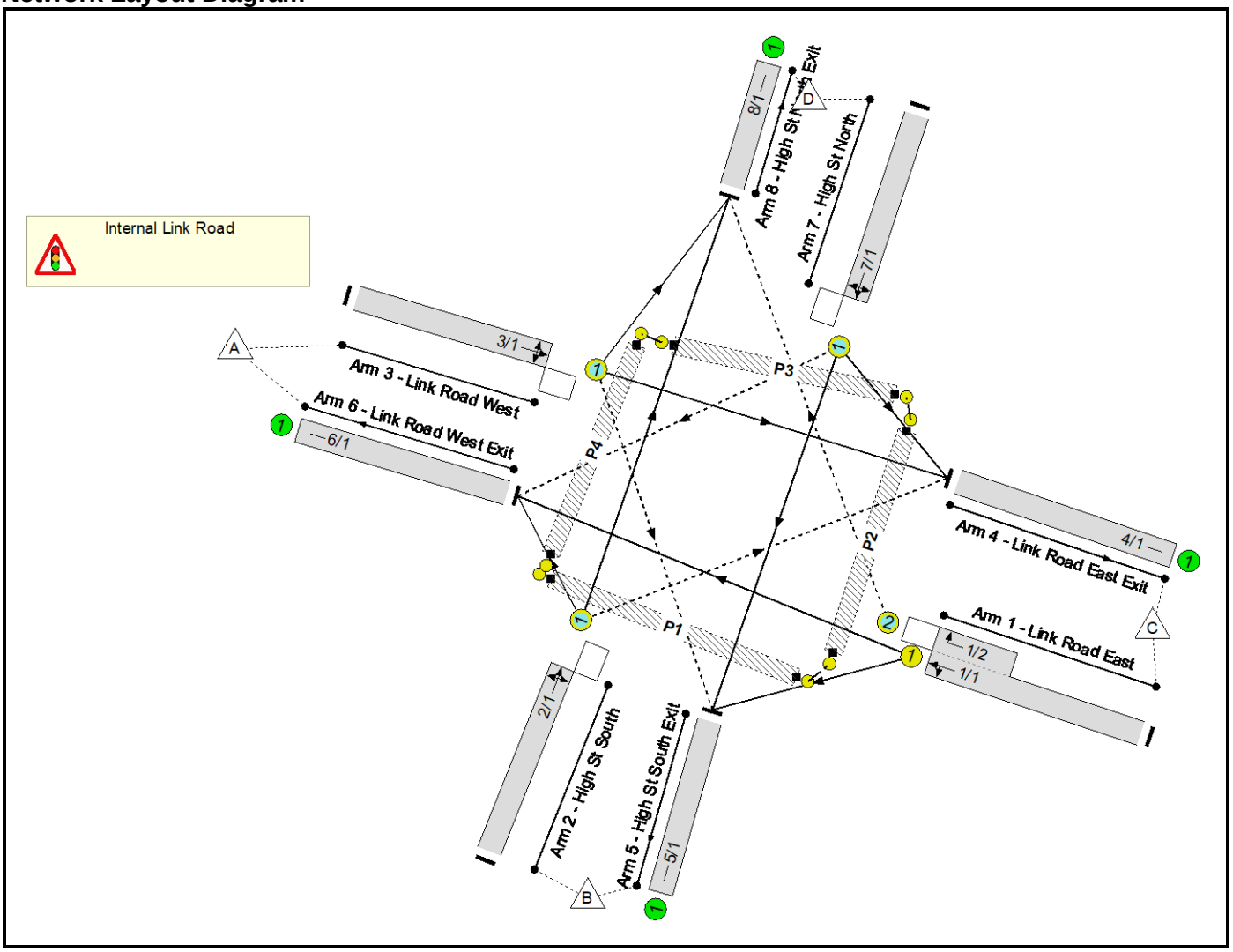
P.48 J39_Internal_Link_Road

Full Input Data And Results

User and Project Details

Project:	**Otterpool Park**
Title:	**J39 Internal Link Road**
Location:	B2067 Otterpool Ln - A20 Ashford Rd
Additional detail:	
File name:	J39 Internal_Link_Road.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
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Pedestrian		-9999	6
F	Pedestrian		-9999	6
G	Pedestrian		-9999	6
H	Pedestrian		-9999	6
I	Ind. Arrow	A	-9999	4

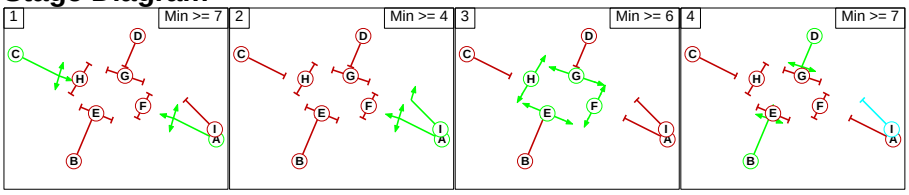
Phase Intergreens Matrix

		Starting Phase								
		A	B	C	D	E	F	G	H	I
Terminating Phase	A		7	-	7	7	7	7	7	-
	B	7		8	-	7	7	7	7	-
	C	-	5		5	7	7	7	7	5
	D	5	-	5		7	7	7	7	-
	E	12	12	12	12		-	-	-	12
	F	12	12	12	12	-		-	-	12
	G	12	12	12	12	-	-		-	12
	H	12	12	12	12	-	-	-		12
	I	-	-	6	-	7	7	7	7	

Phases in Stage

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

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: 'DS 2037 AM' (FG1: 'AM Peak DS 2037', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	373	33	406
	B	0	0	14	0	14
	C	309	0	0	103	412
	D	48	52	107	0	207
	Tot.	357	52	494	136	1039

Scenario 2: 'DS 2037 PM' (FG2: 'PM Peak DS 2037', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	503	17	520
	B	0	0	66	0	66
	C	307	4	0	119	430
	D	49	28	125	0	202
	Tot.	356	32	694	136	1218

Scenario 3: 'DS 2044 AM' (FG3: 'AM Peak DS 2044', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	529	20	549
	B	0	0	39	0	39
	C	397	0	0	117	514
	D	46	45	112	0	203
	Tot.	443	45	680	137	1305

Scenario 4: 'DS 2044 PM' (FG4: 'PM Peak DS 2044', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	511	19	530
	B	0	0	105	0	105
	C	493	0	0	143	636
	D	42	23	117	0	182
	Tot.	535	23	733	162	1453

Full Input Data And Results

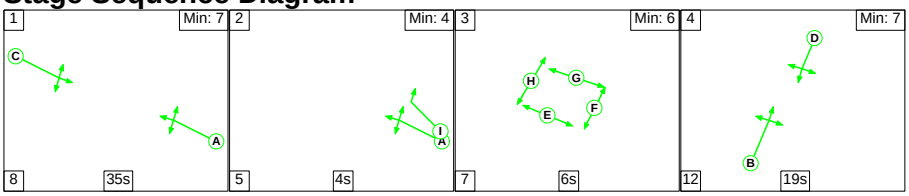
Scenario 5: 'DS 2046 AM' (FG5: 'AM Peak DS 2046', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	542	34	576
	B	0	0	13	0	13
	C	379	0	0	105	484
	D	46	48	120	0	214
	Tot.	425	48	675	139	1287

Scenario 6: 'DS 2046 PM' (FG6: 'PM Peak DS 2046', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	497	22	519
	B	0	0	97	0	97
	C	496	0	0	151	647
	D	48	26	121	0	195
	Tot.	544	26	715	173	1458

Scenario 1: 'DS 2037 AM' (FG1: 'AM Peak DS 2037', Plan 1: 'Network Control Plan 1')
Stage Sequence Diagram

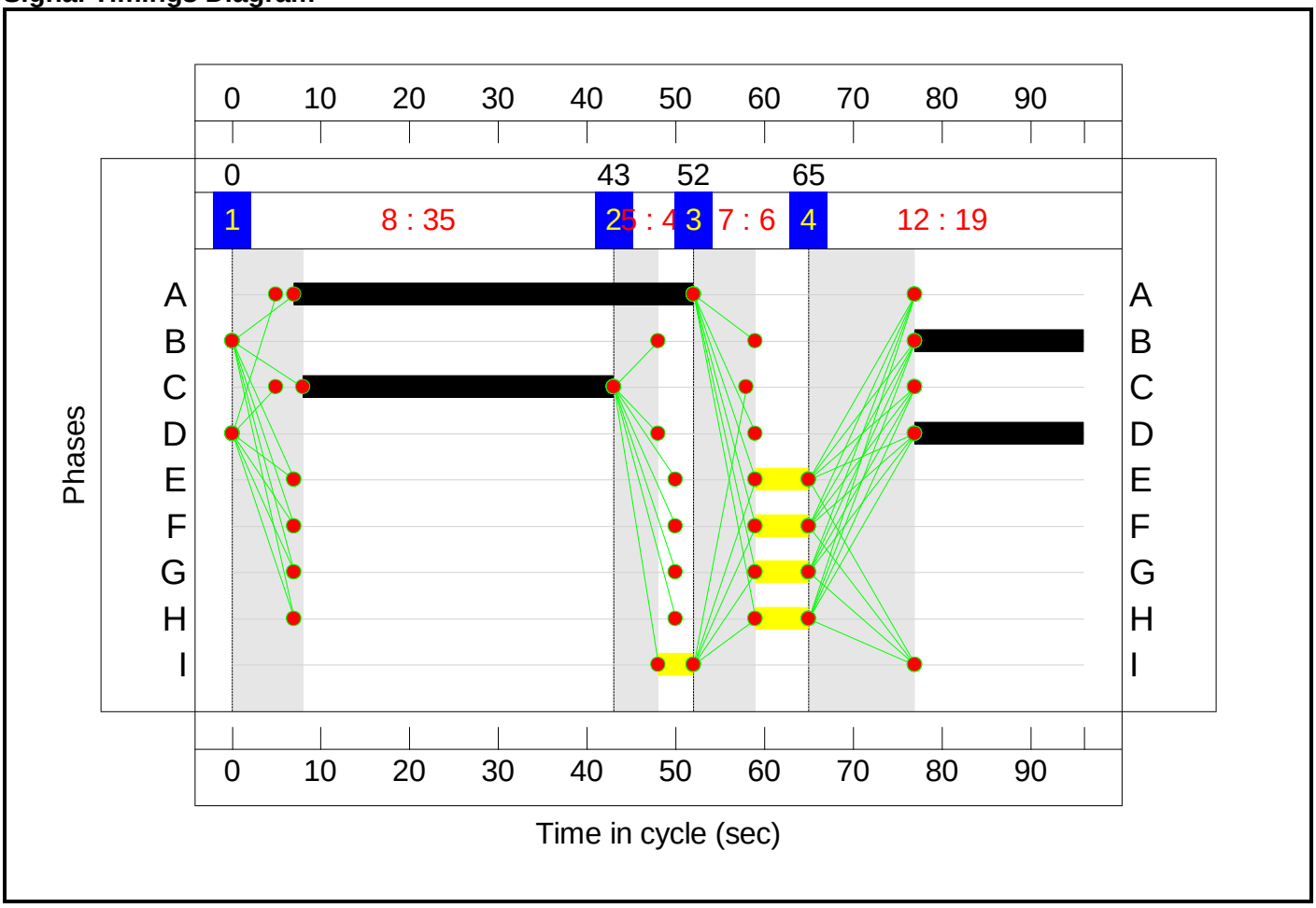


Stage Timings

Stage	1	2	3	4
Duration	35	4	6	19
Change Point	0	43	52	65

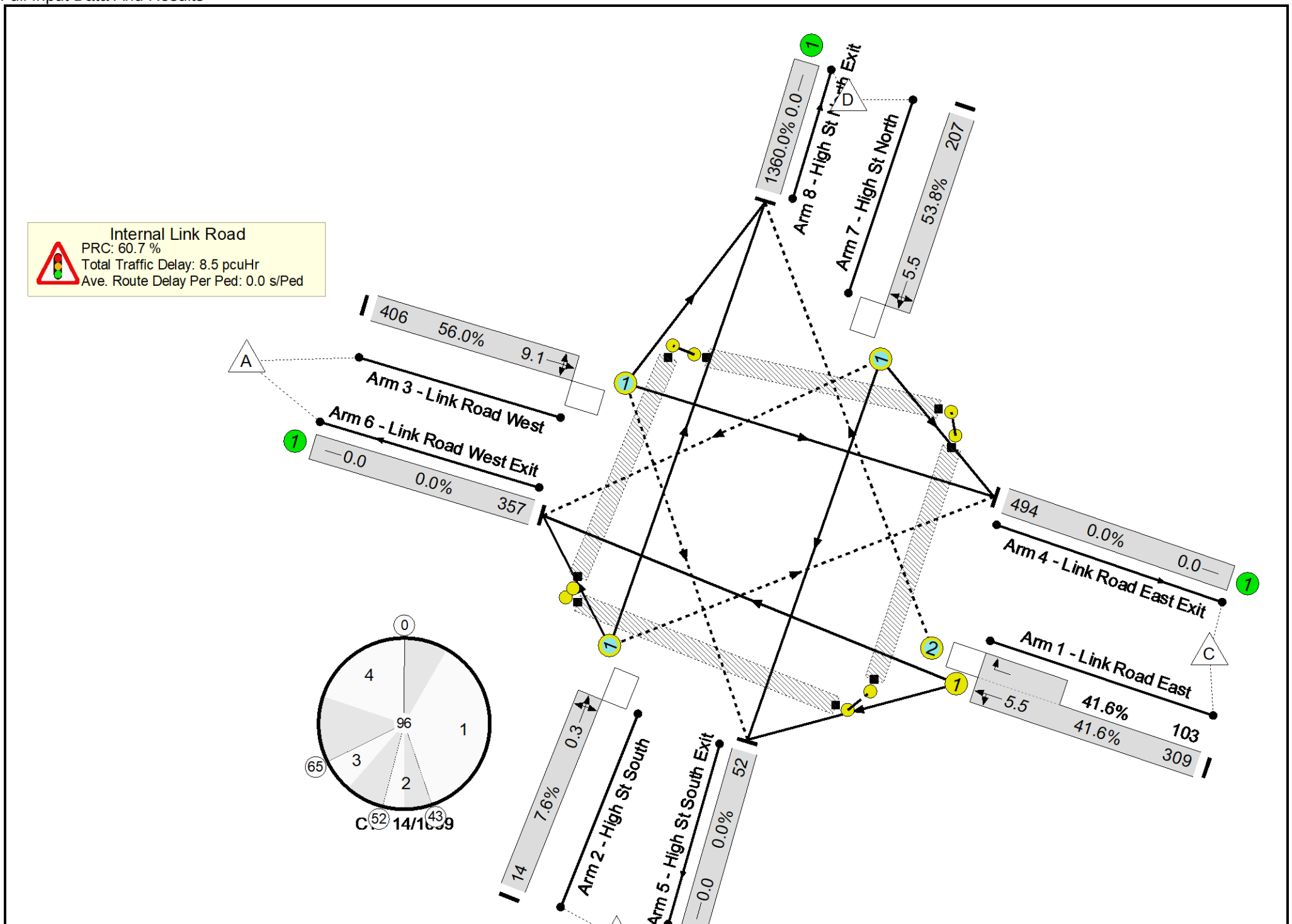
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Internal Link Road
PRC: 60.7 %
Total Traffic Delay: 8.5 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
Arm 8 - High St North Exit
1360.0% 0.0
Arm 7 - High St North
207
53.8%
5.5
406
56.0%
9.1
Arm 3 - Link Road West
Arm 6 - Link Road West Exit
0.0
0.0%
357
494
0.0%
0.0
Arm 4 - Link Road East Exit
Arm 1 - Link Road East
5.5
41.6%
103
41.6%
309
Arm 2 - High St South
14
7.6%
0.3
Arm 5 - High St South Exit
52
0.0%
0.0
A
C
D
0
1
2
3
4
65
96
52
43
C 14/1099

Network Results

Scenario 1: 'DS 2037 AM' (FG1: 'AM Peak DS 2037', 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)
Network: J39 Internal Link Road	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**56.0%**	**-**
Internal Link Road	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**56.0%**	**-**
1/1+1/2	Link Road East Left Ahead Right	U+O	45	4	412	1945:1848	742+247	41.6 : 41.6%	412
2/1	High St South Right Left Ahead	O	19	-	14	1860	185	7.6%	14
3/1	Link Road West Ahead Right Left	O	35	-	406	1933	725	56.0%	406
4/1	Link Road East Exit	U	-	-	494	Inf	Inf	0.0%	494
5/1	High St South Exit	U	-	-	52	Inf	Inf	0.0%	52
6/1	Link Road West Exit	U	-	-	357	Inf	Inf	0.0%	357
7/1	High St North Left Ahead Right	O	19	-	207	1847	385	53.8%	207
8/1	High St North Exit	U	-	-	136	Inf	Inf	0.0%	136
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0
Ped Link: P4	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: J39 Internal Link Road	**-**	**2**	**6.5**	**1.6**	**8.5**	**-**	**-**	**-**	**-**
Internal Link Road	**-**	**2**	**6.5**	**1.6**	**8.5**	**-**	**-**	**-**	**-**
1/1+1/2	412	2	1.7	0.4	2.4	21.2	5.1	0.4	5.5
2/1	14	0	0.1	0.0	0.2	49.1	0.3	0.0	0.3
3/1	406	0	2.7	0.6	3.3	29.4	8.5	0.6	9.1
4/1	494	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	52	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	357	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	207	0	1.9	0.6	2.5	43.9	4.9	0.6	5.5
8/1	136	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-
Ped Link: P4	0	-	-	-	-	-	-	-	-

C1 - 14/1099

PRC for Signalled Lanes (%): 60.7
PRC Over All Lanes (%): 60.7

Total Delay for Signalled Lanes (pcuHr): 8.46
Total Delay Over All Lanes(pcuHr): 8.46

Cycle Time (s): 96

Full Input Data And Results

Scenario 2: 'DS 2037 PM' (FG2: 'PM Peak DS 2037', 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)
Network: J39 Internal Link Road	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**66.0%**	**-**
Internal Link Road	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**66.0%**	**-**
1/1+1/2	Link Road East Left Ahead Right	U+O	48	4	430	1943:1848	765+293	40.7 : 40.7%	430
2/1	High St South Right Left Ahead	O	16	-	66	1860	144	46.0%	66
3/1	Link Road West Ahead Right Left	O	38	-	520	1940	788	66.0%	520
4/1	Link Road East Exit	U	-	-	694	Inf	Inf	0.0%	694
5/1	High St South Exit	U	-	-	32	Inf	Inf	0.0%	32
6/1	Link Road West Exit	U	-	-	356	Inf	Inf	0.0%	356
7/1	High St North Left Ahead Right	O	16	-	202	1833	325	62.2%	202
8/1	High St North Exit	U	-	-	136	Inf	Inf	0.0%	136
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0
Ped Link: P4	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: J39 Internal Link Road	**-**	**2**	**7.6**	**2.5**	**10.9**	**-**	**-**	**-**	**-**
Internal Link Road	**-**	**2**	**7.6**	**2.5**	**10.9**	**-**	**-**	**-**	**-**
1/1+1/2	430	2	1.6	0.3	2.5	20.7	4.8	0.3	5.1
2/1	66	0	0.6	0.4	1.2	66.3	1.5	0.4	1.9
3/1	520	0	3.3	1.0	4.3	29.8	11.1	1.0	12.1
4/1	694	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	32	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	356	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	202	0	2.1	0.8	2.9	51.0	4.9	0.8	5.8
8/1	136	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-
Ped Link: P4	0	-	-	-	-	-	-	-	-

C1 - 14/1099

PRC for Signalled Lanes (%): 36.4
PRC Over All Lanes (%): 36.4

Total Delay for Signalled Lanes (pcuHr): 10.86
Total Delay Over All Lanes(pcuHr): 10.86

Cycle Time (s): 96

Full Input Data And Results

Scenario 3: 'DS 2044 AM' (FG3: 'AM Peak DS 2044', 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)
Network: J39 Internal Link Road	-	-	-	-	-	-	-	**67.9%**	-
Internal Link Road	-	-	-	-	-	-	-	**67.9%**	-
1/1+1/2	Link Road East Left Ahead Right	U+O	49	4	514	1945:1848	822+242	48.3 : 48.3%	514
2/1	High St South Right Left Ahead	O	15	-	39	1860	128	30.5%	39
3/1	Link Road West Ahead Right Left	O	39	-	549	1940	808	67.9%	549
4/1	Link Road East Exit	U	-	-	680	Inf	Inf	0.0%	680
5/1	High St South Exit	U	-	-	45	Inf	Inf	0.0%	45
6/1	Link Road West Exit	U	-	-	443	Inf	Inf	0.0%	443
7/1	High St North Left Ahead Right	O	15	-	203	1843	307	66.1%	203
8/1	High St North Exit	U	-	-	137	Inf	Inf	0.0%	137
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0
Ped Link: P4	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: J39 Internal Link Road	**-**	**2**	**7.9**	**2.7**	**11.2**	**-**	**-**	**-**	**-**
Internal Link Road	**-**	**2**	**7.9**	**2.7**	**11.2**	**-**	**-**	**-**	**-**
1/1+1/2	514	2	2.0	0.5	2.9	20.6	6.8	0.5	7.3
2/1	39	0	0.4	0.2	0.7	63.6	0.9	0.2	1.1
3/1	549	0	3.5	1.0	4.5	29.7	11.9	1.0	12.9
4/1	680	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	45	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	443	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	203	0	2.1	1.0	3.1	54.4	5.0	1.0	6.0
8/1	137	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-
Ped Link: P4	0	-	-	-	-	-	-	-	-

C1 - 14/1099

PRC for Signalled Lanes (%): 32.5
PRC Over All Lanes (%): 32.5

Total Delay for Signalled Lanes (pcuHr): 11.22
Total Delay Over All Lanes(pcuHr): 11.22

Cycle Time (s): 96

Full Input Data And Results

Scenario 4: 'DS 2044 PM' (FG4: 'PM Peak DS 2044', 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)
Network: J39 Internal Link Road	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**67.2%**	**-**
Internal Link Road	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**67.2%**	**-**
1/1+1/2	Link Road East Left Ahead Right	U+O	48	4	636	1945:1848	808+234	61.0 : 61.0%	636
2/1	High St South Right Left Ahead	O	16	-	105	1860	158	66.3%	105
3/1	Link Road West Ahead Right Left	O	38	-	530	1940	788	67.2%	530
4/1	Link Road East Exit	U	-	-	733	Inf	Inf	0.0%	733
5/1	High St South Exit	U	-	-	23	Inf	Inf	0.0%	23
6/1	Link Road West Exit	U	-	-	535	Inf	Inf	0.0%	535
7/1	High St North Left Ahead Right	O	16	-	182	1831	324	56.1%	182
8/1	High St North Exit	U	-	-	162	Inf	Inf	0.0%	162
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0
Ped Link: P4	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: J39 Internal Link Road	**-**	**3**	**9.1**	**3.4**	**13.3**	**-**	**-**	**-**	**-**
Internal Link Road	**-**	**3**	**9.1**	**3.4**	**13.3**	**-**	**-**	**-**	**-**
1/1+1/2	636	3	2.8	0.8	4.1	23.4	10.0	0.8	10.8
2/1	105	0	1.1	0.9	2.2	76.2	2.7	0.9	3.6
3/1	530	0	3.4	1.0	4.4	30.2	11.5	1.0	12.5
4/1	733	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	23	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	535	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	182	0	1.8	0.6	2.5	48.6	4.4	0.6	5.0
8/1	162	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-
Ped Link: P4	0	-	-	-	-	-	-	-	-

C1 - 14/1099

PRC for Signalled Lanes (%): 33.8
PRC Over All Lanes (%): 33.8

Total Delay for Signalled Lanes (pcuHr): 13.26
Total Delay Over All Lanes(pcuHr): 13.26

Cycle Time (s): 96

Full Input Data And Results

Scenario 5: 'DS 2046 AM' (FG5: 'AM Peak DS 2046', 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)
Network: J39 Internal Link Road	-	-	-	-	-	-	-	**71.4%**	-
Internal Link Road	-	-	-	-	-	-	-	**71.4%**	-
1/1+1/2	Link Road East Left Ahead Right	U+O	49	4	484	1945:1848	831+230	45.6 : 45.6%	484
2/1	High St South Right Left Ahead	O	15	-	13	1860	114	11.4%	13
3/1	Link Road West Ahead Right Left	O	39	-	576	1936	807	71.4%	576
4/1	Link Road East Exit	U	-	-	675	Inf	Inf	0.0%	675
5/1	High St South Exit	U	-	-	48	Inf	Inf	0.0%	48
6/1	Link Road West Exit	U	-	-	425	Inf	Inf	0.0%	425
7/1	High St North Left Ahead Right	O	15	-	214	1843	307	69.7%	214
8/1	High St North Exit	U	-	-	139	Inf	Inf	0.0%	139
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0
Ped Link: P4	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: J39 Internal Link Road	**-**	**2**	**7.9**	**2.8**	**11.3**	**-**	**-**	**-**	**-**
Internal Link Road	**-**	**2**	**7.9**	**2.8**	**11.3**	**-**	**-**	**-**	**-**
1/1+1/2	484	2	1.8	0.4	2.7	20.4	6.3	0.4	6.7
2/1	13	0	0.1	0.1	0.2	61.0	0.3	0.1	0.4
3/1	576	0	3.7	1.2	5.0	31.0	12.6	1.2	13.9
4/1	675	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	48	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	425	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	214	0	2.2	1.1	3.4	56.6	5.3	1.1	6.5
8/1	139	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-
Ped Link: P4	0	-	-	-	-	-	-	-	-

C1 - 14/1099

PRC for Signalled Lanes (%): 26.0
PRC Over All Lanes (%): 26.0

Total Delay for Signalled Lanes (pcuHr): 11.28
Total Delay Over All Lanes(pcuHr): 11.28

Cycle Time (s): 96

Full Input Data And Results

Scenario 6: 'DS 2046 PM' (FG6: 'PM Peak DS 2046', 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)
Network: J39 Internal Link Road	-	-	-	-	-	-	-	**65.9%**	-
Internal Link Road	-	-	-	-	-	-	-	**65.9%**	-
1/1+1/2	Link Road East Left Ahead Right	U+O	48	4	647	1945:1848	801+244	61.9 : 61.9%	647
2/1	High St South Right Left Ahead	O	16	-	97	1860	149	65.0%	97
3/1	Link Road West Ahead Right Left	O	38	-	519	1939	788	65.9%	519
4/1	Link Road East Exit	U	-	-	715	Inf	Inf	0.0%	715
5/1	High St South Exit	U	-	-	26	Inf	Inf	0.0%	26
6/1	Link Road West Exit	U	-	-	544	Inf	Inf	0.0%	544
7/1	High St North Left Ahead Right	O	16	-	195	1832	324	60.1%	195
8/1	High St North Exit	U	-	-	173	Inf	Inf	0.0%	173
Ped Link: P1	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0
Ped Link: P4	Unnamed Ped Link	-	6	-	0	-	0	0.0%	0

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: J39 Internal Link Road	**-**	**3**	**9.1**	**3.4**	**13.3**	**-**	**-**	**-**	**-**
Internal Link Road	**-**	**3**	**9.1**	**3.4**	**13.3**	**-**	**-**	**-**	**-**
1/1+1/2	647	3	2.9	0.8	4.2	23.5	10.3	0.8	11.1
2/1	97	0	1.0	0.9	2.1	77.4	2.5	0.9	3.4
3/1	519	0	3.3	1.0	4.3	29.8	11.1	1.0	12.1
4/1	715	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	26	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	544	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	195	0	2.0	0.7	2.7	50.1	4.8	0.7	5.5
8/1	173	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-
Ped Link: P4	0	-	-	-	-	-	-	-	-

C1 - 14/1099

PRC for Signalled Lanes (%): 36.6
PRC Over All Lanes (%): 36.6

Total Delay for Signalled Lanes (pcuHr): 13.32
Total Delay Over All Lanes(pcuHr): 13.32

Cycle Time (s): 96

P.49 J40_Otterpool Lane P9 North

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: J40_Otterpool Lane P9 North.j9
Path: \\hc-ukr-ln-fs-10\LN_Proj\UA008926 Otterpool\D-Calcs\Modelling\DM_it5\Appendix\Picady Junction Analysis\J40 Otterpool Lane P9 north
Report generation date: 19/11/2018 11:09:40

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	DS 2046							
Stream B-AC	0.1	6.53	0.07	A	0.0	6.14	0.03	A
Stream C-AB	0.1	6.69	0.07	A	0.4	8.30	0.29	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 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
D9	DS 2046	AM	J37 Otterpool Lane Access to Zone P18 AM Peak Template Used: J14 A261 London Rd - Barrack Hill_Base Model_DM	ONE HOUR	07:45	09:15	15	9
D10	DS 2046	PM	J37 Otterpool Lane Access to Zone P18 PM Peak Template Used: J14 A261 London Rd - Barrack Hill_Base Model_DM	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

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	0.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Otterpool Lane North		Major
B	Access		Minor
C	Otterpool Lane South		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	3.00	80	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	576	0.092	0.233	0.147	0.333
1	B-C	674	0.096	0.243	-	-
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
D9	DS 2046	AM	J37 Otterpool Lane Access to Zone P18 AM Peak Template Used: J14 A261 London Rd - Barrack Hill_Base Model_DM	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	35	100.000
C		ONE HOUR	9	407	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	0	310
	%	0	0	35
	&	372	35	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	0	2
	%	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	0.07	6.53	0.1	A	32	48
C-AB	0.07	6.69	0.1	A	32	48
C-A					341	512
A-B					0	0
A-C					284	427

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	26	7	616	0.043	26	0.0	0.0	6.097	A
C-AB	26	7	601	0.044	26	0.0	0.0	6.259	A
C-A	280	70			280				
A-B	0	0			0				
A-C	233	58			233				

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	31	8	605	0.052	31	0.0	0.1	6.273	A
C-AB	32	8	591	0.053	31	0.0	0.1	6.436	A
C-A	334	84			334				
A-B	0	0			0				
A-C	279	70			279				

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	39	10	590	0.065	38	0.1	0.1	6.531	A
C-AB	39	10	576	0.067	39	0.1	0.1	6.692	A
C-A	409	102			409				
A-B	0	0			0				
A-C	341	85			341				

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	39	10	590	0.065	39	0.1	0.1	6.531	A
C-AB	39	10	576	0.067	39	0.1	0.1	6.692	A
C-A	409	102			409				
A-B	0	0			0				
A-C	341	85			341				

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	31	8	605	0.052	32	0.1	0.1	6.275	A
C-AB	32	8	591	0.053	32	0.1	0.1	6.440	A
C-A	334	84			334				
A-B	0	0			0				
A-C	279	70			279				

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	26	7	616	0.043	26	0.1	0.0	6.103	A
C-AB	26	7	601	0.044	26	0.1	0.0	6.262	A
C-A	280	70			280				
A-B	0	0			0				
A-C	233	58			233				

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	1.97	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
D10	DS 2046	PM	J37 Otterpool Lane Access to Zone P18 PM Peak Template Used: J14 A261 London Rd - Barrack Hill_Base Model_DM	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	267	100.000
B		ONE HOUR	9	15	100.000
C		ONE HOUR	9	412	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	0	267
	%	0	0	15
	&	257	155	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	0	0
	%	0	0	0
	&	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-AC	0.03	6.14	0.0	A	14	21
C-AB	0.29	8.30	0.4	A	146	219
C-A					232	348
A-B					0	0
A-C					245	368

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	11	3	625	0.018	11	0.0	0.0	5.861	A
C-AB	118	30	617	0.191	117	0.0	0.2	7.194	A
C-A	192	48			192				
A-B	0	0			0				
A-C	201	50			201				

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	13	3	616	0.022	13	0.0	0.0	5.974	A
C-AB	142	36	612	0.232	142	0.2	0.3	7.645	A
C-A	228	57			228				
A-B	0	0			0				
A-C	240	60			240				

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	17	4	603	0.027	16	0.0	0.0	6.139	A
C-AB	178	44	611	0.291	177	0.3	0.4	8.284	A
C-A	276	69			276				
A-B	0	0			0				
A-C	294	73			294				

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	17	4	603	0.027	17	0.0	0.0	6.139	A
C-AB	178	44	611	0.291	178	0.4	0.4	8.302	A
C-A	276	69			276				
A-B	0	0			0				
A-C	294	73			294				

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	13	3	616	0.022	14	0.0	0.0	5.975	A
C-AB	142	36	613	0.232	143	0.4	0.3	7.666	A
C-A	228	57			228				
A-B	0	0			0				
A-C	240	60			240				

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	11	3	625	0.018	11	0.0	0.0	5.863	A
C-AB	118	30	617	0.191	118	0.3	0.2	7.228	A
C-A	192	48			192				
A-B	0	0			0				
A-C	201	50			201				

P.50 J41_Otterpool Lane P9 South

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: J41_Otterpool Lane P9 South.j9
Path: \\hc-ukr-ln-fs-10\LN_Proj\UA008926 Otterpool\D-Calcs\Modelling\DM_it5\Appendix\Picady Junction Analysis\J41 Otterpool Lane P9 South
Report generation date: 19/11/2018 11:10:31

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	DS 2046							
Stream B-AC	0.3	10.01	0.25	B	0.1	7.56	0.08	A
Stream C-AB	0.0	6.55	0.03	A	0.1	6.59	0.07	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 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
D9	DS 2046	AM	J37 Otterpool Lane Access to Zone P18 AM Peak Template Used: J14 A261 London Rd - Barrack Hill_Base Model_DM	ONE HOUR	07:45	09:15	15	9
D10	DS 2046	PM	J37 Otterpool Lane Access to Zone P18 PM Peak Template Used: J14 A261 London Rd - Barrack Hill_Base Model_DM	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

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	1.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Otterpool Lane North		Major
B	Access		Minor
C	Otterpool Lane South		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	3.00	80	75

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	574	0.092	0.232	0.146	0.331
1	B-C	671	0.096	0.242	-	-
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
D9	DS 2046	AM	J37 Otterpool Lane Access to Zone P18 AM Peak Template Used: J14 A261 London Rd - Barrack Hill_Base Model_DM	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	345	100.000
B		ONE HOUR	9	111	100.000
C		ONE HOUR	9	353	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	61	284
	%	69	0	42
	&	338	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	2	1
	%	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	10.01	0.3	B	102	153
C-AB	0.03	6.55	0.0	A	14	21
C-A					310	465
A-B					56	84
A-C					261	391

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	84	21	522	0.160	83	0.0	0.2	8.183	A
C-AB	11	3	595	0.019	11	0.0	0.0	6.167	A
C-A	254	64			254				
A-B	46	11			46				
A-C	214	53			214				

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	100	25	505	0.198	100	0.2	0.2	8.871	A
C-AB	13	3	583	0.023	13	0.0	0.0	6.321	A
C-A	304	76			304				
A-B	55	14			55				
A-C	255	64			255				

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	122	31	482	0.254	122	0.2	0.3	9.992	A
C-AB	17	4	566	0.029	16	0.0	0.0	6.546	A
C-A	372	93			372				
A-B	67	17			67				
A-C	313	78			313				

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	122	31	482	0.254	122	0.3	0.3	10.012	B
C-AB	17	4	566	0.029	17	0.0	0.0	6.546	A
C-A	372	93			372				
A-B	67	17			67				
A-C	313	78			313				

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	100	25	505	0.198	100	0.3	0.2	8.897	A
C-AB	13	3	583	0.023	14	0.0	0.0	6.324	A
C-A	304	76			304				
A-B	55	14			55				
A-C	255	64			255				

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	84	21	522	0.160	84	0.2	0.2	8.220	A
C-AB	11	3	595	0.019	11	0.0	0.0	6.170	A
C-A	254	64			254				
A-B	46	11			46				
A-C	214	53			214				

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	0.66	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
D10	DS 2046	PM	J37 Otterpool Lane Access to Zone P18 PM Peak Template Used: J14 A261 London Rd - Barrack Hill_Base Model_DM	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	281	100.000
B		ONE HOUR	9	36	100.000
C		ONE HOUR	9	434	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	17	264
	%	14	0	22
	&	398	36	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	0	0
	%	0	0	0
	&	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	0.08	7.56	0.1	A	33	50
C-AB	0.07	6.59	0.1	A	33	50
C-A					365	548
A-B					16	23
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	27	7	553	0.049	27	0.0	0.1	6.842	A
C-AB	27	7	608	0.045	27	0.0	0.0	6.198	A
C-A	300	75			300				
A-B	13	3			13				
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	32	8	538	0.060	32	0.1	0.1	7.123	A
C-AB	32	8	598	0.054	32	0.0	0.1	6.360	A
C-A	358	89			358				
A-B	15	4			15				
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	40	10	516	0.077	40	0.1	0.1	7.556	A
C-AB	40	10	586	0.068	40	0.1	0.1	6.591	A
C-A	438	110			438				
A-B	19	5			19				
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	40	10	516	0.077	40	0.1	0.1	7.556	A
C-AB	40	10	586	0.068	40	0.1	0.1	6.591	A
C-A	438	110			438				
A-B	19	5			19				
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	32	8	538	0.060	32	0.1	0.1	7.125	A
C-AB	32	8	598	0.054	32	0.1	0.1	6.364	A
C-A	358	89			358				
A-B	15	4			15				
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	27	7	553	0.049	27	0.1	0.1	6.847	A
C-AB	27	7	608	0.045	27	0.1	0.0	6.202	A
C-A	300	75			300				
A-B	13	3			13				
A-C	199	50			199				

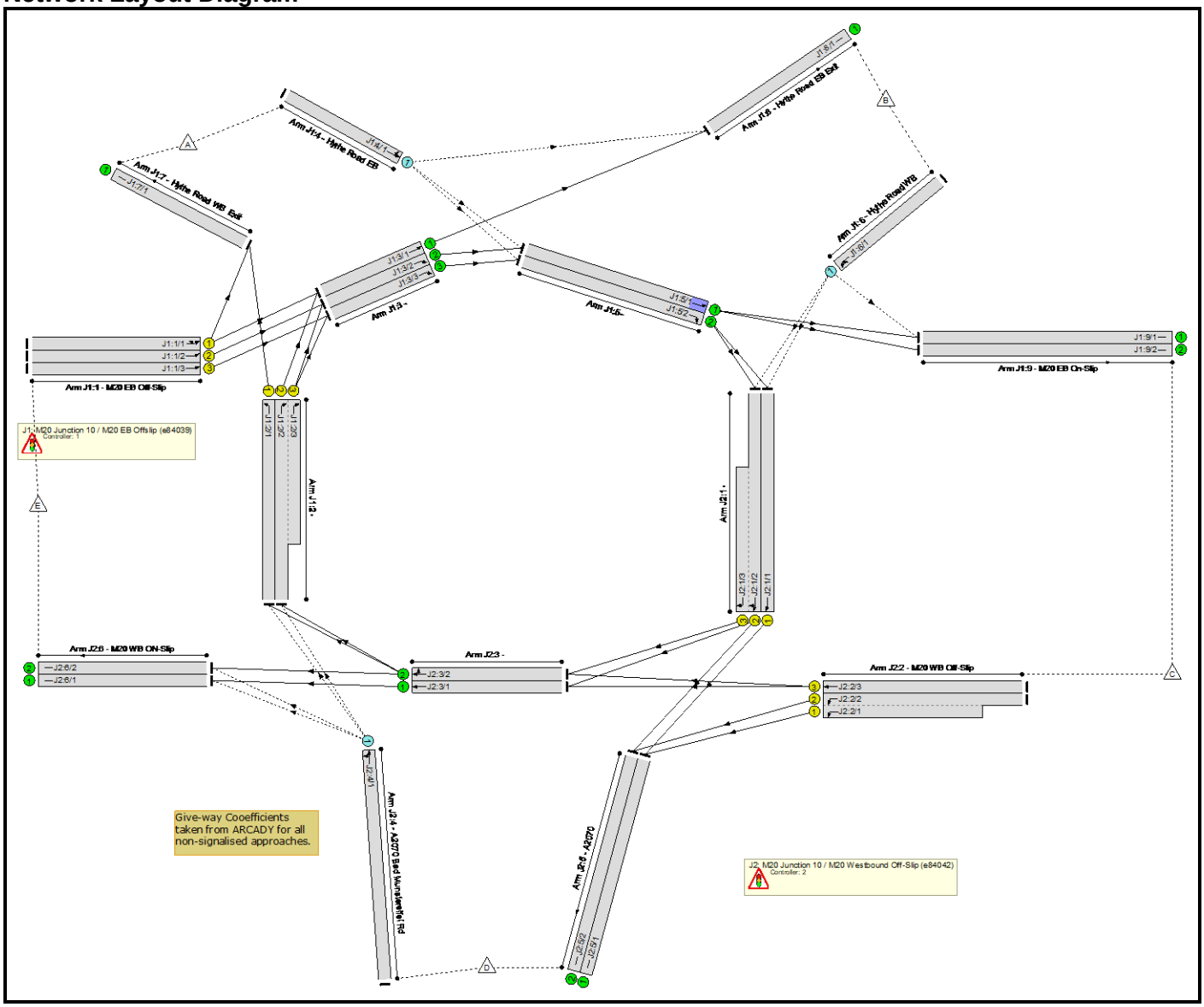
P.51 J42 M20_Junction 10a

Full Input Data And Results

User and Project Details

Project:	**Otterpool Park**
Title:	**J1 M20 Junction 10**
Location:	
Additional detail:	
File name:	M20 Junction 10a_V5.lsg3x
Author:	Jonathan Gunasekera
Company:	ARCADIS UK
Address:	

Network Layout Diagram



Full Input Data And Results

C1 - e84039

Phase Input Data

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

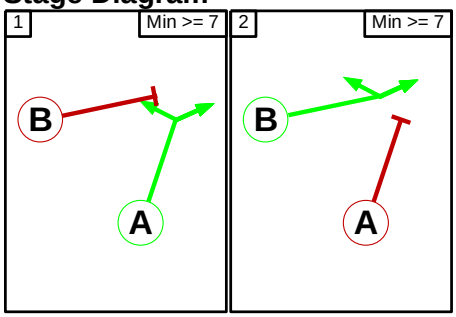
Phase Intergreens Matrix

	Starting Phase		
Terminating Phase		A	B
	A		6
	B	7	

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 - e84042

Phase Input Data

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

Full Input Data And Results

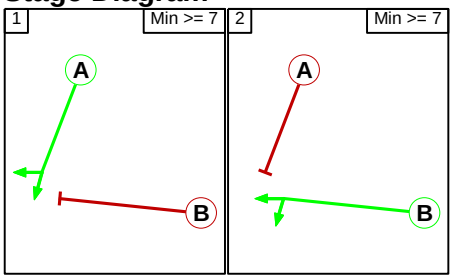
Phase Intergreens Matrix

Terminating Phase	Starting Phase		
		A	B
	A		6
	B	7	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

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

Traffic Flows, Desired

Scenario 1: 'DM 2037 AM' (FG1: 'AM Peak_2037', Plan 1: 'Network Control Plan 1')

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	228	338	0	145	711
	B	154	0	10	294	435	893
	C	433	0	0	651	0	1084
	D	2	209	507	0	155	873
	E	0	251	0	90	0	341
	Tot.	589	688	855	1035	735	3902

Full Input Data And Results

Scenario 2: 'DM 2037 PM' (FG2: 'PM PEAK 2037', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	319	470	1	16	806
	B	206	0	10	211	249	676
	C	256	0	0	602	0	858
	D	59	212	590	0	238	1099
	E	0	262	0	237	0	499
	Tot.	521	793	1070	1051	503	3938

Scenario 3: 'DM 2044 AM' (FG3: 'AM Peak_2044', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	260	326	1	207	794
	B	177	0	10	302	442	931
	C	515	0	0	664	0	1179
	D	4	224	504	0	158	890
	E	0	220	0	101	0	321
	Tot.	696	704	840	1068	807	4115

Scenario 4: 'DM 2044 PM' (FG4: 'PM Peak_2044', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	337	503	1	19	860
	B	220	0	10	232	232	694
	C	245	0	0	588	0	833
	D	29	225	633	0	295	1182
	E	0	261	0	238	0	499
	Tot.	494	823	1146	1059	546	4068

Scenario 5: 'DM 2046 AM' (FG5: 'AM Peak_2046', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	263	335	1	212	811
	B	181	0	10	300	443	934
	C	537	0	0	643	0	1180
	D	4	227	513	0	160	904
	E	0	222	0	111	0	333
	Tot.	722	712	858	1055	815	4162

Full Input Data And Results

Scenario 6: 'DM 2046 PM' (FG6: 'PM Peak_2046', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	410	433	3	16	862
	B	216	0	14	226	263	719
Origin	C	254	0	0	606	0	860
	D	51	257	604	0	326	1238
	E	0	260	0	223	0	483
	Tot.	521	927	1051	1058	605	4162

Scenario 7: 'DS 2037 AM' (FG7: 'AM DS 2037', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	288	358	1	144	791
	B	207	0	15	342	494	1058
Origin	C	505	14	0	673	0	1192
	D	4	278	536	0	147	965
	E	0	227	0	42	0	269
	Tot.	716	807	909	1058	785	4275

Scenario 8: 'DS 2037 PM' (FG8: 'PM DS 2037', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	359	490	1	19	869
	B	268	0	15	308	311	902
Origin	C	288	4	0	611	0	903
	D	6	273	640	0	230	1149
	E	0	237	0	174	0	411
	Tot.	562	873	1145	1094	560	4234

Scenario 9: 'DS 2044 AM' (FG9: 'AM DS 2044', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	350	356	3	185	894
	B	239	0	19	358	504	1120
Origin	C	614	15	0	679	0	1308
	D	8	285	572	0	137	1002
	E	0	156	0	45	0	201
	Tot.	861	806	947	1085	826	4525

Full Input Data And Results

Scenario 10: 'DS 2044 PM' (FG10: 'PM DS 2044', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	407	534	0	5	946
	B	264	0	35	299	288	886
	C	298	0	0	634	0	932
	D	8	351	701	0	286	1346
	E	0	300	0	85	0	385
	Tot.	570	1058	1270	1018	579	4495

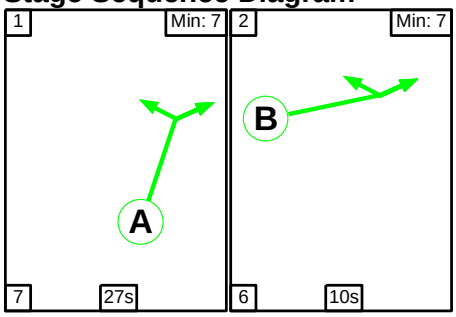
Scenario 11: 'DS 2046 AM' (FG11: 'AM DS 2046', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	348	369	3	189	909
	B	248	0	21	385	528	1182
	C	608	15	0	688	0	1311
	D	4	283	565	0	148	1000
	E	0	184	0	22	0	206
	Tot.	860	830	955	1098	865	4608

Scenario 12: 'DS 2046 PM' (FG12: 'PM DS 2046', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	429	526	0	9	964
	B	275	0	39	318	299	931
	C	302	9	0	642	0	953
	D	9	386	714	0	267	1376
	E	0	292	0	45	0	337
	Tot.	586	1116	1279	1005	575	4561

Scenario 1: 'DM 2037 AM' (FG1: 'AM Peak_2037', Plan 1: 'Network Control Plan 1')
C1 - e84039
Stage Sequence Diagram

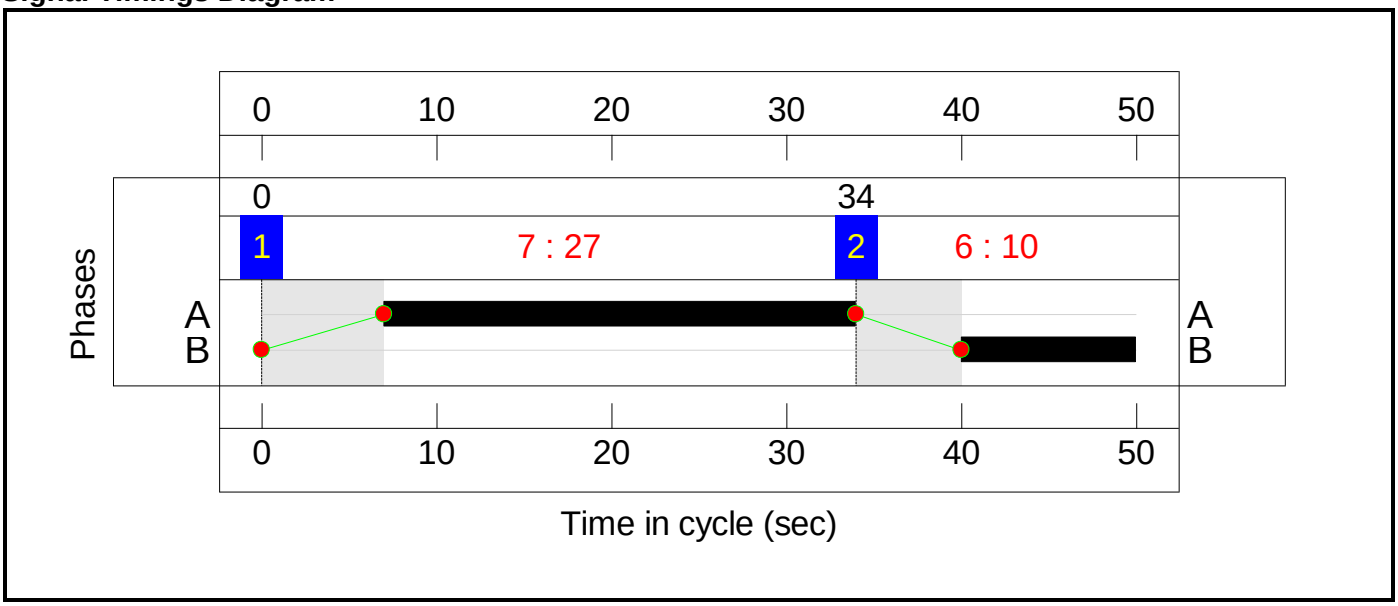


Full Input Data And Results

Stage Timings

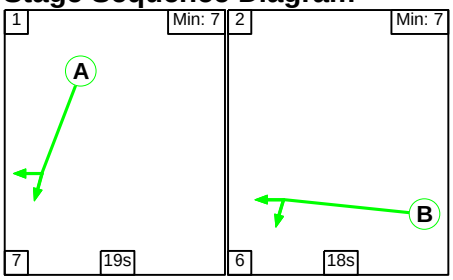
Stage	1	2
Duration	27	10
Change Point	0	34

Signal Timings Diagram



C2 - e84042

Stage Sequence Diagram

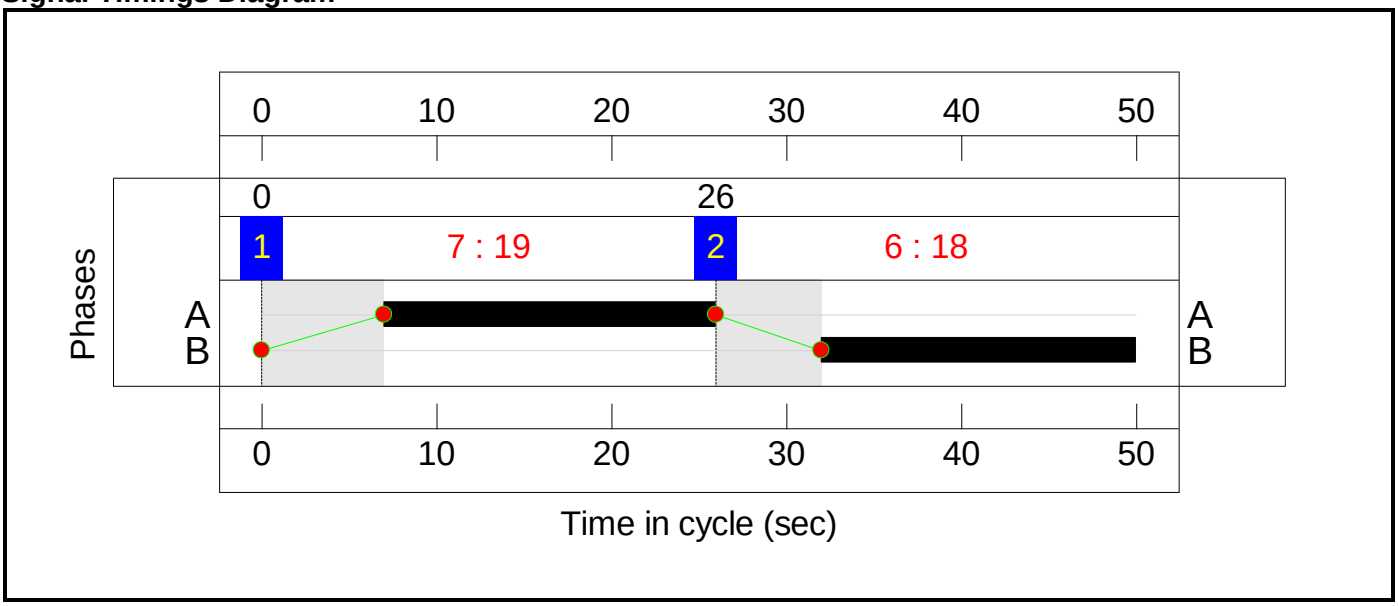


Stage Timings

Stage	1	2
Duration	19	18
Change Point	0	26

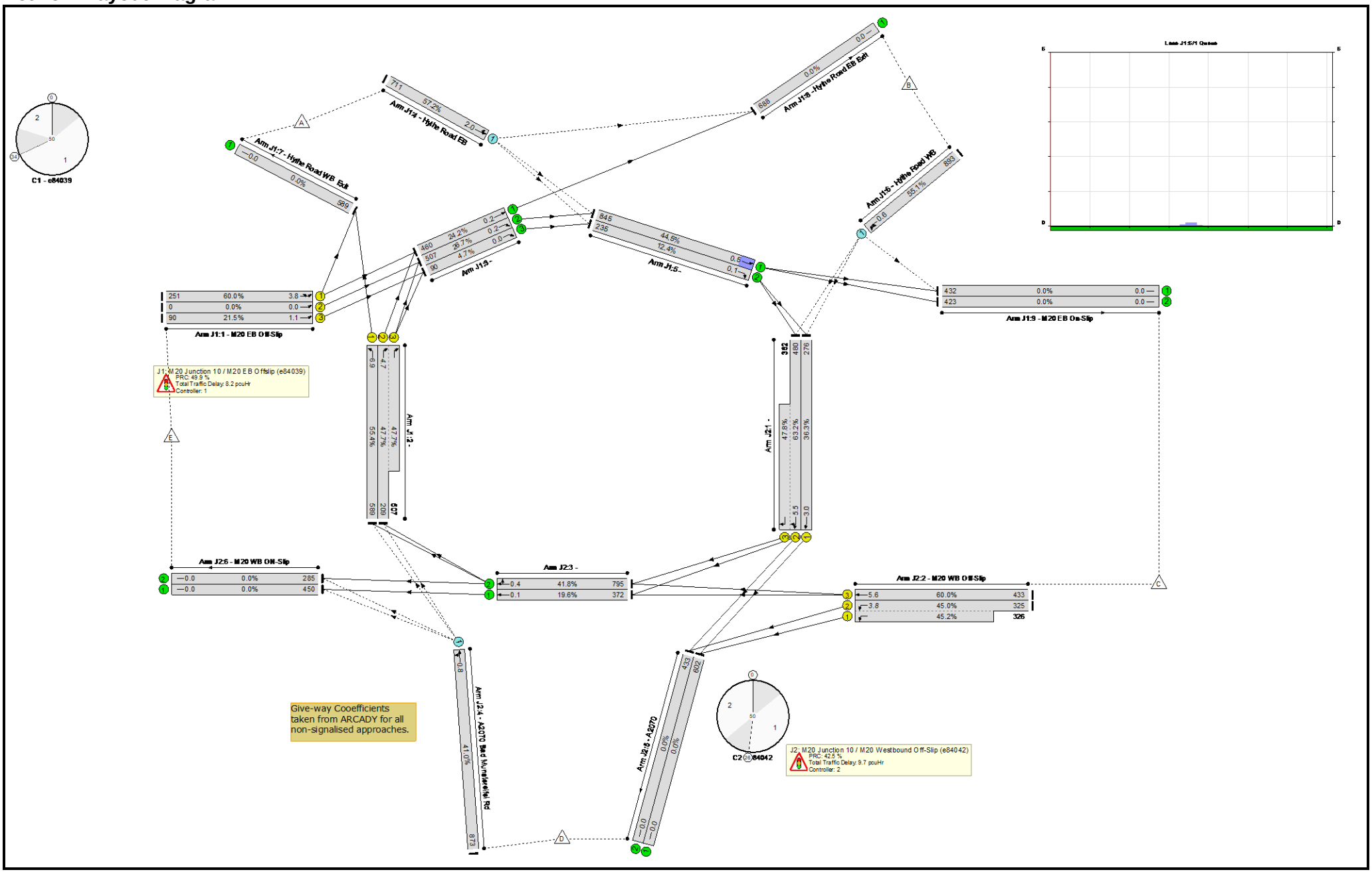
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Scenario 1: 'DM 2037 AM' (FG1: 'AM Peak_2037', 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)
Network: J1 M20 Junction 10	-	-	-	-	-	-	-	**63.2%**	-
J1: M20 Junction 10 / M20 EB Offslip (e84039)	-	-	-	-	-	-	-	**60.0%**	-
1/1	M20 EB Off-Slip Ahead U-Turn	U	10	-	251	1900	418	60.0%	251
1/2	M20 EB Off-Slip Ahead	U	10	-	0	1900	418	0.0%	0
1/3	M20 EB Off-Slip Ahead	U	10	-	90	1900	418	21.5%	90
2/1	Left	U	27	-	589	1900	1064	55.4%	589
2/2+2/3	Right	U	27	-	716	1900:1900	439+1064	47.7 : 47.7%	716
3/1	Ahead	U	-	-	460	1900	1900	24.2%	460
3/2	Ahead	U	-	-	507	1900	1900	26.7%	507
3/3	Ahead	U	-	-	90	1900	1900	4.7%	90
4/1	Hythe Road EB Ahead Left	O	-	-	711	1653	1244	57.2%	711
5/1	Ahead	U	-	-	845	1900	1900	44.5%	845
5/2	Right	U	-	-	235	1900	1900	12.4%	235
6/1	Hythe Road WB Left U-Turn	O	-	-	893	2171	1620	55.1%	893
7/1	Hythe Road WB Exit	U	-	-	589	Inf	Inf	0.0%	589
8/1	Hythe Road EB Exit	U	-	-	688	Inf	Inf	0.0%	688
9/1	M20 EB On-Slip	U	-	-	432	Inf	Inf	0.0%	432
9/2	M20 EB On-Slip	U	-	-	423	Inf	Inf	0.0%	423
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	-	-	-	-	-	-	-	**63.2%**	-
1/1	Ahead	U	19	-	276	1900	760	36.3%	276
1/2+1/3	Right Ahead	U	19	-	842	1900:1900	760+758	63.2 : 47.8%	842
2/2+2/1	M20 WB Off-Slip Left	U	18	-	651	1900:1900	722+722	45.0 : 45.2%	651
2/3	M20 WB Off-Slip Ahead	U	18	-	433	1900	722	60.0%	433

Full Input Data And Results

3/1	Ahead	U	-	-	372	1900	1900	19.6%	372
3/2	Right Ahead	U	-	-	795	1900	1900	41.8%	795
4/1	A2070 Bad Munstereifel Rd Ahead Left	O	-	-	873	2794	2131	41.0%	873
5/1	A2070	U	-	-	602	Inf	Inf	0.0%	602
5/2	A2070	U	-	-	433	Inf	Inf	0.0%	433
6/1	M20 WB ON-Slip	U	-	-	450	Inf	Inf	0.0%	450
6/2	M20 WB ON-Slip	U	-	-	285	Inf	Inf	0.0%	285

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: J1 M20 Junction 10	**-**	**0**	**10.9**	**7.0**	**17.9**	**-**	**-**	**-**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**0**	**4.1**	**4.1**	**8.2**	**-**	**-**	**-**	**-**
1/1	251	-	1.2	0.7	2.0	28.2	3.1	0.7	3.8
1/2	0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1/3	90	-	0.4	0.1	0.5	21.5	1.0	0.1	1.1
2/1	589	-	1.2	0.6	1.8	11.2	6.3	0.6	6.9
2/2+2/3	716	-	1.2	0.5	1.7	8.5	4.2	0.5	4.7
3/1	460	-	0.0	0.2	0.2	1.2	0.0	0.2	0.2
3/2	507	-	0.0	0.2	0.2	1.3	0.0	0.2	0.2
3/3	90	-	0.0	0.0	0.0	1.0	0.0	0.0	0.0
4/1	711	0	0.0	0.7	0.7	3.5	1.4	0.7	2.0
5/1	845	-	0.0	0.4	0.4	1.7	0.1	0.4	0.5
5/2	235	-	0.0	0.1	0.1	1.1	0.0	0.1	0.1
6/1	893	0	0.0	0.6	0.6	2.5	0.0	0.6	0.6
7/1	589	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	688	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9/1	432	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9/2	423	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**0**	**6.8**	**2.9**	**9.7**	**-**	**-**	**-**	**-**
1/1	276	-	0.7	0.3	1.0	13.5	2.7	0.3	3.0
1/2+1/3	842	-	2.5	0.6	3.1	13.2	4.9	0.6	5.5
2/2+2/1	651	-	2.1	0.4	2.5	13.9	3.4	0.4	3.8
2/3	433	-	1.5	0.7	2.2	18.6	4.8	0.7	5.6
3/1	372	-	0.0	0.1	0.1	1.2	0.0	0.1	0.1
3/2	795	-	0.0	0.4	0.4	1.6	0.0	0.4	0.4
4/1	873	0	0.0	0.3	0.3	1.4	0.5	0.3	0.8

Full Input Data And Results

5/1	602	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	433	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	450	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/2	285	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - e84039	PRC for Signalled Lanes (%):	49.9	Total Delay for Signalled Lanes (pcuHr):	6.04	Cycle Time (s):	50
C2 - e84042	PRC for Signalled Lanes (%):	42.5	Total Delay for Signalled Lanes (pcuHr):	8.86	Cycle Time (s):	50
	PRC Over All Lanes (%):	42.5	Total Delay Over All Lanes(pcuHr):	17.88		

Full Input Data And Results

Scenario 2: 'DM 2037 PM' (FG2: 'PM PEAK 2037', 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)
Network: J1 M20 Junction 10	-	-	-	-	-	-	-	**69.2%**	-
J1: M20 Junction 10 / M20 EB Offslip (e84039)	-	-	-	-	-	-	-	**69.2%**	-
1/1	M20 EB Off-Slip Ahead U-Turn	U	9	-	262	1900	380	68.9%	262
1/2	M20 EB Off-Slip Ahead	U	9	-	0	1900	380	0.0%	0
1/3	M20 EB Off-Slip Ahead	U	9	-	237	1900	380	62.4%	237
2/1	Left	U	28	-	521	1900	1102	47.3%	521
2/2+2/3	Right	U	28	-	802	1900:1900	396+1102	53.5 : 53.5%	802
3/1	Ahead	U	-	-	474	1900	1900	24.9%	474
3/2	Ahead	U	-	-	590	1900	1900	31.1%	590
3/3	Ahead	U	-	-	237	1900	1900	12.5%	237
4/1	Hythe Road EB Ahead Left	O	-	-	806	1653	1165	69.2%	806
5/1	Ahead	U	-	-	1060	1900	1900	55.8%	1060
5/2	Right	U	-	-	254	1900	1900	13.4%	254
6/1	Hythe Road WB Left U-Turn	O	-	-	676	2171	1501	45.0%	676
7/1	Hythe Road WB Exit	U	-	-	521	Inf	Inf	0.0%	521
8/1	Hythe Road EB Exit	U	-	-	793	Inf	Inf	0.0%	793
9/1	M20 EB On-Slip	U	-	-	540	Inf	Inf	0.0%	540
9/2	M20 EB On-Slip	U	-	-	530	Inf	Inf	0.0%	530
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	-	-	-	-	-	-	-	**58.7%**	-
1/1	Ahead	U	19	-	230	1900	760	30.3%	230
1/2+1/3	Right Ahead	U	19	-	690	1900:1900	760+429	58.7 : 56.8%	690
2/2+2/1	M20 WB Off-Slip Left	U	18	-	602	1900:1900	722+722	41.7 : 41.7%	602
2/3	M20 WB Off-Slip Ahead	U	18	-	256	1900	722	35.5%	256
3/1	Ahead	U	-	-	227	1900	1900	11.9%	227

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3/2	Right Ahead	U	-	-	500	1900	1900	26.3%	500
4/1	A2070 Bad Munstereifel Rd Ahead Left	O	-	-	1099	2794	2401	45.8%	1099
5/1	A2070	U	-	-	531	Inf	Inf	0.0%	531
5/2	A2070	U	-	-	520	Inf	Inf	0.0%	520
6/1	M20 WB ON-Slip	U	-	-	346	Inf	Inf	0.0%	346
6/2	M20 WB ON-Slip	U	-	-	157	Inf	Inf	0.0%	157

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: J1 M20 Junction 10	**-**	**0**	**9.7**	**7.8**	**17.5**	**-**	**-**	**-**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**0**	**5.0**	**5.6**	**10.6**	**-**	**-**	**-**	**-**
1/1	262	-	1.4	1.1	2.4	33.6	3.3	1.1	4.4
1/2	0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1/3	237	-	1.2	0.8	2.0	30.7	3.0	0.8	3.8
2/1	521	-	0.9	0.4	1.3	9.0	4.3	0.4	4.7
2/2+2/3	802	-	1.3	0.6	1.9	8.6	4.9	0.6	5.5
3/1	474	-	0.0	0.2	0.2	1.3	0.0	0.2	0.2
3/2	590	-	0.0	0.2	0.2	1.4	0.0	0.2	0.2
3/3	237	-	0.0	0.1	0.1	1.1	0.0	0.1	0.1
4/1	806	0	0.1	1.1	1.3	5.7	2.7	1.1	3.8
5/1	1060	-	0.0	0.6	0.7	2.3	0.4	0.6	1.0
5/2	254	-	0.0	0.1	0.1	1.1	0.0	0.1	0.1
6/1	676	0	0.0	0.4	0.4	2.2	0.0	0.4	0.4
7/1	521	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	793	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9/1	540	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9/2	530	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**0**	**4.7**	**2.2**	**6.9**	**-**	**-**	**-**	**-**
1/1	230	-	0.6	0.2	0.8	12.1	1.9	0.2	2.1
1/2+1/3	690	-	1.5	0.7	2.2	11.3	2.4	0.7	3.1
2/2+2/1	602	-	1.9	0.4	2.3	13.6	3.0	0.4	3.4
2/3	256	-	0.8	0.3	1.1	15.0	2.5	0.3	2.8
3/1	227	-	0.0	0.1	0.1	1.1	0.0	0.1	0.1
3/2	500	-	0.0	0.2	0.2	1.3	0.0	0.2	0.2
4/1	1099	0	0.0	0.4	0.4	1.4	0.0	0.4	0.4

Full Input Data And Results

5/1	531	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	520	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	346	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/2	157	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - e84039	PRC for Signalled Lanes (%):	30.5	Total Delay for Signalled Lanes (pcuHr):	7.69	Cycle Time (s):	50
C2 - e84042	PRC for Signalled Lanes (%):	53.4	Total Delay for Signalled Lanes (pcuHr):	6.27	Cycle Time (s):	50
	PRC Over All Lanes (%):	30.1	Total Delay Over All Lanes(pcuHr):	17.52		

Full Input Data And Results

Scenario 3: 'DM 2044 AM' (FG3: 'AM Peak_2044', 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)
Network: J1 M20 Junction 10	-	-	-	-	-	-	-	**71.3%**	-
J1: M20 Junction 10 / M20 EB Offslip (e84039)	-	-	-	-	-	-	-	**63.5%**	-
1/1	M20 EB Off-Slip Ahead U-Turn	U	9	-	220	1900	380	57.9%	220
1/2	M20 EB Off-Slip Ahead	U	9	-	0	1900	380	0.0%	0
1/3	M20 EB Off-Slip Ahead	U	9	-	101	1900	380	26.6%	101
2/1	Left	U	28	-	696	1900	1102	63.2%	696
2/2+2/3	Right	U	28	-	728	1900:1900	490+1102	45.7 : 45.7%	728
3/1	Ahead	U	-	-	444	1900	1900	23.4%	444
3/2	Ahead	U	-	-	504	1900	1900	26.5%	504
3/3	Ahead	U	-	-	101	1900	1900	5.3%	101
4/1	Hythe Road EB Ahead Left	O	-	-	794	1653	1250	63.5%	794
5/1	Ahead	U	-	-	830	1900	1900	43.7%	830
5/2	Right	U	-	-	309	1900	1900	16.3%	309
6/1	Hythe Road WB Left U-Turn	O	-	-	931	2171	1590	58.6%	931
7/1	Hythe Road WB Exit	U	-	-	696	Inf	Inf	0.0%	696
8/1	Hythe Road EB Exit	U	-	-	704	Inf	Inf	0.0%	704
9/1	M20 EB On-Slip	U	-	-	425	Inf	Inf	0.0%	425
9/2	M20 EB On-Slip	U	-	-	415	Inf	Inf	0.0%	415
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	-	-	-	-	-	-	-	**71.3%**	-
1/1	Ahead	U	19	-	317	1900	760	41.7%	317
1/2+1/3	Right Ahead	U	19	-	913	1900:1900	760+748	68.7 : 52.3%	913
2/2+2/1	M20 WB Off-Slip Left	U	18	-	664	1900:1900	722+722	46.0 : 46.0%	664
2/3	M20 WB Off-Slip Ahead	U	18	-	515	1900	722	71.3%	515
3/1	Ahead	U	-	-	435	1900	1900	22.9%	435

Full Input Data And Results

3/2	Right Ahead	U	-	-	906	1900	1900	47.7%	906
4/1	A2070 Bad Munstereifel Rd Ahead Left	O	-	-	890	2794	2032	43.8%	890
5/1	A2070	U	-	-	649	Inf	Inf	0.0%	649
5/2	A2070	U	-	-	419	Inf	Inf	0.0%	419
6/1	M20 WB ON-Slip	U	-	-	514	Inf	Inf	0.0%	514
6/2	M20 WB ON-Slip	U	-	-	293	Inf	Inf	0.0%	293

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: J1 M20 Junction 10	**-**	**0**	**11.9**	**8.3**	**20.2**	**-**	**-**	**-**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**0**	**4.3**	**4.6**	**8.8**	**-**	**-**	**-**	**-**
1/1	220	-	1.1	0.7	1.8	29.3	2.7	0.7	3.4
1/2	0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1/3	101	-	0.5	0.2	0.7	23.4	1.2	0.2	1.4
2/1	696	-	1.5	0.9	2.3	12.0	7.6	0.9	8.5
2/2+2/3	728	-	1.2	0.4	1.6	7.8	3.9	0.4	4.4
3/1	444	-	0.0	0.2	0.2	1.2	0.0	0.2	0.2
3/2	504	-	0.0	0.2	0.2	1.3	0.0	0.2	0.2
3/3	101	-	0.0	0.0	0.0	1.0	0.0	0.0	0.0
4/1	794	0	0.1	0.9	0.9	4.2	2.0	0.9	2.9
5/1	830	-	0.0	0.4	0.4	1.7	0.0	0.4	0.4
5/2	309	-	0.0	0.1	0.1	1.1	0.0	0.1	0.1
6/1	931	0	0.0	0.7	0.7	2.7	0.0	0.7	0.7
7/1	696	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	704	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9/1	425	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9/2	415	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**0**	**7.6**	**3.8**	**11.4**	**-**	**-**	**-**	**-**
1/1	317	-	0.9	0.4	1.2	13.7	3.0	0.4	3.4
1/2+1/3	913	-	2.8	0.8	3.5	13.9	5.4	0.8	6.2
2/2+2/1	664	-	2.1	0.4	2.6	14.0	3.4	0.4	3.8
2/3	515	-	1.9	1.2	3.1	21.8	6.0	1.2	7.2
3/1	435	-	0.0	0.1	0.1	1.2	0.0	0.1	0.1
3/2	906	-	0.0	0.5	0.5	1.8	0.0	0.5	0.5
4/1	890	0	0.0	0.4	0.4	1.6	1.0	0.4	1.4

Full Input Data And Results

5/1	649	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	419	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	514	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/2	293	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - e84039	PRC for Signalled Lanes (%):	42.5	Total Delay for Signalled Lanes (pcuHr):	6.35	Cycle Time (s):	50
C2 - e84042	PRC for Signalled Lanes (%):	26.2	Total Delay for Signalled Lanes (pcuHr):	10.42	Cycle Time (s):	50
	PRC Over All Lanes (%):	26.2	Total Delay Over All Lanes(pcuHr):	20.25		

Full Input Data And Results

Scenario 4: 'DM 2044 PM' (FG4: 'PM Peak_2044', 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)
Network: J1 M20 Junction 10	-	-	-	-	-	-	-	**75.3%**	-
J1: M20 Junction 10 / M20 EB Offslip (e84039)	-	-	-	-	-	-	-	**75.3%**	-
1/1	M20 EB Off-Slip Ahead U-Turn	U	9	-	261	1900	380	68.7%	261
1/2	M20 EB Off-Slip Ahead	U	9	-	0	1900	380	0.0%	0
1/3	M20 EB Off-Slip Ahead	U	9	-	238	1900	380	62.6%	238
2/1	Left	U	28	-	494	1900	1102	44.8%	494
2/2+2/3	Right	U	28	-	858	1900:1900	392+1102	57.4 : 57.4%	858
3/1	Ahead	U	-	-	486	1900	1900	25.6%	486
3/2	Ahead	U	-	-	633	1900	1900	33.3%	633
3/3	Ahead	U	-	-	238	1900	1900	12.5%	238
4/1	Hythe Road EB Ahead Left	O	-	-	860	1653	1143	75.3%	860
5/1	Ahead	U	-	-	1136	1900	1900	59.8%	1136
5/2	Right	U	-	-	258	1900	1900	13.6%	258
6/1	Hythe Road WB Left U-Turn	O	-	-	694	2171	1460	47.5%	694
7/1	Hythe Road WB Exit	U	-	-	494	Inf	Inf	0.0%	494
8/1	Hythe Road EB Exit	U	-	-	823	Inf	Inf	0.0%	823
9/1	M20 EB On-Slip	U	-	-	577	Inf	Inf	0.0%	577
9/2	M20 EB On-Slip	U	-	-	569	Inf	Inf	0.0%	569
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	-	-	-	-	-	-	-	**57.9%**	-
1/1	Ahead	U	21	-	226	1900	836	27.0%	226
1/2+1/3	Right Ahead	U	21	-	716	1900:1900	836+401	57.9 : 57.9%	716
2/2+2/1	M20 WB Off-Slip Left	U	16	-	588	1900:1900	646+646	45.5 : 45.5%	588
2/3	M20 WB Off-Slip Ahead	U	16	-	245	1900	646	37.9%	245
3/1	Ahead	U	-	-	239	1900	1900	12.6%	239

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3/2	Right Ahead	U	-	-	477	1900	1900	25.1%	477
4/1	A2070 Bad Munstereifel Rd Ahead Left	O	-	-	1182	2794	2416	48.9%	1182
5/1	A2070	U	-	-	520	Inf	Inf	0.0%	520
5/2	A2070	U	-	-	539	Inf	Inf	0.0%	539
6/1	M20 WB ON-Slip	U	-	-	387	Inf	Inf	0.0%	387
6/2	M20 WB ON-Slip	U	-	-	159	Inf	Inf	0.0%	159

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: J1 M20 Junction 10	**-**	**0**	**9.8**	**8.6**	**18.4**	**-**	**-**	**-**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**0**	**5.0**	**6.3**	**11.3**	**-**	**-**	**-**	**-**
1/1	261	-	1.3	1.1	2.4	33.4	3.3	1.1	4.4
1/2	0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1/3	238	-	1.2	0.8	2.0	30.8	3.0	0.8	3.8
2/1	494	-	0.7	0.4	1.1	8.2	4.0	0.4	4.4
2/2+2/3	858	-	1.5	0.7	2.2	9.0	5.5	0.7	6.1
3/1	486	-	0.0	0.2	0.2	1.3	0.0	0.2	0.2
3/2	633	-	0.0	0.2	0.2	1.4	0.0	0.2	0.2
3/3	238	-	0.0	0.1	0.1	1.1	0.0	0.1	0.1
4/1	860	0	0.2	1.5	1.7	7.2	3.1	1.5	4.6
5/1	1136	-	0.1	0.7	0.8	2.6	0.5	0.7	1.3
5/2	258	-	0.0	0.1	0.1	1.1	0.0	0.1	0.1
6/1	694	0	0.0	0.5	0.5	2.3	0.0	0.5	0.5
7/1	494	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	823	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9/1	577	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9/2	569	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**0**	**4.8**	**2.3**	**7.1**	**-**	**-**	**-**	**-**
1/1	226	-	0.5	0.2	0.7	11.3	1.9	0.2	2.1
1/2+1/3	716	-	1.3	0.7	2.0	9.8	17.4	0.7	18.1
2/2+2/1	588	-	2.1	0.4	2.5	15.4	3.2	0.4	3.6
2/3	245	-	0.9	0.3	1.2	17.0	2.5	0.3	2.8
3/1	239	-	0.0	0.1	0.1	1.1	0.0	0.1	0.1
3/2	477	-	0.0	0.2	0.2	1.3	0.0	0.2	0.2
4/1	1182	0	0.0	0.5	0.5	1.5	0.0	0.5	0.5

Full Input Data And Results

5/1	520	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	539	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	387	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/2	159	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - e84039	PRC for Signalled Lanes (%):	31.0	Total Delay for Signalled Lanes (pcuHr):	7.74	Cycle Time (s):	50
C2 - e84042	PRC for Signalled Lanes (%):	55.5	Total Delay for Signalled Lanes (pcuHr):	6.34	Cycle Time (s):	50
	PRC Over All Lanes (%):	19.6	Total Delay Over All Lanes(pcuHr):	18.36		

Full Input Data And Results

Scenario 5: 'DM 2046 AM' (FG5: 'AM Peak_2046', 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)
Network: J1 M20 Junction 10	-	-	-	-	-	-	-	**72.4%**	-
J1: M20 Junction 10 / M20 EB Offslip (e84039)	-	-	-	-	-	-	-	**65.4%**	-
1/1	M20 EB Off-Slip Ahead U-Turn	U	8	-	222	1900	342	64.9%	222
1/2	M20 EB Off-Slip Ahead	U	8	-	0	1900	342	0.0%	0
1/3	M20 EB Off-Slip Ahead	U	8	-	111	1900	342	32.5%	111
2/1	Left	U	29	-	722	1900	1140	63.3%	722
2/2+2/3	Right	U	29	-	740	1900:1900	504+1140	45.0 : 45.0%	740
3/1	Ahead	U	-	-	449	1900	1900	23.6%	449
3/2	Ahead	U	-	-	513	1900	1900	27.0%	513
3/3	Ahead	U	-	-	111	1900	1900	5.8%	111
4/1	Hythe Road EB Ahead Left	O	-	-	811	1653	1240	65.4%	811
5/1	Ahead	U	-	-	848	1900	1900	44.6%	848
5/2	Right	U	-	-	324	1900	1900	17.1%	324
6/1	Hythe Road WB Left U-Turn	O	-	-	934	2171	1573	59.4%	934
7/1	Hythe Road WB Exit	U	-	-	722	Inf	Inf	0.0%	722
8/1	Hythe Road EB Exit	U	-	-	712	Inf	Inf	0.0%	712
9/1	M20 EB On-Slip	U	-	-	433	Inf	Inf	0.0%	433
9/2	M20 EB On-Slip	U	-	-	425	Inf	Inf	0.0%	425
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	-	-	-	-	-	-	-	**72.4%**	-
1/1	Ahead	U	18	-	324	1900	722	44.9%	324
1/2+1/3	Right Ahead	U	18	-	924	1900:1900	722+722	72.4 : 55.5%	924
2/2+2/1	M20 WB Off-Slip Left	U	19	-	643	1900:1900	760+760	42.2 : 42.4%	643
2/3	M20 WB Off-Slip Ahead	U	19	-	537	1900	760	70.7%	537
3/1	Ahead	U	-	-	435	1900	1900	22.9%	435

Full Input Data And Results

3/2	Right Ahead	U	-	-	938	1900	1900	49.4%	938
4/1	A2070 Bad Munstereifel Rd Ahead Left	O	-	-	904	2794	2014	44.9%	904
5/1	A2070	U	-	-	646	Inf	Inf	0.0%	646
5/2	A2070	U	-	-	409	Inf	Inf	0.0%	409
6/1	M20 WB ON-Slip	U	-	-	515	Inf	Inf	0.0%	515
6/2	M20 WB ON-Slip	U	-	-	300	Inf	Inf	0.0%	300

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: J1 M20 Junction 10	**-**	**0**	**12.2**	**8.9**	**21.1**	**-**	**-**	**-**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**0**	**4.5**	**5.0**	**9.5**	**-**	**-**	**-**	**-**
1/1	222	-	1.2	0.9	2.1	33.8	2.8	0.9	3.7
1/2	0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1/3	111	-	0.6	0.2	0.8	25.7	1.3	0.2	1.6
2/1	722	-	1.6	0.9	2.5	12.3	7.9	0.9	8.8
2/2+2/3	740	-	1.1	0.4	1.5	7.3	3.9	0.4	4.3
3/1	449	-	0.0	0.2	0.2	1.2	0.0	0.2	0.2
3/2	513	-	0.0	0.2	0.2	1.3	0.0	0.2	0.2
3/3	111	-	0.0	0.0	0.0	1.0	0.0	0.0	0.0
4/1	811	0	0.1	0.9	1.0	4.5	2.3	0.9	3.2
5/1	848	-	0.0	0.4	0.4	1.7	0.0	0.4	0.4
5/2	324	-	0.0	0.1	0.1	1.1	0.0	0.1	0.1
6/1	934	0	0.0	0.7	0.7	2.8	0.0	0.7	0.7
7/1	722	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	712	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9/1	433	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9/2	425	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**0**	**7.7**	**3.9**	**11.6**	**-**	**-**	**-**	**-**
1/1	324	-	0.9	0.4	1.3	14.2	3.2	0.4	3.6
1/2+1/3	924	-	3.0	0.9	3.9	15.3	5.5	0.9	6.4
2/2+2/1	643	-	1.9	0.4	2.3	12.9	3.2	0.4	3.6
2/3	537	-	1.9	1.2	3.1	20.5	6.1	1.2	7.3
3/1	435	-	0.0	0.1	0.1	1.2	0.0	0.1	0.1
3/2	938	-	0.0	0.5	0.5	1.9	0.0	0.5	0.5
4/1	904	0	0.0	0.4	0.4	1.7	1.3	0.4	1.7

Full Input Data And Results

5/1	646	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	409	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	515	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/2	300	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - e84039	PRC for Signalled Lanes (%):	38.6	Total Delay for Signalled Lanes (pcuHr):	6.83	Cycle Time (s):	50
C2 - e84042	PRC for Signalled Lanes (%):	24.2	Total Delay for Signalled Lanes (pcuHr):	10.57	Cycle Time (s):	50
	PRC Over All Lanes (%):	24.2	Total Delay Over All Lanes(pcuHr):	21.08		

Full Input Data And Results

Scenario 6: 'DM 2046 PM' (FG6: 'PM Peak_2046', 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)
Network: J1 M20 Junction 10	-	-	-	-	-	-	-	**74.0%**	-
J1: M20 Junction 10 / M20 EB Offslip (e84039)	-	-	-	-	-	-	-	**74.0%**	-
1/1	M20 EB Off-Slip Ahead U-Turn	U	9	-	260	1900	380	68.4%	260
1/2	M20 EB Off-Slip Ahead	U	9	-	0	1900	380	0.0%	0
1/3	M20 EB Off-Slip Ahead	U	9	-	223	1900	380	58.7%	223
2/1	Left	U	28	-	521	1900	1102	47.3%	521
2/2+2/3	Right	U	28	-	861	1900:1900	469+1102	54.8 : 54.8%	861
3/1	Ahead	U	-	-	517	1900	1900	27.2%	517
3/2	Ahead	U	-	-	604	1900	1900	31.8%	604
3/3	Ahead	U	-	-	223	1900	1900	11.7%	223
4/1	Hythe Road EB Ahead Left	O	-	-	862	1653	1166	74.0%	862
5/1	Ahead	U	-	-	1037	1900	1900	54.6%	1037
5/2	Right	U	-	-	242	1900	1900	12.7%	242
6/1	Hythe Road WB Left U-Turn	O	-	-	719	2171	1519	47.3%	719
7/1	Hythe Road WB Exit	U	-	-	521	Inf	Inf	0.0%	521
8/1	Hythe Road EB Exit	U	-	-	927	Inf	Inf	0.0%	927
9/1	M20 EB On-Slip	U	-	-	532	Inf	Inf	0.0%	532
9/2	M20 EB On-Slip	U	-	-	519	Inf	Inf	0.0%	519
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	-	-	-	-	-	-	-	**62.9%**	-
1/1	Ahead	U	19	-	220	1900	760	28.9%	220
1/2+1/3	Right Ahead	U	19	-	727	1900:1900	760+400	62.9 : 62.2%	727
2/2+2/1	M20 WB Off-Slip Left	U	18	-	606	1900:1900	722+722	42.0 : 42.0%	606
2/3	M20 WB Off-Slip Ahead	U	18	-	254	1900	722	35.2%	254
3/1	Ahead	U	-	-	246	1900	1900	12.9%	246

Full Input Data And Results

3/2	Right Ahead	U	-	-	503	1900	1900	26.5%	503
4/1	A2070 Bad Munstereifel Rd Ahead Left	O	-	-	1238	2794	2400	51.6%	1238
5/1	A2070	U	-	-	523	Inf	Inf	0.0%	523
5/2	A2070	U	-	-	535	Inf	Inf	0.0%	535
6/1	M20 WB ON-Slip	U	-	-	409	Inf	Inf	0.0%	409
6/2	M20 WB ON-Slip	U	-	-	196	Inf	Inf	0.0%	196

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: J1 M20 Junction 10	**-**	**0**	**9.9**	**8.3**	**18.2**	**-**	**-**	**-**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**0**	**5.0**	**5.8**	**10.8**	**-**	**-**	**-**	**-**
1/1	260	-	1.3	1.1	2.4	33.3	3.3	1.1	4.4
1/2	0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1/3	223	-	1.1	0.7	1.8	29.5	2.8	0.7	3.5
2/1	521	-	0.8	0.4	1.3	8.9	4.1	0.4	4.6
2/2+2/3	861	-	1.5	0.6	2.1	8.6	5.0	0.6	5.6
3/1	517	-	0.0	0.2	0.2	1.3	0.0	0.2	0.2
3/2	604	-	0.0	0.2	0.2	1.4	0.0	0.2	0.2
3/3	223	-	0.0	0.1	0.1	1.1	0.0	0.1	0.1
4/1	862	0	0.2	1.4	1.6	6.7	2.9	1.4	4.3
5/1	1037	-	0.0	0.6	0.6	2.2	0.3	0.6	0.9
5/2	242	-	0.0	0.1	0.1	1.1	0.0	0.1	0.1
6/1	719	0	0.0	0.4	0.4	2.2	0.0	0.4	0.4
7/1	521	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	927	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9/1	532	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9/2	519	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**0**	**4.9**	**2.5**	**7.3**	**-**	**-**	**-**	**-**
1/1	220	-	0.5	0.2	0.7	11.1	1.7	0.2	1.9
1/2+1/3	727	-	1.7	0.8	2.5	12.5	3.1	0.8	3.9
2/2+2/1	606	-	1.9	0.4	2.3	13.6	3.0	0.4	3.4
2/3	254	-	0.8	0.3	1.1	14.9	2.5	0.3	2.7
3/1	246	-	0.0	0.1	0.1	1.1	0.0	0.1	0.1
3/2	503	-	0.0	0.2	0.2	1.3	0.0	0.2	0.2
4/1	1238	0	0.0	0.5	0.5	1.5	0.0	0.5	0.5

Full Input Data And Results

5/1	523	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	535	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	409	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/2	196	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - e84039	PRC for Signalled Lanes (%):	31.5	Total Delay for Signalled Lanes (pcuHr):	7.58	Cycle Time (s):	50
C2 - e84042	PRC for Signalled Lanes (%):	43.1	Total Delay for Signalled Lanes (pcuHr):	6.55	Cycle Time (s):	50
	PRC Over All Lanes (%):	21.7	Total Delay Over All Lanes(pcuHr):	18.16		

Full Input Data And Results

Scenario 7: 'DS 2037 AM' (FG7: 'AM DS 2037', 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)
Network: J1 M20 Junction 10	-	-	-	-	-	-	-	**70.5%**	-
J1: M20 Junction 10 / M20 EB Offslip (e84039)	-	-	-	-	-	-	-	**66.4%**	-
1/1	M20 EB Off-Slip Ahead U-Turn	U	8	-	227	1900	342	66.4%	227
1/2	M20 EB Off-Slip Ahead	U	8	-	0	1900	342	0.0%	0
1/3	M20 EB Off-Slip Ahead	U	8	-	42	1900	342	12.3%	42
2/1	Left	U	29	-	716	1900	1140	62.8%	716
2/2+2/3	Right	U	29	-	828	1900:1900	633+1140	46.1 : 47.0%	828
3/1	Ahead	U	-	-	519	1900	1900	27.3%	519
3/2	Ahead	U	-	-	536	1900	1900	28.2%	536
3/3	Ahead	U	-	-	42	1900	1900	2.2%	42
4/1	Hythe Road EB Ahead Left	O	-	-	791	1653	1231	64.2%	791
5/1	Ahead	U	-	-	894	1900	1900	47.1%	894
5/2	Right	U	-	-	187	1900	1900	9.8%	187
6/1	Hythe Road WB Left U-Turn	O	-	-	1058	2171	1619	65.3%	1058
7/1	Hythe Road WB Exit	U	-	-	716	Inf	Inf	0.0%	716
8/1	Hythe Road EB Exit	U	-	-	807	Inf	Inf	0.0%	807
9/1	M20 EB On-Slip	U	-	-	462	Inf	Inf	0.0%	462
9/2	M20 EB On-Slip	U	-	-	447	Inf	Inf	0.0%	447
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	-	-	-	-	-	-	-	**70.5%**	-
1/1	Ahead	U	18	-	317	1900	722	43.9%	317
1/2+1/3	Right Ahead	U	18	-	913	1900:1900	722+722	70.5 : 56.0%	913
2/2+2/1	M20 WB Off-Slip Left	U	19	-	673	1900:1900	760+760	44.2 : 44.3%	673
2/3	M20 WB Off-Slip Ahead	U	19	-	519	1900	760	68.3%	519
3/1	Ahead	U	-	-	441	1900	1900	23.2%	441

Full Input Data And Results

3/2	Right Ahead	U	-	-	923	1900	1900	48.6%	923
4/1	A2070 Bad Munstereifel Rd Ahead Left	O	-	-	965	2794	2012	48.0%	965
5/1	A2070	U	-	-	654	Inf	Inf	0.0%	654
5/2	A2070	U	-	-	404	Inf	Inf	0.0%	404
6/1	M20 WB ON-Slip	U	-	-	515	Inf	Inf	0.0%	515
6/2	M20 WB ON-Slip	U	-	-	270	Inf	Inf	0.0%	270

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: J1 M20 Junction 10	**-**	**0**	**12.1**	**8.8**	**21.0**	**-**	**-**	**-**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**0**	**4.2**	**5.0**	**9.3**	**-**	**-**	**-**	**-**
1/1	227	-	1.2	1.0	2.2	34.5	2.9	1.0	3.9
1/2	0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1/3	42	-	0.2	0.1	0.3	23.2	0.5	0.1	0.5
2/1	716	-	1.5	0.8	2.3	11.8	7.4	0.8	8.3
2/2+2/3	828	-	1.2	0.4	1.7	7.3	4.2	0.4	4.7
3/1	519	-	0.0	0.2	0.2	1.3	0.0	0.2	0.2
3/2	536	-	0.0	0.2	0.2	1.3	0.0	0.2	0.2
3/3	42	-	0.0	0.0	0.0	1.0	0.0	0.0	0.0
4/1	791	0	0.1	0.9	1.0	4.4	2.4	0.9	3.3
5/1	894	-	0.0	0.4	0.4	1.8	0.0	0.4	0.5
5/2	187	-	0.0	0.1	0.1	1.1	0.0	0.1	0.1
6/1	1058	0	0.0	0.9	0.9	3.2	0.0	0.9	0.9
7/1	716	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	807	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9/1	462	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9/2	447	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**0**	**7.9**	**3.8**	**11.7**	**-**	**-**	**-**	**-**
1/1	317	-	1.0	0.4	1.4	15.9	3.3	0.4	3.6
1/2+1/3	913	-	3.0	0.9	3.9	15.4	5.6	0.9	6.4
2/2+2/1	673	-	2.0	0.4	2.4	13.1	3.4	0.4	3.8
2/3	519	-	1.8	1.1	2.9	19.8	5.9	1.1	7.0
3/1	441	-	0.0	0.2	0.2	1.2	0.0	0.2	0.2
3/2	923	-	0.0	0.5	0.5	1.8	0.0	0.5	0.5
4/1	965	0	0.0	0.5	0.5	1.8	1.9	0.5	2.3

Full Input Data And Results

5/1	654	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	404	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	515	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/2	270	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - e84039	PRC for Signalled Lanes (%):	35.6	Total Delay for Signalled Lanes (pcuHr):	6.46	Cycle Time (s):	50
C2 - e84042	PRC for Signalled Lanes (%):	27.7	Total Delay for Signalled Lanes (pcuHr):	10.60	Cycle Time (s):	50
	PRC Over All Lanes (%):	27.7	Total Delay Over All Lanes(pcuHr):	20.97		

Full Input Data And Results

Scenario 8: 'DS 2037 PM' (FG8: 'PM DS 2037', 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)
Network: J1 M20 Junction 10	-	-	-	-	-	-	-	**75.0%**	-
J1: M20 Junction 10 / M20 EB Offslip (e84039)	-	-	-	-	-	-	-	**75.0%**	-
1/1	M20 EB Off-Slip Ahead U-Turn	U	8	-	237	1900	342	69.3%	237
1/2	M20 EB Off-Slip Ahead	U	8	-	0	1900	342	0.0%	0
1/3	M20 EB Off-Slip Ahead	U	8	-	174	1900	342	50.9%	174
2/1	Left	U	29	-	562	1900	1140	49.3%	562
2/2+2/3	Right	U	29	-	917	1900:1900	493+1140	56.1 : 56.1%	917
3/1	Ahead	U	-	-	514	1900	1900	27.1%	514
3/2	Ahead	U	-	-	640	1900	1900	33.7%	640
3/3	Ahead	U	-	-	174	1900	1900	9.2%	174
4/1	Hythe Road EB Ahead Left	O	-	-	869	1653	1159	75.0%	869
5/1	Ahead	U	-	-	1130	1900	1900	59.5%	1130
5/2	Right	U	-	-	194	1900	1900	10.2%	194
6/1	Hythe Road WB Left U-Turn	O	-	-	902	2171	1496	60.3%	902
7/1	Hythe Road WB Exit	U	-	-	562	Inf	Inf	0.0%	562
8/1	Hythe Road EB Exit	U	-	-	873	Inf	Inf	0.0%	873
9/1	M20 EB On-Slip	U	-	-	580	Inf	Inf	0.0%	580
9/2	M20 EB On-Slip	U	-	-	565	Inf	Inf	0.0%	565
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	-	-	-	-	-	-	-	**73.2%**	-
1/1	Ahead	U	27	-	280	1900	1064	26.3%	280
1/2+1/3	Right Ahead	U	27	-	801	1900:1900	1064+695	46.7 : 43.7%	801
2/2+2/1	M20 WB Off-Slip Left	U	10	-	611	1900:1900	418+418	73.0 : 73.2%	611
2/3	M20 WB Off-Slip Ahead	U	10	-	292	1900	418	69.9%	292
3/1	Ahead	U	-	-	294	1900	1900	15.5%	294

Full Input Data And Results

3/2	Right Ahead	U	-	-	596	1900	1900	31.4%	596
4/1	A2070 Bad Munstereifel Rd Ahead Left	O	-	-	1149	2794	2306	49.8%	1149
5/1	A2070	U	-	-	586	Inf	Inf	0.0%	586
5/2	A2070	U	-	-	508	Inf	Inf	0.0%	508
6/1	M20 WB ON-Slip	U	-	-	409	Inf	Inf	0.0%	409
6/2	M20 WB ON-Slip	U	-	-	151	Inf	Inf	0.0%	151

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: J1 M20 Junction 10	**-**	**0**	**10.4**	**10.2**	**20.5**	**-**	**-**	**-**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**0**	**4.4**	**6.3**	**10.6**	**-**	**-**	**-**	**-**
1/1	237	-	1.3	1.1	2.4	36.0	3.0	1.1	4.1
1/2	0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1/3	174	-	0.9	0.5	1.4	29.2	2.2	0.5	2.7
2/1	562	-	0.5	0.5	1.0	6.6	4.6	0.5	5.1
2/2+2/3	917	-	1.4	0.6	2.1	8.1	5.3	0.6	6.0
3/1	514	-	0.0	0.2	0.2	1.3	0.0	0.2	0.2
3/2	640	-	0.0	0.3	0.3	1.4	0.0	0.3	0.3
3/3	174	-	0.0	0.1	0.1	1.0	0.0	0.1	0.1
4/1	869	0	0.2	1.5	1.7	6.9	3.4	1.5	4.9
5/1	1130	-	0.0	0.7	0.8	2.5	0.4	0.7	1.1
5/2	194	-	0.0	0.1	0.1	1.1	0.0	0.1	0.1
6/1	902	0	0.0	0.8	0.8	3.0	0.0	0.8	0.8
7/1	562	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	873	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9/1	580	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9/2	565	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**0**	**6.0**	**3.9**	**9.9**	**-**	**-**	**-**	**-**
1/1	280	-	0.4	0.2	0.5	6.8	1.7	0.2	1.9
1/2+1/3	801	-	1.1	0.4	1.5	6.9	2.8	0.4	3.2
2/2+2/1	611	-	3.1	1.3	4.4	26.0	3.9	1.3	5.3
2/3	292	-	1.5	1.1	2.6	32.0	3.7	1.1	4.9
3/1	294	-	0.0	0.1	0.1	1.1	0.0	0.1	0.1
3/2	596	-	0.0	0.2	0.2	1.4	0.0	0.2	0.2
4/1	1149	0	0.0	0.5	0.5	1.6	0.0	0.5	0.5

Full Input Data And Results

5/1	586	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	508	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	409	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/2	151	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - e84039	PRC for Signalled Lanes (%):	29.9	Total Delay for Signalled Lanes (pcuHr):	6.87	Cycle Time (s):	50
C2 - e84042	PRC for Signalled Lanes (%):	22.9	Total Delay for Signalled Lanes (pcuHr):	9.08	Cycle Time (s):	50
	PRC Over All Lanes (%):	20.1	Total Delay Over All Lanes(pcuHr):	20.52		

Full Input Data And Results

Scenario 9: 'DS 2044 AM' (FG9: 'AM DS 2044', 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)
Network: J1 M20 Junction 10	-	-	-	-	-	-	-	**78.8%**	-
J1: M20 Junction 10 / M20 EB Offslip (e84039)	-	-	-	-	-	-	-	**73.1%**	-
1/1	M20 EB Off-Slip Ahead U-Turn	U	7	-	156	1900	304	51.3%	156
1/2	M20 EB Off-Slip Ahead	U	7	-	0	1900	304	0.0%	0
1/3	M20 EB Off-Slip Ahead	U	7	-	45	1900	304	14.8%	45
2/1	Left	U	30	-	861	1900	1178	73.1%	861
2/2+2/3	Right	U	30	-	872	1900:1900	623+1178	48.2 : 48.6%	872
3/1	Ahead	U	-	-	456	1900	1900	24.0%	456
3/2	Ahead	U	-	-	572	1900	1900	30.1%	572
3/3	Ahead	U	-	-	45	1900	1900	2.4%	45
4/1	Hythe Road EB Ahead Left	O	-	-	894	1653	1252	71.4%	894
5/1	Ahead	U	-	-	928	1900	1900	48.8%	928
5/2	Right	U	-	-	233	1900	1900	12.3%	233
6/1	Hythe Road WB Left U-Turn	O	-	-	1120	2171	1579	70.9%	1120
7/1	Hythe Road WB Exit	U	-	-	861	Inf	Inf	0.0%	861
8/1	Hythe Road EB Exit	U	-	-	806	Inf	Inf	0.0%	806
9/1	M20 EB On-Slip	U	-	-	483	Inf	Inf	0.0%	483
9/2	M20 EB On-Slip	U	-	-	464	Inf	Inf	0.0%	464
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	-	-	-	-	-	-	-	**78.8%**	-
1/1	Ahead	U	17	-	366	1900	684	53.5%	366
1/2+1/3	Right Ahead	U	17	-	968	1900:1900	684+684	78.8 : 62.7%	968
2/2+2/1	M20 WB Off-Slip Left	U	20	-	679	1900:1900	798+798	42.5 : 42.6%	679
2/3	M20 WB Off-Slip Ahead	U	20	-	629	1900	798	78.8%	629
3/1	Ahead	U	-	-	499	1900	1900	26.3%	499

Full Input Data And Results

3/2	Right Ahead	U	-	-	1058	1900	1900	55.7%	1058
4/1	A2070 Bad Munstereifel Rd Ahead Left	O	-	-	1002	2794	1895	52.9%	1002
5/1	A2070	U	-	-	706	Inf	Inf	0.0%	706
5/2	A2070	U	-	-	379	Inf	Inf	0.0%	379
6/1	M20 WB ON-Slip	U	-	-	568	Inf	Inf	0.0%	568
6/2	M20 WB ON-Slip	U	-	-	258	Inf	Inf	0.0%	258

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: J1 M20 Junction 10	**-**	**0**	**13.4**	**11.1**	**24.6**	**-**	**-**	**-**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**0**	**4.4**	**5.8**	**10.3**	**-**	**-**	**-**	**-**
1/1	156	-	0.8	0.5	1.4	31.3	1.9	0.5	2.5
1/2	0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1/3	45	-	0.2	0.1	0.3	25.0	0.5	0.1	0.6
2/1	861	-	2.0	1.3	3.3	14.0	9.6	1.3	11.0
2/2+2/3	872	-	1.3	0.5	1.7	7.1	4.4	0.5	4.9
3/1	456	-	0.0	0.2	0.2	1.2	0.0	0.2	0.2
3/2	572	-	0.0	0.2	0.2	1.4	0.0	0.2	0.2
3/3	45	-	0.0	0.0	0.0	1.0	0.0	0.0	0.0
4/1	894	0	0.1	1.2	1.4	5.5	3.7	1.2	5.0
5/1	928	-	0.0	0.5	0.5	1.9	0.1	0.5	0.5
5/2	233	-	0.0	0.1	0.1	1.1	0.0	0.1	0.1
6/1	1120	0	0.0	1.2	1.2	3.9	0.0	1.2	1.2
7/1	861	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	806	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9/1	483	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9/2	464	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**0**	**9.0**	**5.3**	**14.3**	**-**	**-**	**-**	**-**
1/1	366	-	1.2	0.6	1.8	17.6	3.9	0.6	4.5
1/2+1/3	968	-	3.6	1.2	4.8	17.8	6.5	1.2	7.7
2/2+2/1	679	-	1.9	0.4	2.3	12.2	3.3	0.4	3.7
2/3	629	-	2.2	1.8	4.0	23.0	7.5	1.8	9.3
3/1	499	-	0.0	0.2	0.2	1.3	0.0	0.2	0.2
3/2	1058	-	0.0	0.6	0.6	2.1	0.0	0.6	0.6
4/1	1002	0	0.0	0.6	0.6	2.2	2.8	0.6	3.3

Full Input Data And Results

5/1	706	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	379	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	568	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/2	258	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - e84039	PRC for Signalled Lanes (%):	23.1	Total Delay for Signalled Lanes (pcuHr):	6.73	Cycle Time (s):	50
C2 - e84042	PRC for Signalled Lanes (%):	14.2	Total Delay for Signalled Lanes (pcuHr):	12.91	Cycle Time (s):	50
	PRC Over All Lanes (%):	14.2	Total Delay Over All Lanes(pcuHr):	24.57		

Full Input Data And Results

Scenario 10: 'DS 2044 PM' (FG10: 'PM DS 2044', 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)
Network: J1 M20 Junction 10	-	-	-	-	-	-	-	**85.1%**	-
J1: M20 Junction 10 / M20 EB Offslip (e84039)	-	-	-	-	-	-	-	**85.1%**	-
1/1	M20 EB Off-Slip Ahead U-Turn	U	9	-	300	1900	380	78.9%	300
1/2	M20 EB Off-Slip Ahead	U	9	-	0	1900	380	0.0%	0
1/3	M20 EB Off-Slip Ahead	U	9	-	85	1900	380	22.4%	85
2/1	Left	U	28	-	570	1900	1102	51.7%	570
2/2+2/3	Right	U	28	-	1052	1900:1900	553+1102	63.5 : 63.6%	1052
3/1	Ahead	U	-	-	651	1900	1900	34.3%	651
3/2	Ahead	U	-	-	701	1900	1900	36.9%	701
3/3	Ahead	U	-	-	85	1900	1900	4.5%	85
4/1	Hythe Road EB Ahead Left	O	-	-	946	1653	1112	85.1%	946
5/1	Ahead	U	-	-	1235	1900	1900	65.0%	1235
5/2	Right	U	-	-	90	1900	1900	4.7%	90
6/1	Hythe Road WB Left U-Turn	O	-	-	886	2171	1495	59.3%	886
7/1	Hythe Road WB Exit	U	-	-	570	Inf	Inf	0.0%	570
8/1	Hythe Road EB Exit	U	-	-	1058	Inf	Inf	0.0%	1058
9/1	M20 EB On-Slip	U	-	-	652	Inf	Inf	0.0%	652
9/2	M20 EB On-Slip	U	-	-	618	Inf	Inf	0.0%	618
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	-	-	-	-	-	-	-	**57.7%**	-
1/1	Ahead	U	23	-	225	1900	912	24.7%	225
1/2+1/3	Right Ahead	U	23	-	716	1900:1900	912+636	48.0 : 43.7%	716
2/2+2/1	M20 WB Off-Slip Left	U	14	-	634	1900:1900	570+570	55.6 : 55.6%	634
2/3	M20 WB Off-Slip Ahead	U	14	-	298	1900	570	52.3%	298
3/1	Ahead	U	-	-	279	1900	1900	14.7%	279

Full Input Data And Results

3/2	Right Ahead	U	-	-	576	1900	1900	30.3%	576
4/1	A2070 Bad Munstereifel Rd Ahead Left	O	-	-	1346	2794	2331	57.7%	1346
5/1	A2070	U	-	-	542	Inf	Inf	0.0%	542
5/2	A2070	U	-	-	476	Inf	Inf	0.0%	476
6/1	M20 WB ON-Slip	U	-	-	422	Inf	Inf	0.0%	422
6/2	M20 WB ON-Slip	U	-	-	157	Inf	Inf	0.0%	157

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: J1 M20 Junction 10	**-**	**0**	**10.8**	**11.1**	**21.9**	**-**	**-**	**-**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**0**	**5.1**	**8.4**	**13.5**	**-**	**-**	**-**	**-**
1/1	300	-	1.6	1.8	3.4	40.5	3.9	1.8	5.7
1/2	0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1/3	85	-	0.4	0.1	0.5	22.9	1.0	0.1	1.1
2/1	570	-	0.8	0.5	1.3	8.3	4.8	0.5	5.4
2/2+2/3	1052	-	1.9	0.9	2.8	9.4	6.4	0.9	7.3
3/1	651	-	0.0	0.3	0.3	1.4	0.0	0.3	0.3
3/2	701	-	0.0	0.3	0.3	1.5	0.0	0.3	0.3
3/3	85	-	0.0	0.0	0.0	1.0	0.0	0.0	0.0
4/1	946	0	0.4	2.8	3.2	12.0	6.3	2.8	9.1
5/1	1235	-	0.1	0.9	1.0	2.9	0.5	0.9	1.4
5/2	90	-	0.0	0.0	0.0	1.0	0.0	0.0	0.0
6/1	886	0	0.0	0.7	0.7	2.9	0.0	0.7	0.7
7/1	570	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	1058	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9/1	652	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9/2	618	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**0**	**5.7**	**2.7**	**8.5**	**-**	**-**	**-**	**-**
1/1	225	-	0.5	0.2	0.6	10.0	1.8	0.2	2.0
1/2+1/3	716	-	1.5	0.4	1.9	9.5	3.2	0.4	3.6
2/2+2/1	634	-	2.6	0.6	3.2	18.3	3.7	0.6	4.3
2/3	298	-	1.2	0.5	1.7	21.1	3.4	0.5	3.9
3/1	279	-	0.0	0.1	0.1	1.1	0.0	0.1	0.1
3/2	576	-	0.0	0.2	0.2	1.4	0.0	0.2	0.2
4/1	1346	0	0.0	0.7	0.7	1.8	0.7	0.7	1.4

Full Input Data And Results

5/1	542	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	476	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	422	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/2	157	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - e84039	PRC for Signalled Lanes (%):	14.0	Total Delay for Signalled Lanes (pcuHr):	8.00	Cycle Time (s):	50
C2 - e84042	PRC for Signalled Lanes (%):	61.8	Total Delay for Signalled Lanes (pcuHr):	7.47	Cycle Time (s):	50
	PRC Over All Lanes (%):	5.8	Total Delay Over All Lanes(pcuHr):	21.93		

Full Input Data And Results

Scenario 11: 'DS 2046 AM' (FG11: 'AM DS 2046', 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)
Network: J1 M20 Junction 10	-	-	-	-	-	-	-	**79.5%**	-
J1: M20 Junction 10 / M20 EB Offslip (e84039)	-	-	-	-	-	-	-	**74.6%**	-
1/1	M20 EB Off-Slip Ahead U-Turn	U	7	-	184	1900	304	60.5%	184
1/2	M20 EB Off-Slip Ahead	U	7	-	0	1900	304	0.0%	0
1/3	M20 EB Off-Slip Ahead	U	7	-	22	1900	304	7.2%	22
2/1	Left	U	30	-	860	1900	1178	73.0%	860
2/2+2/3	Right	U	30	-	863	1900:1900	627+1178	47.5 : 48.0%	863
3/1	Ahead	U	-	-	482	1900	1900	25.4%	482
3/2	Ahead	U	-	-	565	1900	1900	29.7%	565
3/3	Ahead	U	-	-	22	1900	1900	1.2%	22
4/1	Hythe Road EB Ahead Left	O	-	-	909	1653	1248	72.8%	909
5/1	Ahead	U	-	-	934	1900	1900	49.2%	934
5/2	Right	U	-	-	214	1900	1900	11.3%	214
6/1	Hythe Road WB Left U-Turn	O	-	-	1182	2171	1585	74.6%	1182
7/1	Hythe Road WB Exit	U	-	-	860	Inf	Inf	0.0%	860
8/1	Hythe Road EB Exit	U	-	-	830	Inf	Inf	0.0%	830
9/1	M20 EB On-Slip	U	-	-	487	Inf	Inf	0.0%	487
9/2	M20 EB On-Slip	U	-	-	468	Inf	Inf	0.0%	468
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	-	-	-	-	-	-	-	**79.5%**	-
1/1	Ahead	U	17	-	384	1900	684	56.1%	384
1/2+1/3	Right Ahead	U	17	-	991	1900:1900	684+684	79.5 : 65.4%	991
2/2+2/1	M20 WB Off-Slip Left	U	20	-	688	1900:1900	798+798	43.1 : 43.1%	688
2/3	M20 WB Off-Slip Ahead	U	20	-	623	1900	798	78.1%	623
3/1	Ahead	U	-	-	518	1900	1900	27.3%	518

Full Input Data And Results

3/2	Right Ahead	U	-	-	1070	1900	1900	56.3%	1070
4/1	A2070 Bad Munstereifel Rd Ahead Left	O	-	-	1000	2794	1881	53.2%	1000
5/1	A2070	U	-	-	728	Inf	Inf	0.0%	728
5/2	A2070	U	-	-	370	Inf	Inf	0.0%	370
6/1	M20 WB ON-Slip	U	-	-	592	Inf	Inf	0.0%	592
6/2	M20 WB ON-Slip	U	-	-	273	Inf	Inf	0.0%	273

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: J1 M20 Junction 10	**-**	**0**	**13.7**	**11.8**	**25.5**	**-**	**-**	**-**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**0**	**4.4**	**6.3**	**10.7**	**-**	**-**	**-**	**-**
1/1	184	-	1.0	0.8	1.8	34.4	2.4	0.8	3.1
1/2	0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1/3	22	-	0.1	0.0	0.1	24.4	0.3	0.0	0.3
2/1	860	-	2.0	1.3	3.3	13.8	9.5	1.3	10.9
2/2+2/3	863	-	1.2	0.5	1.7	7.0	4.4	0.5	4.8
3/1	482	-	0.0	0.2	0.2	1.3	0.0	0.2	0.2
3/2	565	-	0.0	0.2	0.2	1.3	0.0	0.2	0.2
3/3	22	-	0.0	0.0	0.0	1.0	0.0	0.0	0.0
4/1	909	0	0.1	1.3	1.5	5.8	3.8	1.3	5.1
5/1	934	-	0.0	0.5	0.5	1.9	0.0	0.5	0.5
5/2	214	-	0.0	0.1	0.1	1.1	0.0	0.1	0.1
6/1	1182	0	0.0	1.5	1.5	4.4	1.6	1.5	3.1
7/1	860	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	830	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9/1	487	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9/2	468	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**0**	**9.3**	**5.5**	**14.7**	**-**	**-**	**-**	**-**
1/1	384	-	1.3	0.6	2.0	18.4	4.3	0.6	4.9
1/2+1/3	991	-	3.8	1.3	5.1	18.4	6.6	1.3	7.9
2/2+2/1	688	-	2.0	0.4	2.3	12.3	3.3	0.4	3.7
2/3	623	-	2.2	1.7	3.9	22.6	7.4	1.7	9.2
3/1	518	-	0.0	0.2	0.2	1.3	0.0	0.2	0.2
3/2	1070	-	0.0	0.6	0.6	2.2	0.0	0.6	0.6
4/1	1000	0	0.1	0.6	0.6	2.3	2.8	0.6	3.3

Full Input Data And Results

5/1	728	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	370	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	592	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/2	273	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - e84039	PRC for Signalled Lanes (%):	23.3	Total Delay for Signalled Lanes (pcuHr):	6.89	Cycle Time (s):	50
C2 - e84042	PRC for Signalled Lanes (%):	13.2	Total Delay for Signalled Lanes (pcuHr):	13.28	Cycle Time (s):	50
	PRC Over All Lanes (%):	13.2	Total Delay Over All Lanes(pcuHr):	25.49		

Full Input Data And Results

Scenario 12: 'DS 2046 PM' (FG12: 'PM DS 2046', 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)
Network: J1 M20 Junction 10	-	-	-	-	-	-	-	**87.1%**	-
J1: M20 Junction 10 / M20 EB Offslip (e84039)	-	-	-	-	-	-	-	**87.1%**	-
1/1	M20 EB Off-Slip Ahead U-Turn	U	8	-	292	1900	342	85.4%	292
1/2	M20 EB Off-Slip Ahead	U	8	-	0	1900	342	0.0%	0
1/3	M20 EB Off-Slip Ahead	U	8	-	45	1900	342	13.2%	45
2/1	Left	U	29	-	586	1900	1140	51.4%	586
2/2+2/3	Right	U	29	-	1109	1900:1900	647+1140	61.1 : 62.6%	1109
3/1	Ahead	U	-	-	687	1900	1900	36.2%	687
3/2	Ahead	U	-	-	714	1900	1900	37.6%	714
3/3	Ahead	U	-	-	45	1900	1900	2.4%	45
4/1	Hythe Road EB Ahead Left	O	-	-	964	1653	1107	87.1%	964
5/1	Ahead	U	-	-	1240	1900	1900	65.3%	1240
5/2	Right	U	-	-	54	1900	1900	2.8%	54
6/1	Hythe Road WB Left U-Turn	O	-	-	931	2171	1511	61.6%	931
7/1	Hythe Road WB Exit	U	-	-	586	Inf	Inf	0.0%	586
8/1	Hythe Road EB Exit	U	-	-	1116	Inf	Inf	0.0%	1116
9/1	M20 EB On-Slip	U	-	-	659	Inf	Inf	0.0%	659
9/2	M20 EB On-Slip	U	-	-	620	Inf	Inf	0.0%	620
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	-	-	-	-	-	-	-	**84.5%**	-
1/1	Ahead	U	28	-	237	1900	1102	21.5%	237
1/2+1/3	Right Ahead	U	28	-	709	1900:1900	1102+783	37.8 : 37.3%	709
2/2+2/1	M20 WB Off-Slip Left	U	9	-	642	1900:1900	380+380	84.5 : 84.5%	642
2/3	M20 WB Off-Slip Ahead	U	9	-	311	1900	380	81.8%	311
3/1	Ahead	U	-	-	291	1900	1900	15.3%	291

Full Input Data And Results

3/2	Right Ahead	U	-	-	603	1900	1900	31.7%	603
4/1	A2070 Bad Munstereifel Rd Ahead Left	O	-	-	1376	2794	2304	59.7%	1376
5/1	A2070	U	-	-	558	Inf	Inf	0.0%	558
5/2	A2070	U	-	-	447	Inf	Inf	0.0%	447
6/1	M20 WB ON-Slip	U	-	-	425	Inf	Inf	0.0%	425
6/2	M20 WB ON-Slip	U	-	-	150	Inf	Inf	0.0%	150

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: J1 M20 Junction 10	**-**	**0**	**11.1**	**15.9**	**26.9**	**-**	**-**	**-**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**0**	**4.7**	**9.6**	**14.3**	**-**	**-**	**-**	**-**
1/1	292	-	1.6	2.6	4.3	52.4	3.9	2.6	6.5
1/2	0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1/3	45	-	0.2	0.1	0.3	23.3	0.5	0.1	0.6
2/1	586	-	0.5	0.5	1.0	6.4	4.9	0.5	5.4
2/2+2/3	1109	-	1.8	0.8	2.6	8.5	6.3	0.8	7.2
3/1	687	-	0.0	0.3	0.3	1.5	0.0	0.3	0.3
3/2	714	-	0.0	0.3	0.3	1.5	0.0	0.3	0.3
3/3	45	-	0.0	0.0	0.0	1.0	0.0	0.0	0.0
4/1	964	0	0.5	3.2	3.7	13.8	7.2	3.2	10.5
5/1	1240	-	0.0	0.9	1.0	2.8	0.4	0.9	1.3
5/2	54	-	0.0	0.0	0.0	1.0	0.0	0.0	0.0
6/1	931	0	0.0	0.8	0.8	3.1	0.0	0.8	0.8
7/1	586	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	1116	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9/1	659	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9/2	620	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**0**	**6.4**	**6.2**	**12.6**	**-**	**-**	**-**	**-**
1/1	237	-	0.3	0.1	0.5	7.0	1.5	0.1	1.6
1/2+1/3	709	-	1.0	0.3	1.3	6.6	2.7	0.3	3.0
2/2+2/1	642	-	3.4	2.6	6.0	33.9	4.3	2.6	6.9
2/3	311	-	1.7	2.1	3.8	43.7	4.1	2.1	6.2
3/1	291	-	0.0	0.1	0.1	1.1	0.0	0.1	0.1
3/2	603	-	0.0	0.2	0.2	1.4	0.0	0.2	0.2
4/1	1376	0	0.0	0.7	0.7	1.9	0.4	0.7	1.1

Full Input Data And Results

5/1	558	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	447	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	425	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/2	150	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - e84039	PRC for Signalled Lanes (%):	5.4	Total Delay for Signalled Lanes (pcuHr):	8.22	Cycle Time (s):	50
C2 - e84042	PRC for Signalled Lanes (%):	6.5	Total Delay for Signalled Lanes (pcuHr):	11.58	Cycle Time (s):	50
	PRC Over All Lanes (%):	3.4	Total Delay Over All Lanes(pcuHr):	26.93		

P.52 J43_A20 Ashford Rd small roundabout

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk

Filename: J43 A20 Ashford Rd small roundabout.j9
Path: \\hc-ukr-ln-fs-10\LN_Proj\UA008926 Otterpool\D-Calcs\Modelling\DM_it5\Appendix\Arcady Roundabout Analysis\J43 A20 Ashford Rd small roundabout
Report generation date: 16/11/2018 08:58:38

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	DM 2037							
Arm B	1.2	3.79	0.55	A	1.0	3.25	0.50	A
Arm A	1.0	4.03	0.50	A	0.8	3.41	0.45	A
	DM 2044							
Arm B	1.3	3.91	0.56	A	1.1	3.38	0.52	A
Arm A	1.1	4.34	0.53	A	0.8	3.44	0.46	A
	DM 2046							
Arm B	1.3	3.94	0.57	A	1.1	3.41	0.53	A
Arm A	1.1	4.39	0.54	A	0.9	3.48	0.47	A
	DS 2037							
Arm B	3.0	6.69	0.75	A	2.7	6.03	0.73	A
Arm A	7.5	17.52	0.89	C	3.5	8.51	0.78	A
	DS 2044							
Arm B	14.4	26.51	0.95	D	6.4	12.23	0.87	B
Arm A	54.3	95.35	1.04	F	13.5	28.23	0.94	D
	DS 2046							
Arm B	16.8	30.44	0.96	D	9.4	17.52	0.91	C
Arm A	93.9	151.81	1.09	F	19.9	39.68	0.97	E

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	J21B Otterpool Park_Base Model AM PEAK
Location	M20 J13-Castle hill Interchange
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
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

DM 2037, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	B, A	3.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
B	A20 Ashford Rd North	
A	A20 Ashford Rd South	

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
B	7.60	7.60	0.0	21.4	78.0	32.0	
A	3.76	7.55	63.0	19.0	78.0	39.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
B	0.565	2294
A	0.519	2031

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
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 (%)
B		ONE HOUR	9	1048	100.000
A		ONE HOUR	9	804	100.000

Origin -Destination Data

Demand (Veh/hr)

		To	
		%	$
From	%	271	777
	$	804	0

Vehicle Mix

Heavy Vehicle Percentages

		To	
		%	$
From	%	6	10
	$	5	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)
B	0.55	3.79	1.2	A	962	1442
A	0.50	4.03	1.0	A	738	1107

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
B	789	197	0	2105	0.375	787	807	0.0	0.6	2.727	A
A	605	151	203	1828	0.331	603	583	0.0	0.5	2.935	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
B	942	236	0	2105	0.448	941	966	0.6	0.8	3.093	A
A	723	181	243	1807	0.400	722	698	0.5	0.7	3.318	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
B	1154	288	0	2105	0.548	1152	1182	0.8	1.2	3.773	A
A	885	221	298	1778	0.498	884	854	0.7	1.0	4.021	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
B	1154	288	0	2105	0.548	1154	1184	1.2	1.2	3.785	A
A	885	221	298	1778	0.498	885	855	1.0	1.0	4.033	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
B	942	236	0	2105	0.448	944	968	1.2	0.8	3.104	A
A	723	181	244	1806	0.400	724	700	1.0	0.7	3.331	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
B	789	197	0	2105	0.375	790	810	0.8	0.6	2.741	A
A	605	151	204	1827	0.331	606	586	0.7	0.5	2.948	A

DM 2037, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	B, A	3.32	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
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 (%)
B		ONE HOUR	9	1021	100.000
A		ONE HOUR	9	789	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
			%	$
From	%	82	939
	$	789	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
			%	$
From	%	0	3
	$	3	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)
B	0.50	3.25	1.0	A	937	1405
A	0.45	3.41	0.8	A	724	1086

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
B	769	192	0	2231	0.345	767	654	0.0	0.5	2.455	A
A	594	149	62	1937	0.307	592	705	0.0	0.4	2.673	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
B	918	229	0	2231	0.411	917	782	0.5	0.7	2.739	A
A	709	177	74	1931	0.367	709	844	0.4	0.6	2.943	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
B	1124	281	0	2231	0.504	1123	958	0.7	1.0	3.247	A
A	869	217	90	1923	0.452	868	1033	0.6	0.8	3.408	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
B	1124	281	0	2231	0.504	1124	959	1.0	1.0	3.252	A
A	869	217	90	1923	0.452	869	1034	0.8	0.8	3.414	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
B	918	229	0	2231	0.411	919	784	1.0	0.7	2.748	A
A	709	177	74	1931	0.367	710	845	0.8	0.6	2.952	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
B	769	192	0	2231	0.345	769	656	0.7	0.5	2.464	A
A	594	149	62	1937	0.307	595	708	0.6	0.4	2.681	A

DM 2044, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	B, A	4.10	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 (%)
B		ONE HOUR	9	1068	100.000
A		ONE HOUR	9	850	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
			%	$
From	%	289	779
	$	850	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
			%	$
From	%	6	11
	$	5	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)
B	0.56	3.91	1.3	A	980	1470
A	0.53	4.34	1.1	A	780	1170

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
B	804	201	0	2097	0.383	802	855	0.0	0.6	2.775	A
A	640	160	217	1818	0.352	638	585	0.0	0.5	3.045	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
B	960	240	0	2097	0.458	959	1023	0.6	0.8	3.160	A
A	764	191	260	1796	0.426	763	700	0.5	0.7	3.486	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
B	1176	294	0	2097	0.561	1174	1252	0.8	1.3	3.895	A
A	936	234	318	1765	0.530	934	856	0.7	1.1	4.325	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
B	1176	294	0	2097	0.561	1176	1254	1.3	1.3	3.909	A
A	936	234	318	1765	0.530	936	858	1.1	1.1	4.341	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
B	960	240	0	2097	0.458	962	1026	1.3	0.9	3.176	A
A	764	191	260	1795	0.426	766	702	1.1	0.7	3.502	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
B	804	201	0	2097	0.383	805	859	0.9	0.6	2.788	A
A	640	160	218	1818	0.352	641	587	0.7	0.5	3.062	A

DM 2044, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	B, A	3.41	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 (%)
B		ONE HOUR	9	1060	100.000
A		ONE HOUR	9	808	100.000

Origin -Destination Data

Demand (Veh/hr)

		To	
		%	$
From	%	57	1003
	$	808	0

Vehicle Mix

Heavy Vehicle Percentages

		To	
		%	$
From	%	0	3
	$	3	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)
B	0.52	3.38	1.1	A	973	1459
A	0.46	3.44	0.8	A	741	1112

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
B	798	200	0	2231	0.358	796	649	0.0	0.6	2.505	A
A	608	152	43	1944	0.313	606	753	0.0	0.5	2.687	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
B	953	238	0	2231	0.427	952	777	0.6	0.7	2.813	A
A	726	182	51	1940	0.374	726	901	0.5	0.6	2.962	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
B	1167	292	0	2231	0.523	1166	951	0.7	1.1	3.374	A
A	890	222	63	1934	0.460	889	1103	0.6	0.8	3.439	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
B	1167	292	0	2231	0.523	1167	952	1.1	1.1	3.382	A
A	890	222	63	1934	0.460	890	1104	0.8	0.8	3.444	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
B	953	238	0	2231	0.427	954	779	1.1	0.7	2.824	A
A	726	182	51	1940	0.374	727	903	0.8	0.6	2.970	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
B	798	200	0	2231	0.358	799	652	0.7	0.6	2.516	A
A	608	152	43	1944	0.313	609	756	0.6	0.5	2.698	A

DM 2046, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	B, A	4.14	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 (%)
B		ONE HOUR	9	1080	100.000
A		ONE HOUR	9	857	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
			%	$
From	%	289	791
	$	857	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
			%	$
From	%	6	10
	$	5	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)
B	0.57	3.94	1.3	A	991	1487
A	0.54	4.39	1.1	A	786	1180

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
B	813	203	0	2103	0.387	811	860	0.0	0.6	2.782	A
A	645	161	217	1817	0.355	643	594	0.0	0.5	3.062	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
B	971	243	0	2103	0.462	970	1029	0.6	0.9	3.175	A
A	770	193	260	1794	0.429	770	710	0.5	0.7	3.508	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
B	1189	297	0	2103	0.566	1187	1260	0.9	1.3	3.927	A
A	944	236	318	1764	0.535	942	870	0.7	1.1	4.373	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
B	1189	297	0	2103	0.566	1189	1262	1.3	1.3	3.940	A
A	944	236	318	1764	0.535	944	871	1.1	1.1	4.389	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
B	971	243	0	2103	0.462	973	1032	1.3	0.9	3.190	A
A	770	193	260	1794	0.429	772	712	1.1	0.8	3.529	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
B	813	203	0	2103	0.387	814	864	0.9	0.6	2.795	A
A	645	161	218	1816	0.355	646	596	0.8	0.6	3.080	A

DM 2046, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	B, A	3.44	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 (%)
B		ONE HOUR	9	1065	100.000
A		ONE HOUR	9	818	100.000

Origin -Destination Data

Demand (Veh/hr)

		To	
		%	$
From	%	58	1007
	$	818	0

Vehicle Mix

Heavy Vehicle Percentages

		To	
		%	$
From	%	0	3
	$	3	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)
B	0.53	3.41	1.1	A	977	1466
A	0.47	3.48	0.9	A	751	1126

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
B	802	200	0	2229	0.360	800	658	0.0	0.6	2.515	A
A	616	154	44	1945	0.317	614	756	0.0	0.5	2.701	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
B	957	239	0	2229	0.429	957	787	0.6	0.7	2.827	A
A	735	184	52	1941	0.379	735	905	0.5	0.6	2.984	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
B	1173	293	0	2229	0.526	1171	963	0.7	1.1	3.398	A
A	901	225	64	1935	0.466	900	1107	0.6	0.9	3.475	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
B	1173	293	0	2229	0.526	1173	964	1.1	1.1	3.406	A
A	901	225	64	1935	0.466	901	1109	0.9	0.9	3.480	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
B	957	239	0	2229	0.429	959	789	1.1	0.8	2.838	A
A	735	184	52	1940	0.379	736	907	0.9	0.6	2.991	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
B	802	200	0	2229	0.360	803	660	0.8	0.6	2.526	A
A	616	154	44	1945	0.317	616	759	0.6	0.5	2.710	A

DS 2037, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	B, A	12.02	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 (%)
B		ONE HOUR	9	1483	100.000
A		ONE HOUR	9	1469	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
			%	$
From	%	253	1230
	$	1469	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
			%	$
From	%	4	6
	$	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)
B	0.75	6.69	3.0	A	1361	2041
A	0.89	17.52	7.5	C	1348	2022

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
B	1116	279	0	2170	0.515	1112	1290	0.0	1.1	3.389	A
A	1106	276	190	1862	0.594	1100	923	0.0	1.4	4.687	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
B	1333	333	0	2170	0.614	1331	1544	1.1	1.6	4.281	A
A	1321	330	227	1843	0.717	1317	1104	1.4	2.5	6.785	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
B	1633	408	0	2170	0.752	1627	1877	1.6	3.0	6.568	A
A	1617	404	278	1817	0.890	1599	1350	2.5	7.0	15.394	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
B	1633	408	0	2170	0.752	1633	1894	3.0	3.0	6.693	A
A	1617	404	279	1816	0.890	1615	1354	7.0	7.5	17.518	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
B	1333	333	0	2170	0.614	1339	1569	3.0	1.6	4.360	A
A	1321	330	228	1842	0.717	1340	1110	7.5	2.6	7.433	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
B	1116	279	0	2170	0.515	1119	1301	1.6	1.1	3.430	A
A	1106	276	191	1862	0.594	1110	928	2.6	1.5	4.818	A

DS 2037, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	B, A	7.22	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 (%)
B		ONE HOUR	9	1501	100.000
A		ONE HOUR	9	1381	100.000

Origin -Destination Data

Demand (Veh/hr)

		To	
		%	$
From	%	87	1414
	$	1381	0

Vehicle Mix

Heavy Vehicle Percentages

		To	
		%	$
From	%	0	2
	$	2	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)
B	0.73	6.03	2.7	A	1377	2066
A	0.78	8.51	3.5	A	1267	1901

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
B	1130	283	0	2249	0.503	1126	1100	0.0	1.0	3.194	A
A	1040	260	65	1958	0.531	1035	1061	0.0	1.1	3.882	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
B	1349	337	0	2249	0.600	1347	1317	1.0	1.5	3.985	A
A	1241	310	78	1952	0.636	1239	1269	1.1	1.7	5.035	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
B	1653	413	0	2249	0.735	1648	1609	1.5	2.7	5.942	A
A	1521	380	96	1943	0.783	1514	1552	1.7	3.5	8.254	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
B	1653	413	0	2249	0.735	1653	1616	2.7	2.7	6.034	A
A	1521	380	96	1943	0.783	1520	1557	3.5	3.5	8.507	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
B	1349	337	0	2249	0.600	1354	1327	2.7	1.5	4.048	A
A	1241	310	78	1951	0.636	1248	1276	3.5	1.8	5.172	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
B	1130	283	0	2249	0.503	1132	1108	1.5	1.0	3.229	A
A	1040	260	66	1958	0.531	1042	1066	1.8	1.1	3.941	A

DS 2044, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	B, A	59.29	F

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 (%)
B		ONE HOUR	✓	1894	100.000
A		ONE HOUR	✓	1710	100.000

Origin-Destination Data

Demand (Veh/hr)

		To	
		B	A
From	B	230	1664
	A	1710	0

Vehicle Mix

Heavy Vehicle Percentages

		To	
		B	A
From	B	1	5
	A	5	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)
B	0.95	26.51	14.4	D	1738	2607
A	1.04	95.35	54.3	F	1569	2354

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
B	1426	356	0	2200	0.648	1419	1451	0.0	1.8	4.568	A
A	1287	322	172	1849	0.696	1278	1246	0.0	2.2	6.220	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
B	1703	426	0	2200	0.774	1697	1733	1.8	3.3	7.072	A
A	1537	384	206	1832	0.839	1527	1491	2.2	4.8	11.424	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
B	2085	521	0	2200	0.948	2049	2019	3.3	12.5	20.175	C
A	1883	471	249	1810	1.040	1770	1800	4.8	33.0	48.166	E

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
B	2085	521	0	2200	0.948	2078	2050	12.5	14.4	26.508	D
A	1883	471	252	1809	1.041	1797	1825	33.0	54.3	95.348	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
B	1703	426	0	2200	0.774	1746	1942	14.4	3.6	8.653	A
A	1537	384	212	1829	0.841	1730	1534	54.3	6.2	53.682	F

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
B	1426	356	0	2200	0.648	1433	1477	3.6	1.9	4.735	A
A	1287	322	174	1848	0.697	1303	1259	6.2	2.4	6.790	A

DS 2044, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	B, A	19.98	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
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 (%)
B		ONE HOUR	✓	1776	100.000
A		ONE HOUR	✓	1669	100.000

Origin-Destination Data

Demand (Veh/hr)

		To	
		B	A
From	B	83	1693
	A	1669	0

Vehicle Mix

Heavy Vehicle Percentages

		To	
		B	A
From	B	0	2
	A	2	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)
B	0.87	12.23	6.4	B	1630	2445
A	0.94	28.23	13.5	D	1532	2297

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
B	1337	334	0	2246	0.595	1331	1312	0.0	1.5	3.911	A
A	1257	314	62	1960	0.641	1249	1269	0.0	1.8	5.020	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
B	1597	399	0	2246	0.711	1593	1569	1.5	2.4	5.479	A
A	1500	375	74	1954	0.768	1495	1518	1.8	3.2	7.747	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
B	1955	489	0	2246	0.871	1940	1894	2.4	6.1	11.272	B
A	1838	459	91	1945	0.945	1804	1850	3.2	11.7	21.535	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
B	1955	489	0	2246	0.871	1954	1922	6.1	6.4	12.234	B
A	1838	459	91	1945	0.945	1830	1863	11.7	13.5	28.227	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
B	1597	399	0	2246	0.711	1612	1616	6.4	2.5	5.815	A
A	1500	375	75	1953	0.768	1541	1537	13.5	3.4	9.528	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
B	1337	334	0	2246	0.595	1341	1326	2.5	1.5	3.997	A
A	1257	314	63	1959	0.641	1263	1278	3.4	1.8	5.215	A

DS 2046, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	B, A	89.23	F

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 (%)
B		ONE HOUR	✓	1916	100.000
A		ONE HOUR	✓	1795	100.000

Origin-Destination Data

Demand (Veh/hr)

		To	
		B	A
From	B	238	1678
	A	1795	0

Vehicle Mix

Heavy Vehicle Percentages

		To	
		B	A
From	B	1	5
	A	5	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)
B	0.96	30.44	16.8	D	1758	2637
A	1.09	151.81	93.9	F	1647	2471

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
B	1442	361	0	2200	0.656	1435	1519	0.0	1.9	4.659	A
A	1351	338	178	1854	0.729	1341	1257	0.0	2.6	6.887	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
B	1722	431	0	2200	0.783	1716	1812	1.9	3.5	7.337	A
A	1614	403	213	1836	0.879	1598	1503	2.6	6.4	14.285	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
B	2110	527	0	2200	0.959	2067	2050	3.5	14.1	22.106	C
A	1976	494	257	1814	1.089	1794	1810	6.4	52.1	68.001	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
B	2110	527	0	2200	0.959	2099	2070	14.1	16.8	30.441	D
A	1976	494	261	1812	1.090	1809	1838	52.1	93.9	151.813	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
B	1722	431	0	2200	0.783	1775	2034	16.8	3.8	9.439	A
A	1614	403	220	1833	0.881	1813	1554	93.9	44.0	138.910	F

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
B	1442	361	0	2200	0.656	1450	1696	3.8	1.9	4.844	A
A	1351	338	180	1853	0.729	1516	1270	44.0	2.8	16.998	C

DS 2046, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	B, A	28.15	D

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 (%)
B		ONE HOUR	✓	1856	100.000
A		ONE HOUR	✓	1718	100.000

Origin-Destination Data

Demand (Veh/hr)

		To	
		B	A
From	B	82	1774
	A	1718	0

Vehicle Mix

Heavy Vehicle Percentages

		To	
		B	A
From	B	0	3
	A	2	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)
B	0.91	17.52	9.4	C	1703	2555
A	0.97	39.68	19.9	E	1576	2365

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
B	1397	349	0	2240	0.624	1391	1347	0.0	1.6	4.210	A
A	1293	323	61	1960	0.660	1286	1329	0.0	1.9	5.280	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
B	1669	417	0	2240	0.745	1664	1611	1.6	2.8	6.199	A
A	1544	386	74	1954	0.790	1538	1590	1.9	3.6	8.506	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
B	2044	511	0	2240	0.912	2020	1932	2.8	8.7	15.001	C
A	1892	473	89	1946	0.972	1843	1931	3.6	15.9	26.898	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
B	2044	511	0	2240	0.912	2041	1966	8.7	9.4	17.523	C
A	1892	473	90	1946	0.972	1875	1951	15.9	19.9	39.684	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
B	1669	417	0	2240	0.745	1694	1683	9.4	3.0	6.898	A
A	1544	386	75	1953	0.791	1608	1619	19.9	4.0	12.215	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
B	1397	349	0	2240	0.624	1403	1363	3.0	1.7	4.329	A
A	1293	323	62	1960	0.660	1301	1341	4.0	2.0	5.533	A

P.53 J43_A20 Ashford Rd small roundabout_Mit

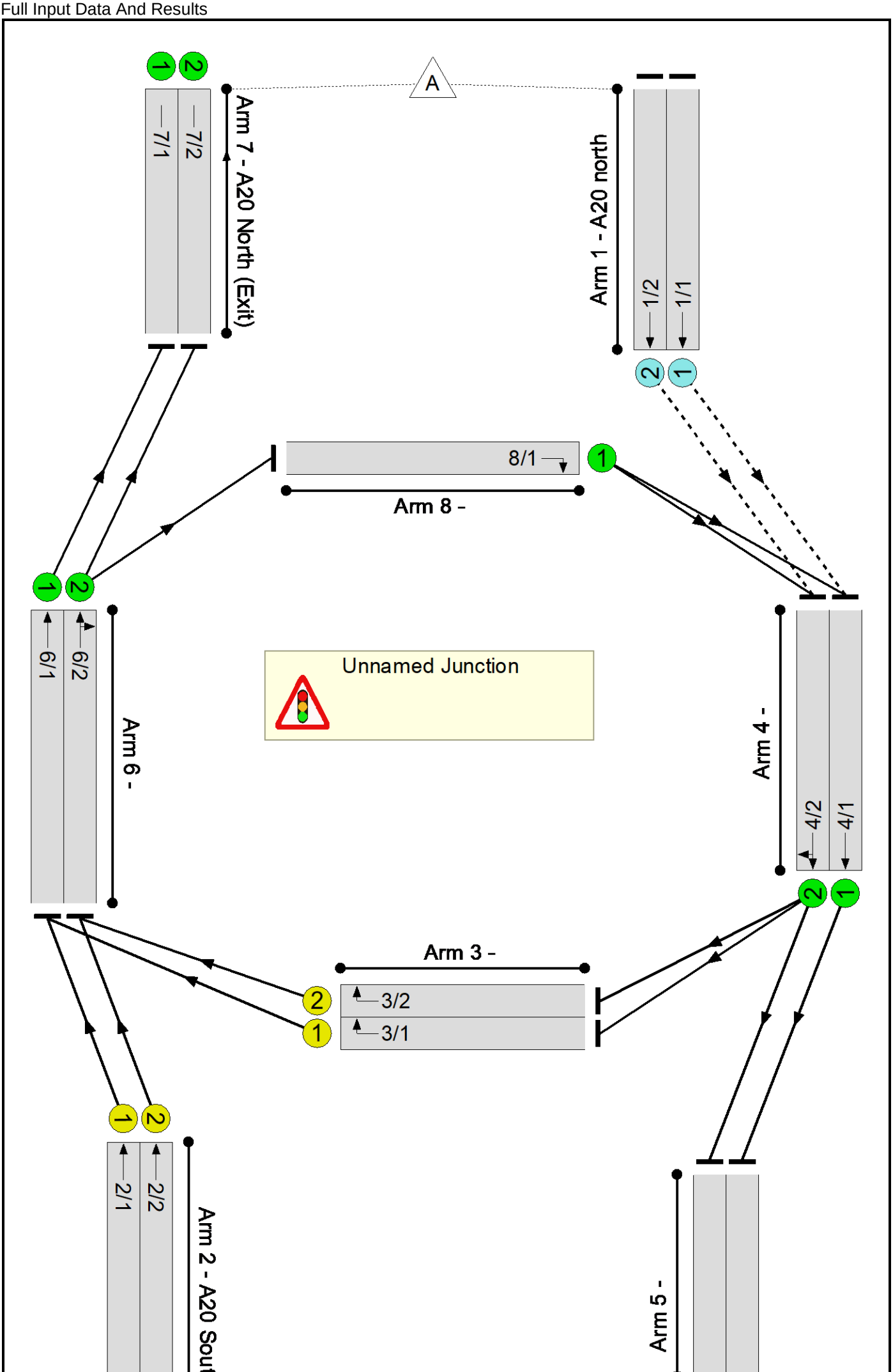
Full Input Data And Results

User and Project Details

Project:	**Otterpool Park**
Title:	**A20 Ashford Rd Small Roundabout**
Location:	
Additional detail:	
File name:	J43 A20 Ashford Rd small roundabout_Signalised_Mit.lsg3x
Author:	Jonathan Gunasekera
Company:	ARCADIS UK
Address:	

Full Input Data And Results

Network Layout Diagram


A
Arm 7 - A20 North (Exit)
7/1
7/2
Arm 1 - A20 north
1/2
1/1
8/1
Arm 8 -
Unnamed Junction
Arm 6 -
6/1
6/2
Arm 4 -
4/2
4/1
Arm 3 -
3/2
3/1
Arm 2 - A20 Sou
2/1
2/2
Arm 5 -

Full Input Data And Results

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	Traffic	2		-9999	7
D	Traffic	2		-9999	7

Phase Intergreens Matrix

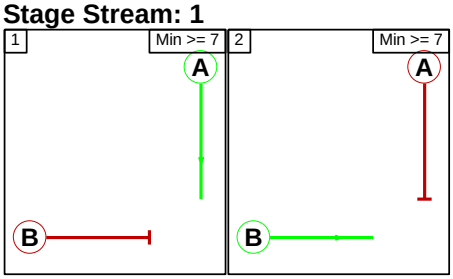
		Starting Phase			
		A	B	C	D
Terminating Phase	A		5	-	-
	B	5		-	-
	C	-	-		5
	D	-	-	5	

Phases in Stage

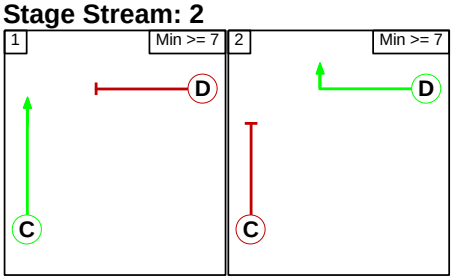
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Full Input Data And Results

Stage Stream: 2

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: 'Network Control Plan 1')

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	271	1382	1653
	B	1575	0	1575
	Tot.	1846	1382	3228

Scenario 2: 'DS 2037 PM' (FG2: 'DS 2037 PM', Plan 1: 'Network Control Plan 1')

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	87	1474	1561
	B	1435	0	1435
	Tot.	1522	1474	2996

Scenario 3: 'DS 2044 AM' (FG3: 'DS 2044 AM', Plan 1: 'Network Control Plan 1')

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	234	1822	2056
	B	1864	0	1864
	Tot.	2098	1822	3920

Scenario 4: 'DS 2044 PM' (FG4: 'DS 2044 PM', Plan 1: 'Network Control Plan 1')

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	83	1775	1858
	B	1719	0	1719
	Tot.	1802	1775	3577

Scenario 5: 'DS 2046 AM' (FG5: 'DS 2046 AM', Plan 1: 'Network Control Plan 1')

Desired Flow :

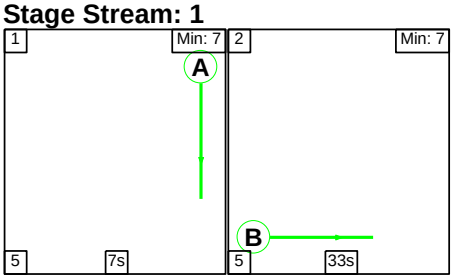
		Destination		
		A	B	Tot.
Origin	A	242	1840	2082
	B	1959	0	1959
	Tot.	2201	1840	4041

Full Input Data And Results

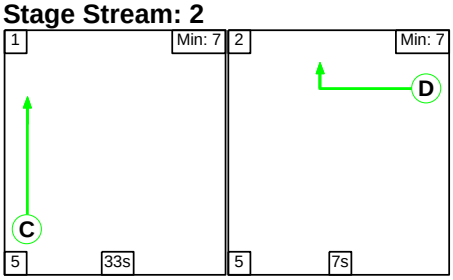
Scenario 6: 'DS 2046 PM' (FG6: 'DS 2046 PM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	82	1864	1946
	B	1772	0	1772
	Tot.	1854	1864	3718

Scenario 1: 'DS 2037 AM' (FG1: 'DS 2037 AM', Plan 1: 'Network Control Plan 1')
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



Stage Timings
Stage Stream: 1

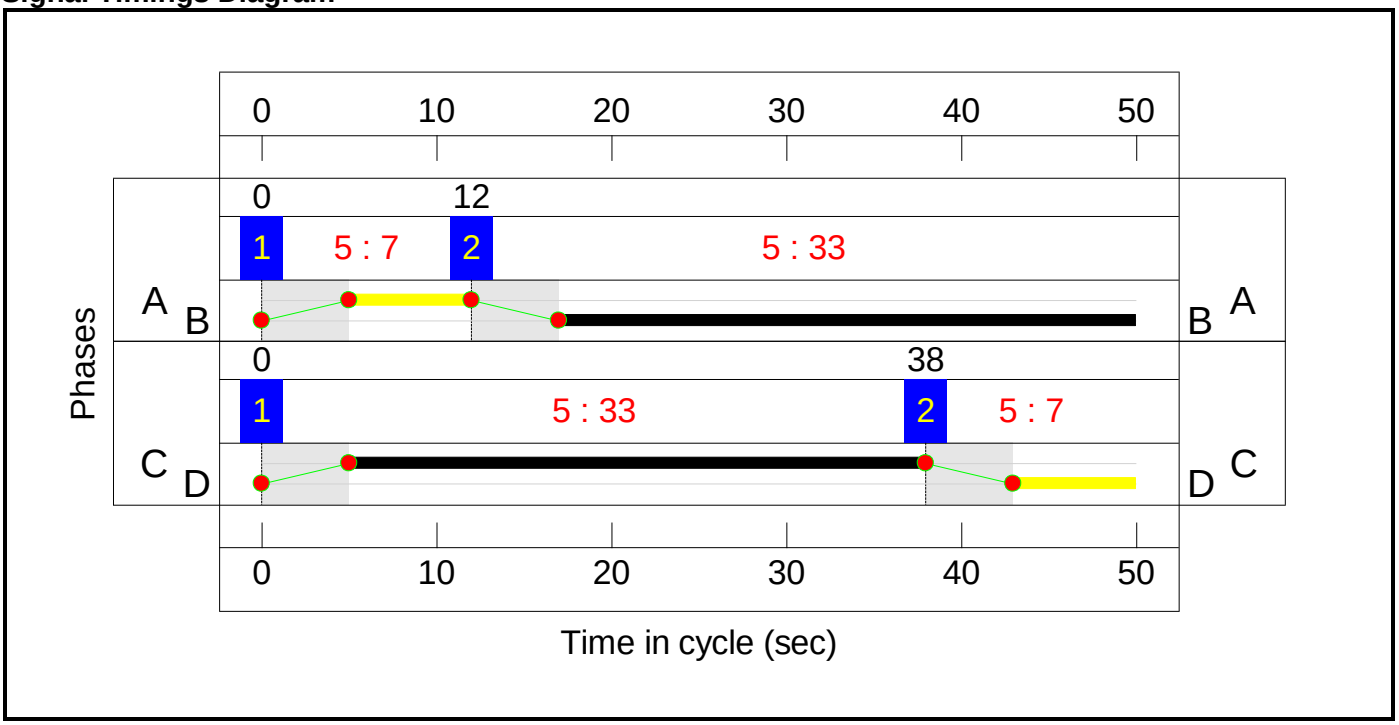
Stage	1	2
Duration	7	33
Change Point	0	12

Stage Stream: 2

Stage	1	2
Duration	33	7
Change Point	0	38

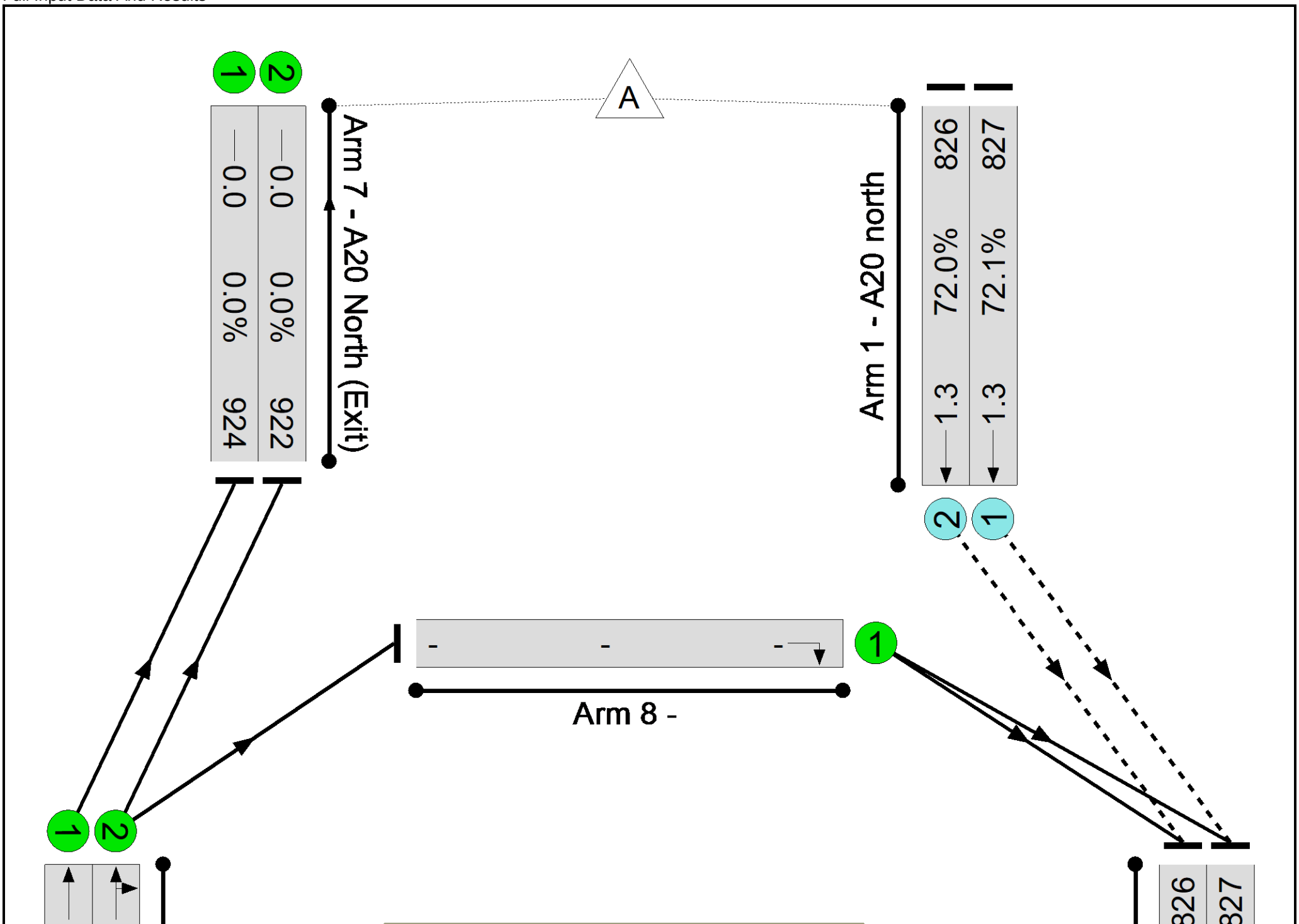
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


A
Arm 7 - A20 North (Exit)
0.0
0.0%
924
0.0
0.0%
922
Arm 1 - A20 north
1.3
72.0%
826
1.3
72.1%
827
Arm 8 -
826
827

Network Results

Scenario 1: 'DS 2037 AM' (FG1: '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)
Network: A20 Ashford Rd Small Roundabout	-	-	-	-	-	-	-	**72.1%**	-
Unnamed Junction	-	-	-	-	-	-	-	**72.1%**	-
1/1	A20 north Ahead	O	-	-	827	1900	1147	72.1%	827
1/2	A20 north Ahead	O	-	-	826	1900	1147	72.0%	826
2/1	A20 South Ahead	U	33	-	788	1900	1292	61.0%	788
2/2	A20 South Ahead	U	33	-	787	1900	1292	60.9%	787
3/1	Right	U	7	-	136	1900	304	44.7%	136
3/2	Right	U	7	-	135	1900	304	44.4%	135
4/1	Ahead	U	-	-	827	1900	1900	43.5%	827
4/2	Right Ahead	U	-	-	826	1900	1900	43.5%	826
5/1		U	-	-	827	Inf	Inf	0.0%	827
5/2		U	-	-	555	Inf	Inf	0.0%	555
6/1	Ahead	U	-	-	924	1900	1900	48.6%	924
6/2	Ahead Right	U	-	-	922	1900	1900	48.5%	922
7/1	A20 North (Exit)	U	-	-	924	Inf	Inf	0.0%	924
7/2	A20 North (Exit)	U	-	-	922	Inf	Inf	0.0%	922
8/1	Right	U	-	-	0	Inf	Inf	-	-

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: A20 Ashford Rd Small Roundabout	**-**	**0**	**3.3**	**6.6**	**10.0**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**0**	**3.3**	**6.6**	**10.0**	**-**	**-**	**-**	**-**
1/1	827	0	0.0	1.3	1.3	5.6	0.0	1.3	1.3
1/2	826	0	0.0	1.3	1.3	5.6	0.0	1.3	1.3
2/1	788	-	1.0	0.8	1.7	7.9	5.9	0.8	6.7
2/2	787	-	1.0	0.8	1.7	7.9	5.9	0.8	6.7
3/1	136	-	0.7	0.4	1.1	29.7	1.7	0.4	2.1
3/2	135	-	0.7	0.4	1.1	29.6	1.7	0.4	2.1
4/1	827	-	0.0	0.4	0.4	1.7	0.0	0.4	0.4
4/2	826	-	0.0	0.4	0.4	1.7	0.0	0.4	0.4
5/1	827	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	555	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	924	-	0.0	0.5	0.5	1.8	0.0	0.5	0.5
6/2	922	-	0.0	0.5	0.5	1.8	0.0	0.5	0.5
7/1	924	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/2	922	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	-	-	-	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	50
C1 Stream: 2 PRC for Signalled Lanes (%):	47.6	Total Delay for Signalled Lanes (pcuHr):	5.70	Cycle Time (s):	50
PRC Over All Lanes (%):	24.8	Total Delay Over All Lanes(pcuHr):	9.97		

Full Input Data And Results

Scenario 2: 'DS 2037 PM' (FG2: '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)
Network: A20 Ashford Rd Small Roundabout	-	-	-	-	-	-	-	**68.1%**	-
Unnamed Junction	-	-	-	-	-	-	-	**68.1%**	-
1/1	A20 north Ahead	O	-	-	781	1900	1147	68.1%	781
1/2	A20 north Ahead	O	-	-	780	1900	1147	68.0%	780
2/1	A20 South Ahead	U	33	-	718	1900	1292	55.6%	718
2/2	A20 South Ahead	U	33	-	717	1900	1292	55.5%	717
3/1	Right	U	7	-	44	1900	304	14.5%	44
3/2	Right	U	7	-	43	1900	304	14.1%	43
4/1	Ahead	U	-	-	781	1900	1900	41.1%	781
4/2	Right Ahead	U	-	-	780	1900	1900	41.1%	780
5/1		U	-	-	781	Inf	Inf	0.0%	781
5/2		U	-	-	693	Inf	Inf	0.0%	693
6/1	Ahead	U	-	-	762	1900	1900	40.1%	762
6/2	Ahead Right	U	-	-	760	1900	1900	40.0%	760
7/1	A20 North (Exit)	U	-	-	762	Inf	Inf	0.0%	762
7/2	A20 North (Exit)	U	-	-	760	Inf	Inf	0.0%	760
8/1	Right	U	-	-	0	Inf	Inf	-	-

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: A20 Ashford Rd Small Roundabout	**-**	**0**	**2.1**	**4.9**	**7.0**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**0**	**2.1**	**4.9**	**7.0**	**-**	**-**	**-**	**-**
1/1	781	0	0.0	1.1	1.1	4.9	0.0	1.1	1.1
1/2	780	0	0.0	1.1	1.1	4.9	0.0	1.1	1.1
2/1	718	-	0.8	0.6	1.4	7.2	5.0	0.6	5.6
2/2	717	-	0.8	0.6	1.4	7.2	5.0	0.6	5.6
3/1	44	-	0.2	0.1	0.3	25.0	0.5	0.1	0.6
3/2	43	-	0.2	0.1	0.3	25.0	0.5	0.1	0.6
4/1	781	-	0.0	0.3	0.3	1.6	0.0	0.3	0.3
4/2	780	-	0.0	0.3	0.3	1.6	0.0	0.3	0.3
5/1	781	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	693	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	762	-	0.0	0.3	0.3	1.6	0.0	0.3	0.3
6/2	760	-	0.0	0.3	0.3	1.6	0.0	0.3	0.3
7/1	762	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/2	760	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	-	-	-	-	-	-	-	-	-

C1	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 50
C1	Stream: 2 PRC for Signalled Lanes (%):	61.9	Total Delay for Signalled Lanes (pcuHr):	3.49	Cycle Time (s): 50
	PRC Over All Lanes (%):	32.2	Total Delay Over All Lanes(pcuHr):	6.97	

Full Input Data And Results

Scenario 3: 'DS 2044 AM' (FG3: '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)
Network: A20 Ashford Rd Small Roundabout	-	-	-	-	-	-	-	**89.6%**	-
Unnamed Junction	-	-	-	-	-	-	-	**89.6%**	-
1/1	A20 north Ahead	O	-	-	1028	1900	1147	89.6%	1028
1/2	A20 north Ahead	O	-	-	1028	1900	1147	89.6%	1028
2/1	A20 South Ahead	U	33	-	932	1900	1292	72.1%	932
2/2	A20 South Ahead	U	33	-	932	1900	1292	72.1%	932
3/1	Right	U	7	-	117	1900	304	38.5%	117
3/2	Right	U	7	-	117	1900	304	38.5%	117
4/1	Ahead	U	-	-	1028	1900	1900	54.1%	1028
4/2	Right Ahead	U	-	-	1028	1900	1900	54.1%	1028
5/1		U	-	-	1028	Inf	Inf	0.0%	1028
5/2		U	-	-	794	Inf	Inf	0.0%	794
6/1	Ahead	U	-	-	1049	1900	1900	55.2%	1049
6/2	Ahead Right	U	-	-	1049	1900	1900	55.2%	1049
7/1	A20 North (Exit)	U	-	-	1049	Inf	Inf	0.0%	1049
7/2	A20 North (Exit)	U	-	-	1049	Inf	Inf	0.0%	1049
8/1	Right	U	-	-	0	Inf	Inf	-	-

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: A20 Ashford Rd Small Roundabout	**-**	**0**	**3.8**	**13.7**	**17.5**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**0**	**3.8**	**13.7**	**17.5**	**-**	**-**	**-**	**-**
1/1	1028	0	0.0	4.0	4.0	14.2	0.0	4.0	4.0
1/2	1028	0	0.0	4.0	4.0	14.2	0.0	4.0	4.0
2/1	932	-	1.3	1.3	2.6	10.0	8.0	1.3	9.3
2/2	932	-	1.3	1.3	2.6	10.0	8.0	1.3	9.3
3/1	117	-	0.6	0.3	0.9	28.4	1.4	0.3	1.7
3/2	117	-	0.6	0.3	0.9	28.4	1.4	0.3	1.7
4/1	1028	-	0.0	0.6	0.6	2.1	0.0	0.6	0.6
4/2	1028	-	0.0	0.6	0.6	2.1	0.0	0.6	0.6
5/1	1028	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	794	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	1049	-	0.0	0.6	0.6	2.1	0.0	0.6	0.6
6/2	1049	-	0.0	0.6	0.6	2.1	0.0	0.6	0.6
7/1	1049	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/2	1049	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	-	-	-	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	50
C1 Stream: 2 PRC for Signalled Lanes (%):	24.8	Total Delay for Signalled Lanes (pcuHr):	7.02	Cycle Time (s):	50
PRC Over All Lanes (%):	0.4	Total Delay Over All Lanes(pcuHr):	17.52		

Full Input Data And Results

Scenario 4: 'DS 2044 PM' (FG4: '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)
Network: A20 Ashford Rd Small Roundabout	-	-	-	-	-	-	-	**81.0%**	-
Unnamed Junction	-	-	-	-	-	-	-	**81.0%**	-
1/1	A20 north Ahead	O	-	-	929	1900	1147	81.0%	929
1/2	A20 north Ahead	O	-	-	929	1900	1147	81.0%	929
2/1	A20 South Ahead	U	33	-	860	1900	1292	66.6%	860
2/2	A20 South Ahead	U	33	-	859	1900	1292	66.5%	859
3/1	Right	U	7	-	42	1900	304	13.8%	42
3/2	Right	U	7	-	41	1900	304	13.5%	41
4/1	Ahead	U	-	-	929	1900	1900	48.9%	929
4/2	Right Ahead	U	-	-	929	1900	1900	48.9%	929
5/1		U	-	-	929	Inf	Inf	0.0%	929
5/2		U	-	-	846	Inf	Inf	0.0%	846
6/1	Ahead	U	-	-	902	1900	1900	47.5%	902
6/2	Ahead Right	U	-	-	900	1900	1900	47.4%	900
7/1	A20 North (Exit)	U	-	-	902	Inf	Inf	0.0%	902
7/2	A20 North (Exit)	U	-	-	900	Inf	Inf	0.0%	900
8/1	Right	U	-	-	0	Inf	Inf	-	-

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: A20 Ashford Rd Small Roundabout	**-**	**0**	**2.6**	**8.2**	**10.8**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**0**	**2.6**	**8.2**	**10.8**	**-**	**-**	**-**	**-**
1/1	929	0	0.0	2.1	2.1	8.1	0.0	2.1	2.1
1/2	929	0	0.0	2.1	2.1	8.1	0.0	2.1	2.1
2/1	860	-	1.1	1.0	2.1	8.8	6.9	1.0	7.9
2/2	859	-	1.1	1.0	2.1	8.8	6.9	1.0	7.9
3/1	42	-	0.2	0.1	0.3	24.9	0.5	0.1	0.6
3/2	41	-	0.2	0.1	0.3	24.9	0.5	0.1	0.6
4/1	929	-	0.0	0.5	0.5	1.9	0.0	0.5	0.5
4/2	929	-	0.0	0.5	0.5	1.9	0.0	0.5	0.5
5/1	929	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	846	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	902	-	0.0	0.5	0.5	1.8	0.0	0.5	0.5
6/2	900	-	0.0	0.4	0.4	1.8	0.0	0.4	0.4
7/1	902	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/2	900	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	-	-	-	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	50
C1 Stream: 2 PRC for Signalled Lanes (%):	35.2	Total Delay for Signalled Lanes (pcuHr):	4.79	Cycle Time (s):	50
PRC Over All Lanes (%):	11.1	Total Delay Over All Lanes(pcuHr):	10.82		

Full Input Data And Results

Scenario 5: 'DS 2046 AM' (FG5: '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)
Network: A20 Ashford Rd Small Roundabout	-	-	-	-	-	-	-	**90.8%**	-
Unnamed Junction	-	-	-	-	-	-	-	**90.8%**	-
1/1	A20 north Ahead	O	-	-	1041	1900	1147	90.8%	1041
1/2	A20 north Ahead	O	-	-	1041	1900	1147	90.8%	1041
2/1	A20 South Ahead	U	33	-	980	1900	1292	75.9%	980
2/2	A20 South Ahead	U	33	-	979	1900	1292	75.8%	979
3/1	Right	U	7	-	121	1900	304	39.8%	121
3/2	Right	U	7	-	121	1900	304	39.8%	121
4/1	Ahead	U	-	-	1041	1900	1900	54.8%	1041
4/2	Right Ahead	U	-	-	1041	1900	1900	54.8%	1041
5/1		U	-	-	1041	Inf	Inf	0.0%	1041
5/2		U	-	-	799	Inf	Inf	0.0%	799
6/1	Ahead	U	-	-	1101	1900	1900	57.9%	1101
6/2	Ahead Right	U	-	-	1100	1900	1900	57.9%	1100
7/1	A20 North (Exit)	U	-	-	1101	Inf	Inf	0.0%	1101
7/2	A20 North (Exit)	U	-	-	1100	Inf	Inf	0.0%	1100
8/1	Right	U	-	-	0	Inf	Inf	-	-

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: A20 Ashford Rd Small Roundabout	**-**	**0**	**4.1**	**15.4**	**19.5**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**0**	**4.1**	**15.4**	**19.5**	**-**	**-**	**-**	**-**
1/1	1041	0	0.0	4.5	4.5	15.6	0.0	4.5	4.5
1/2	1041	0	0.0	4.5	4.5	15.6	0.0	4.5	4.5
2/1	980	-	1.4	1.6	3.0	11.0	9.0	1.6	10.5
2/2	979	-	1.4	1.5	3.0	11.0	9.0	1.5	10.5
3/1	121	-	0.6	0.3	1.0	28.7	1.5	0.3	1.8
3/2	121	-	0.6	0.3	1.0	28.7	1.5	0.3	1.8
4/1	1041	-	0.0	0.6	0.6	2.1	0.0	0.6	0.6
4/2	1041	-	0.0	0.6	0.6	2.1	0.0	0.6	0.6
5/1	1041	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	799	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	1101	-	0.0	0.7	0.7	2.2	0.0	0.7	0.7
6/2	1100	-	0.0	0.7	0.7	2.2	0.0	0.7	0.7
7/1	1101	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/2	1100	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	-	-	-	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 0.0
C1 Stream: 2 PRC for Signalled Lanes (%): 18.7
PRC Over All Lanes (%): -0.8

Total Delay for Signalled Lanes (pcuHr): 0.00
Total Delay for Signalled Lanes (pcuHr): 7.91
Total Delay Over All Lanes(pcuHr): 19.54

Cycle Time (s): 50
Cycle Time (s): 50

Full Input Data And Results

Scenario 6: 'DS 2046 PM' (FG6: '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)
Network: A20 Ashford Rd Small Roundabout	-	-	-	-	-	-	-	**84.8%**	-
Unnamed Junction	-	-	-	-	-	-	-	**84.8%**	-
1/1	A20 north Ahead	O	-	-	973	1900	1147	84.8%	973
1/2	A20 north Ahead	O	-	-	973	1900	1147	84.8%	973
2/1	A20 South Ahead	U	33	-	886	1900	1292	68.6%	886
2/2	A20 South Ahead	U	33	-	886	1900	1292	68.6%	886
3/1	Right	U	7	-	41	1900	304	13.5%	41
3/2	Right	U	7	-	41	1900	304	13.5%	41
4/1	Ahead	U	-	-	973	1900	1900	51.2%	973
4/2	Right Ahead	U	-	-	973	1900	1900	51.2%	973
5/1		U	-	-	973	Inf	Inf	0.0%	973
5/2		U	-	-	891	Inf	Inf	0.0%	891
6/1	Ahead	U	-	-	927	1900	1900	48.8%	927
6/2	Ahead Right	U	-	-	927	1900	1900	48.8%	927
7/1	A20 North (Exit)	U	-	-	927	Inf	Inf	0.0%	927
7/2	A20 North (Exit)	U	-	-	927	Inf	Inf	0.0%	927
8/1	Right	U	-	-	0	Inf	Inf	-	-

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: A20 Ashford Rd Small Roundabout	**-**	**0**	**2.8**	**9.7**	**12.5**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**0**	**2.8**	**9.7**	**12.5**	**-**	**-**	**-**	**-**
1/1	973	0	0.0	2.7	2.7	10.0	0.0	2.7	2.7
1/2	973	0	0.0	2.7	2.7	10.0	0.0	2.7	2.7
2/1	886	-	1.2	1.1	2.3	9.2	7.1	1.1	8.2
2/2	886	-	1.2	1.1	2.3	9.2	7.1	1.1	8.2
3/1	41	-	0.2	0.1	0.3	24.9	0.5	0.1	0.6
3/2	41	-	0.2	0.1	0.3	24.9	0.5	0.1	0.6
4/1	973	-	0.0	0.5	0.5	1.9	0.0	0.5	0.5
4/2	973	-	0.0	0.5	0.5	1.9	0.0	0.5	0.5
5/1	973	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/2	891	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	927	-	0.0	0.5	0.5	1.8	0.0	0.5	0.5
6/2	927	-	0.0	0.5	0.5	1.8	0.0	0.5	0.5
7/1	927	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/2	927	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/1	-	-	-	-	-	-	-	-	-

C1	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 50
C1	Stream: 2 PRC for Signalled Lanes (%):	31.2	Total Delay for Signalled Lanes (pcuHr):	5.10	Cycle Time (s): 50
	PRC Over All Lanes (%):	6.1	Total Delay Over All Lanes(pcuHr):	12.52	

P.54 J44_Old Dover Road Canterbury

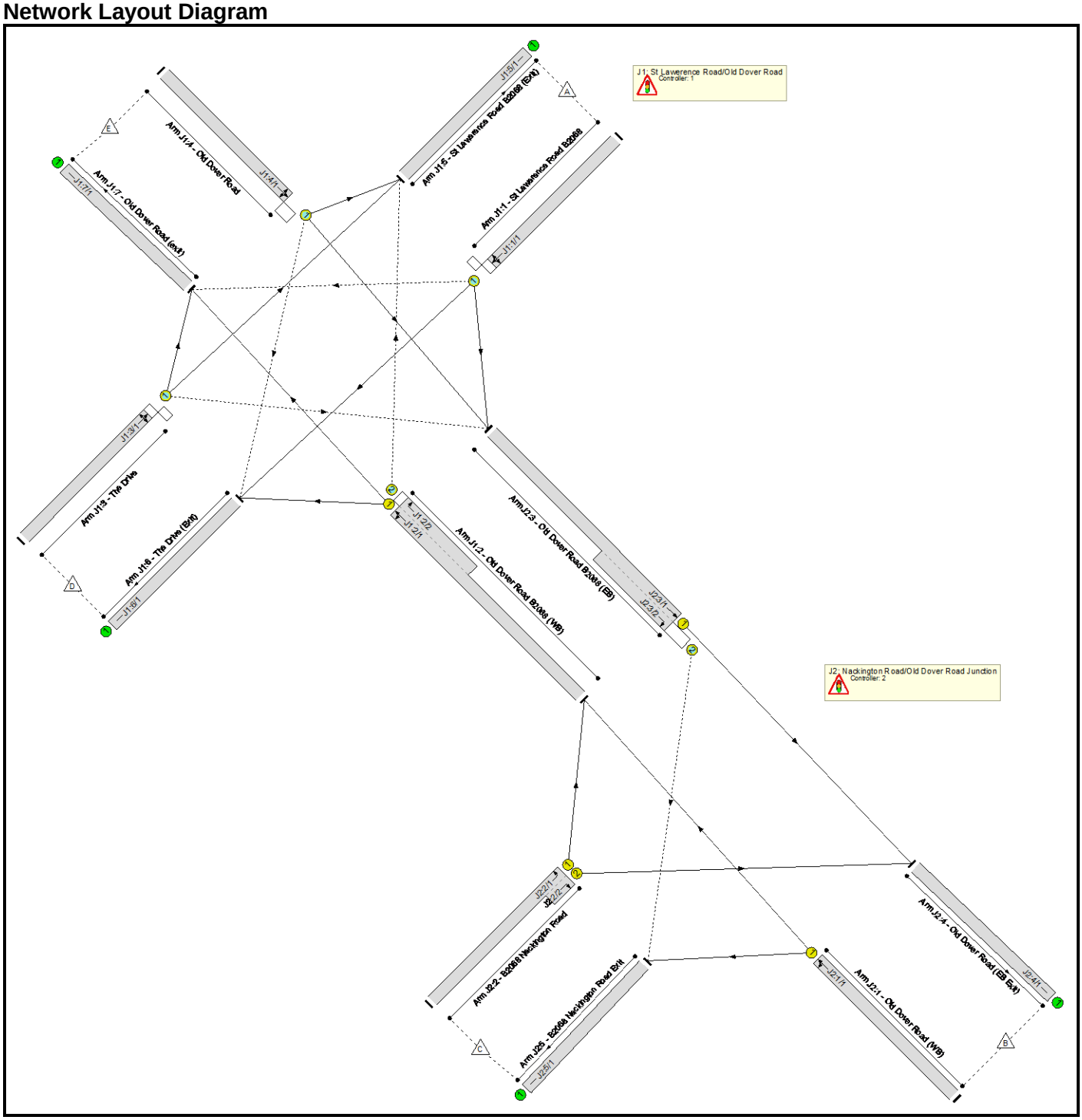
Full Input Data And Results

User and Project Details

Project:	**Otterpool Park**
Title:	**Old Dover Road Canterbury**
Location:	
Additional detail:	
File name:	J44_Old Dover Road Canterbury.lsg3x
Author:	Jonathan Gunaserkera
Company:	ARCADIS UK
Address:	

Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0

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	Traffic	1		-9999	7
D	Traffic	1		-9999	7
E	Ind. Arrow	1	C	-9999	4
F	Pedestrian	1		-9999	6
G	Pedestrian	1		-9999	6
H	Dummy	1		-9999	1
I	Dummy	1		-9999	3
J	Dummy	1		-9999	6
K	Dummy	1		-9999	6

Phase Intergreens Matrix

		Starting Phase										
		A	B	C	D	E	F	G	H	I	J	K
Terminating Phase	A		6	-	6	6	8	8	3	8	8	8
	B	5		5	-	5	5	7	3	7	5	7
	C	-	5		6	-	8	5	3	8	8	5
	D	5	-	5		5	7	8	3	8	7	8
	E	6	5	-	6		8	5	3	8	8	5
	F	8	8	8	8	8		-	4	-	-	-
	G	12	12	12	12	12	-		7	-	-	-
	H	0	0	3	0	3	0	0		-	-	-
	I	-	-	-	-	-	-	-	-		-	-
	J	-	-	-	-	-	-	-	-	-		-
	K	-	-	-	-	-	-	-	-	-	-	

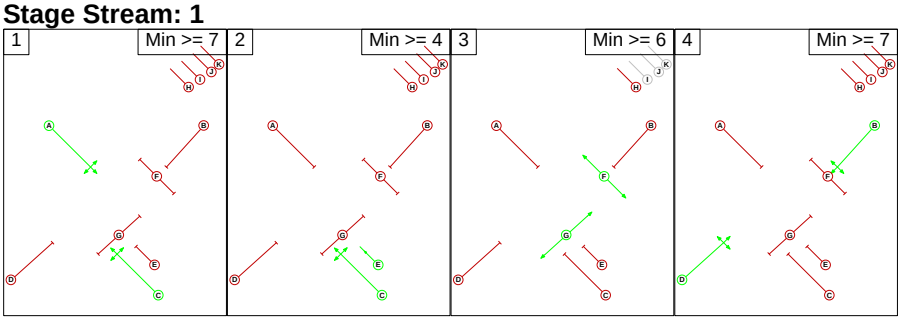
Phases in Stage

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

Full Input Data And Results

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060

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	Ind. Arrow	A	-9999	4
E	Pedestrian		-9999	6
F	Pedestrian		-9999	7
G	Dummy		-9999	1
H	Dummy		-9999	1
I	Dummy		-9999	6
J	Dummy		-9999	7
K	Filter	C	-9999	4

Full Input Data And Results

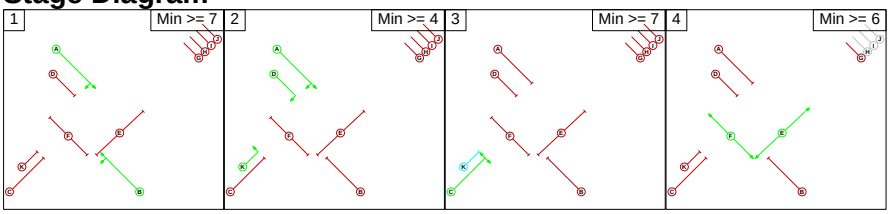
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K
A		-	7	-	9	9	3	9	9	9	-
B	-		7	5	5	8	3	5	5	8	7
C	5	5		5	9	5	3	5	9	5	-
D	-	6	7		9	9	3	9	9	9	-
E	9	9	9	9		-	4	-	-	-	-
F	13	13	13	13	-		8	-	-	-	13
G	0	0	0	0	0	0		0	-	-	-
H	0	0	0	0	-	-	0		-	-	-
I	-	-	-	-	-	-	-	-		-	-
J	-	-	-	-	-	-	-	-	-		-
K	-	5	-	-	-	5	-	-	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Traffic Flows, Desired

Scenario 1: '2018 AM Peak Hour' (FG13: '2018 TEMPRO ONLY AM', Plan 1: 'Network Control Plan 1')
Desired Flow :

Origin \ Destination	A	B	C	D	E	Tot.
A	0	39	99	26	121	285
B	40	0	67	5	140	252
C	104	99	0	17	299	519
D	15	9	23	0	31	78
E	52	67	171	25	0	315
Tot.	211	214	360	73	591	1449

Full Input Data And Results

Scenario 2: '2018 PM Peak Hour' (FG14: '2018 TEMPRO ONLY PM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	61	101	13	24	199
	B	36	0	103	13	83	235
	C	59	99	0	24	132	314
	D	33	20	32	0	40	125
	E	63	154	269	44	0	530
	Tot.	191	334	505	94	279	1403

Scenario 3: 'DM 2037 AM Peak + Mountfield' (FG17: '2037 AM Peak + Mountfield ', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	46	114	30	147	337
	B	49	0	88	6	236	379
	C	119	125	0	20	354	618
	D	15	9	23	0	31	78
	E	69	176	201	29	0	475
	Tot.	252	356	426	85	768	1887

Scenario 4: 'DM 2037 PM Peak + Mountfield' (FG18: '2037 PM Peak + Mountfield', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	75	117	15	36	243
	B	45	0	142	15	173	375
	C	69	118	0	28	159	374
	D	33	20	32	0	40	125
	E	80	245	325	51	0	701
	Tot.	227	458	616	109	408	1818

Scenario 5: 'DS 2037 AM Peak + Mountfield + Otterpool' (FG19: '2037 AM Peak + Mountfield + Otterpool', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	46	120	30	147	343
	B	49	0	88	6	236	379
	C	130	125	0	20	362	637
	D	15	9	23	0	31	78
	E	69	176	205	29	0	479
	Tot.	263	356	436	85	776	1916

Full Input Data And Results

Scenario 6: 'DS 2037 PM Peak + Mountfield + Otterpool' (FG20: '2037 PM Peak + Mountfield + Otterpool', Plan 1: 'Network Control Plan 1')

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	75	128	15	36	254
	B	45	0	142	15	173	375
Origin	C	74	118	0	28	163	383
	D	33	20	32	0	40	125
	E	80	245	333	51	0	709
	Tot.	232	458	635	109	412	1846

Scenario 7: 'DM 2044 AM Peak + Mountfield' (FG23: '2044 AM Peak + Mountfield', Plan 1: 'Network Control Plan 1')

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	48	118	31	153	350
	B	51	0	91	6	242	390
Origin	C	124	129	0	20	369	642
	D	15	9	23	0	31	78
	E	71	179	209	30	0	489
	Tot.	261	365	441	87	795	1949

Scenario 8: 'DM 2044 PM Peak + Mountfield' (FG24: '2044 PM Peak + Mountfield', Plan 1: 'Network Control Plan 1')

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	78	122	16	37	253
	B	46	0	147	16	177	386
Origin	C	72	123	0	29	165	389
	D	33	20	32	0	40	125
	E	83	252	338	53	0	726
	Tot.	234	473	639	114	419	1879

Scenario 9: 'DS 2044 AM Peak + Mountfield + Otterpool' (FG25: '2044 AM Peak + Mountfield + Otterpool', Plan 1: 'Network Control Plan 1')

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	48	126	31	153	358
	B	52	0	91	6	242	391
Origin	C	137	129	0	20	379	665
	D	15	9	23	0	31	78
	E	71	179	214	30	0	494
	Tot.	275	365	454	87	805	1986

Full Input Data And Results

Scenario 10: 'DS 2044 PM Peak + Mountfield + Otterpool' (FG26: '2044 PM Peak + Mountfield + Otterpool', Plan 1: 'Network Control Plan 1')

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	79	136	16	37	268
	B	46	0	147	16	177	386
Origin	C	80	123	0	29	172	404
	D	33	20	32	0	40	125
	E	83	252	348	53	0	736
	Tot.	242	474	663	114	426	1919

Scenario 11: 'DM 2046 AM Peak + Mountfield' (FG29: '2046 AM Peak + Mountfield', Plan 1: 'Network Control Plan 1')

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	48	120	31	155	354
	B	51	0	92	6	245	394
Origin	C	126	131	0	21	373	651
	D	15	9	23	0	31	78
	E	72	180	212	30	0	494
	Tot.	264	368	447	88	804	1971

Scenario 12: 'DM2046 PM Peak + Mountfield' (FG31: '2046 PM Peak + Mountfield', Plan 1: 'Network Control Plan 1')

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	79	124	16	37	256
	B	47	0	148	16	178	389
Origin	C	73	124	0	29	167	393
	D	33	20	32	0	40	125
	E	84	254	342	53	0	733
	Tot.	237	477	646	114	422	1896

Full Input Data And Results

Scenario 13: 'DS 2046 AM Peak + Mountfield + Otterpool' (FG30: '2046 AM Peak + Mountfield + Otterpool', Plan 1: 'Network Control Plan 1')

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	48	128	31	155	362
	B	52	0	92	6	245	395
	C	141	131	0	21	384	677
	D	15	9	23	0	31	78
	E	72	180	218	30	0	500
	Tot.	280	368	461	88	815	2012

Scenario 14: 'DS 2046 Pm Peak + Mountfield + Otterpool' (FG32: '2046 PM Peak + Mountfield + Otterpool', Plan 1: 'Network Control Plan 1')

Desired Flow :

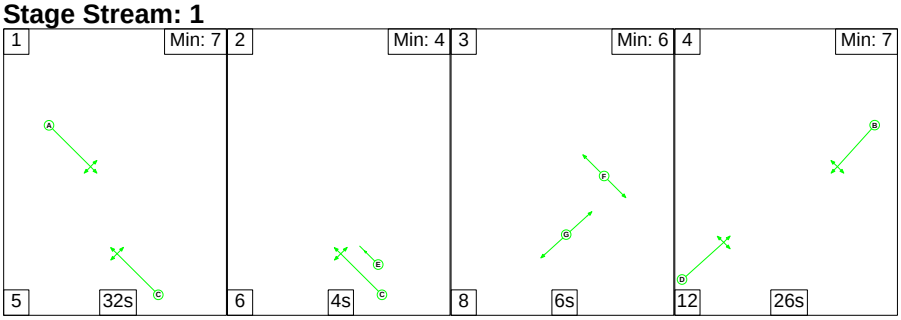
		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	80	140	16	37	273
	B	47	0	148	16	178	389
	C	82	124	0	29	174	409
	D	33	20	32	0	40	125
	E	84	254	354	53	0	745
	Tot.	246	478	674	114	429	1941

Scenario 1: '2018 AM Peak Hour' (FG13: '2018 TEMPRO ONLY AM', Plan 1: 'Network Control Plan 1')

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0

Stage Sequence Diagram

Stage Stream: 1



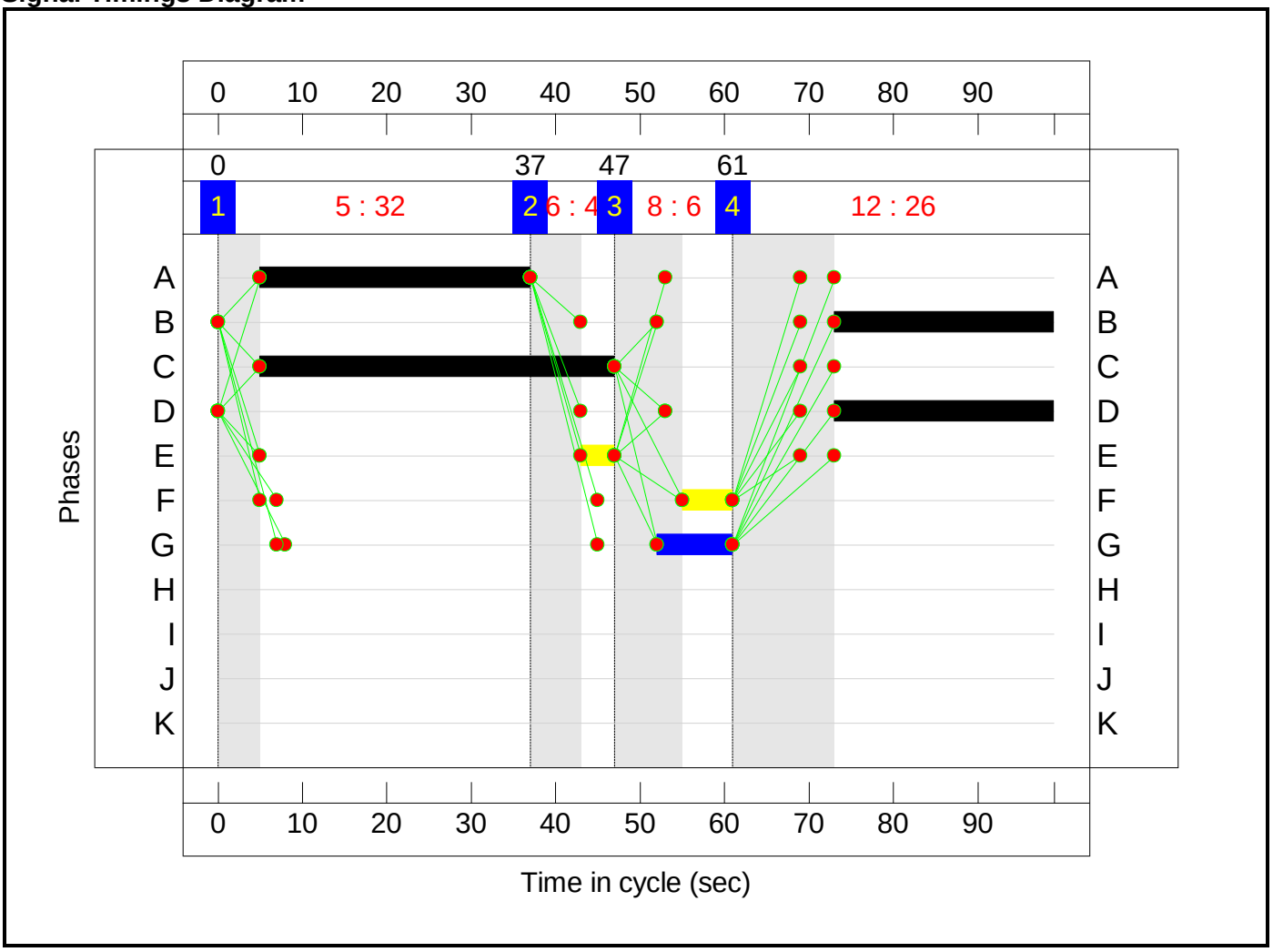
Stage Timings

Stage Stream: 1

Stage	1	2	3	4
Duration	32	4	6	26
Change Point	0	37	47	61

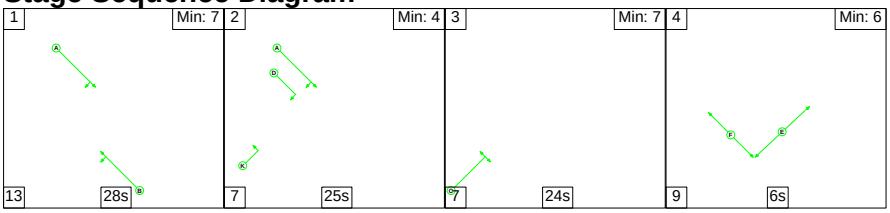
Full Input Data And Results

Signal Timings Diagram



C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060

Stage Sequence Diagram

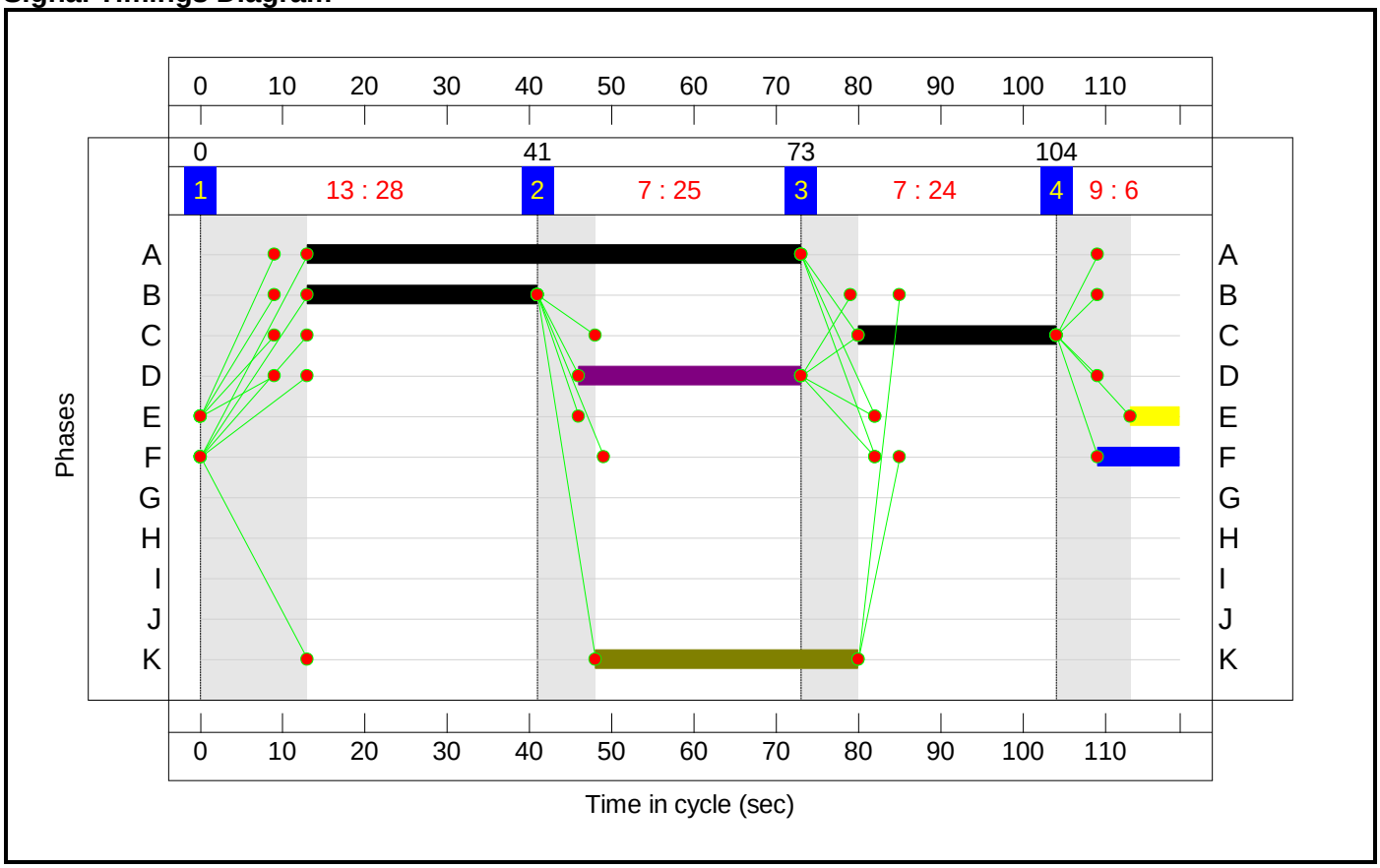


Stage Timings

Stage	1	2	3	4
Duration	28	25	24	6
Change Point	0	41	73	104

Full Input Data And Results

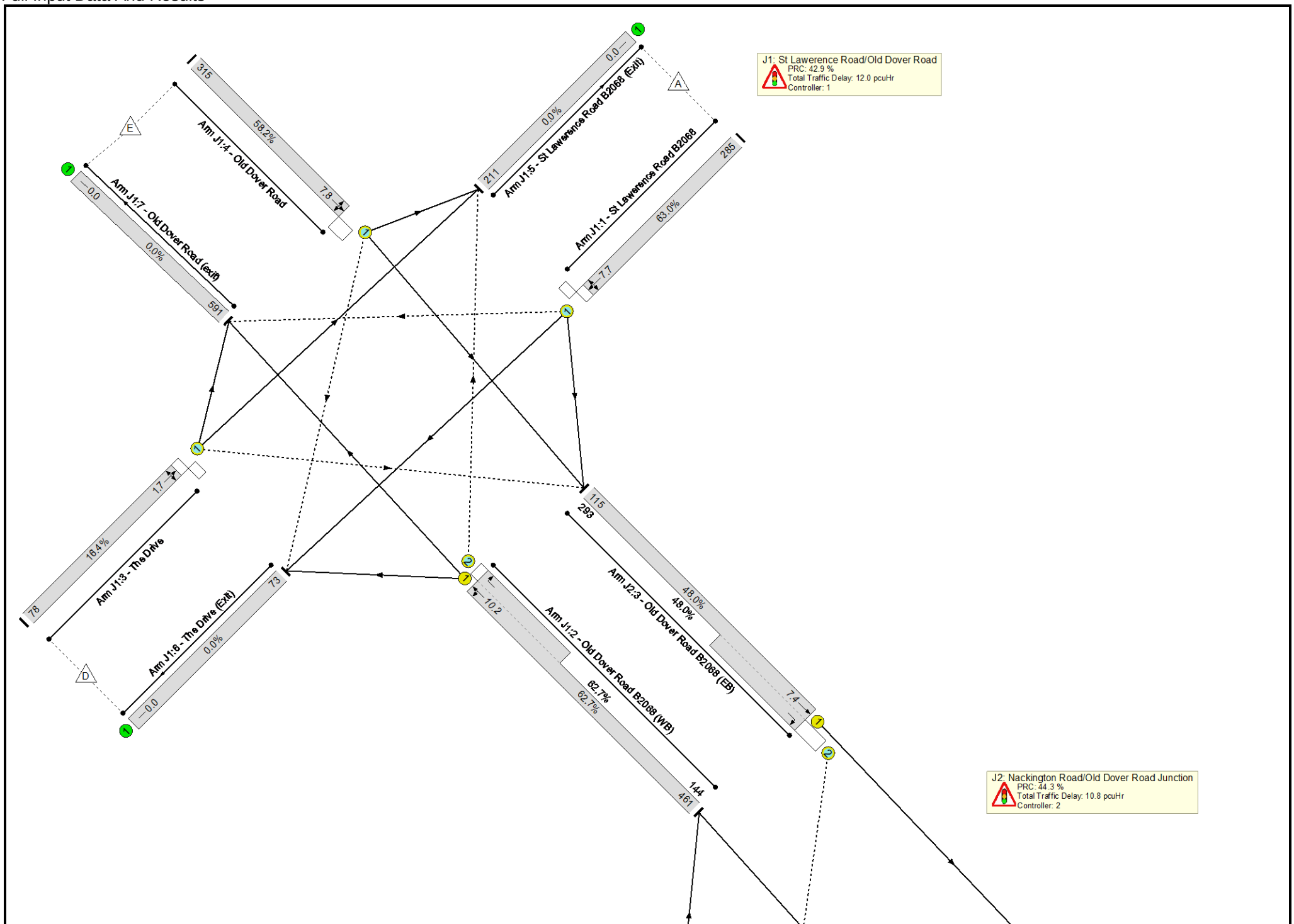
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Scenario 1: '2018 AM Peak Hour' (FG13: '2018 TEMPRO ONLY 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)
Network: Old Dover Road Canterbury	-	-	-	-	-	-	-	**63.0%**	-
J1: St Lawerence Road/Old Dover Road	-	-	-	-	-	-	-	**63.0%**	-
1/1	St Lawerence Road B2068 Ahead Right Left	O	26	-	285	1659	452	63.0%	285
2/1+2/2	Old Dover Road B2068 (WB) Right Left Ahead	U+O	42	-	605	1898:1787	735+230	62.7 : 62.7%	605
3/1	The Drive Ahead Left Right	O	26	-	78	1958	474	16.4%	78
4/1	Old Dover Road Left Right Ahead	O	32	-	315	1623	541	58.2%	315
5/1	St Lawerence Road B2068 (Exit)	U	-	-	211	Inf	Inf	0.0%	211
6/1	The Drive (Exit)	U	-	-	73	Inf	Inf	0.0%	73
7/1	Old Dover Road (exit)	U	-	-	591	Inf	Inf	0.0%	591
J2: Nackington Road/Old Dover Road Junction	-	-	-	-	-	-	-	**62.4%**	-
1/1	Old Dover Road (WB) Ahead Left	U	28	-	252	2034	496	50.8%	252
2/1+2/2	B2068 Nackington Road Left Right	U	56:24	32	519	1743:1787	674+159	62.4 : 62.4%	519
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	60	27	408	1915:1787	239+610	48.0 : 48.0%	408
4/1	Old Dover Road (EB Exit)	U	-	-	214	Inf	Inf	0.0%	214
5/1	B2068 Nackington Road Exit	U	-	-	360	Inf	Inf	0.0%	360

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: Old Dover Road Canterbury	**-**	**10**	**17.7**	**4.3**	**22.8**	**-**	**-**	**-**	**-**
J1: St Lawerence Road/Old Dover Road	**-**	**3**	**9.2**	**2.5**	**12.0**	**-**	**-**	**-**	**-**
1/1	285	1	2.5	0.8	3.4	42.5	6.8	0.8	7.7
2/1+2/2	605	1	3.7	0.8	4.8	28.5	9.3	0.8	10.2
3/1	78	0	0.6	0.1	0.7	32.0	1.6	0.1	1.7
4/1	315	0	2.4	0.7	3.1	36.0	7.1	0.7	7.8
5/1	211	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	73	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	591	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: Nackington Road/Old Dover Road Junction	**-**	**7**	**8.5**	**1.8**	**10.8**	**-**	**-**	**-**	**-**
1/1	252	-	2.7	0.5	3.2	46.2	7.1	0.5	7.7
2/1+2/2	519	-	3.6	0.8	4.4	30.7	11.3	0.8	12.1
3/1+3/2	408	7	2.2	0.5	3.2	27.9	6.9	0.5	7.4
4/1	214	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	360	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0Stream: 1 PRC for Signalled Lanes (%): 42.9 Total Delay for Signalled Lanes (pcuHr): 12.00 Cycle Time (s): 99

C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): 44.3 Total Delay for Signalled Lanes (pcuHr): 10.83 Cycle Time (s): 119

PRC Over All Lanes (%): 42.9 Total Delay Over All Lanes(pcuHr): 22.84

Full Input Data And Results

Scenario 2: '2018 PM Peak Hour' (FG14: '2018 TEMPRO ONLY 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)
Network: Old Dover Road Canterbury	-	-	-	-	-	-	-	**74.2%**	-
J1: St Lawerence Road/Old Dover Road	-	-	-	-	-	-	-	**74.2%**	-
1/1	St Lawerence Road B2068 Ahead Right Left	O	15	-	199	1659	268	74.2%	199
2/1+2/2	Old Dover Road B2068 (WB) Right Left Ahead	U+O	53	-	347	1898:1787	871+327	28.9 : 29.0%	347
3/1	The Drive Ahead Left Right	O	15	-	125	1958	169	73.9%	125
4/1	Old Dover Road Left Right Ahead	O	43	-	530	1623	721	73.5%	530
5/1	St Lawerence Road B2068 (Exit)	U	-	-	191	Inf	Inf	0.0%	191
6/1	The Drive (Exit)	U	-	-	94	Inf	Inf	0.0%	94
7/1	Old Dover Road (exit)	U	-	-	279	Inf	Inf	0.0%	279
J2: Nackington Road/Old Dover Road Junction	-	-	-	-	-	-	-	**69.8%**	-
1/1	Old Dover Road (WB) Ahead Left	U	57	-	235	2034	991	23.7%	235
2/1+2/2	B2068 Nackington Road Left Right	U	27:13	14	314	1743:1787	308+142	69.8 : 69.8%	314
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	71	9	637	1915:1787	429+733	54.8 : 54.9%	637
4/1	Old Dover Road (EB Exit)	U	-	-	334	Inf	Inf	0.0%	334
5/1	B2068 Nackington Road Exit	U	-	-	505	Inf	Inf	0.0%	505

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: Old Dover Road Canterbury	**-**	**12**	**15.3**	**6.2**	**22.4**	**-**	**-**	**-**	**-**
J1: St Lawerence Road/Old Dover Road	**-**	**2**	**8.1**	**4.3**	**12.8**	**-**	**-**	**-**	**-**
1/1	199	0	2.2	1.4	3.6	64.7	5.2	1.4	6.6
2/1+2/2	347	1	1.3	0.2	1.8	19.0	3.6	0.2	3.8
3/1	125	1	1.3	1.3	2.7	78.5	3.1	1.3	4.4
4/1	530	0	3.3	1.4	4.7	32.0	11.9	1.4	13.3
5/1	191	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	94	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	279	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: Nackington Road/Old Dover Road Junction	**-**	**10**	**7.2**	**1.9**	**9.5**	**-**	**-**	**-**	**-**
1/1	235	-	1.2	0.2	1.3	20.1	4.4	0.2	4.6
2/1+2/2	314	-	3.7	1.1	4.9	55.8	7.5	1.1	8.7
3/1+3/2	637	10	2.3	0.6	3.4	19.0	8.0	0.6	8.6
4/1	334	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	505	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0Stream: 1 PRC for Signalled Lanes (%): 21.3 Total Delay for Signalled Lanes (pcuHr): 12.85 Cycle Time (s): 99

C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): 28.9 Total Delay for Signalled Lanes (pcuHr): 9.55 Cycle Time (s): 119

PRC Over All Lanes (%): 21.3 Total Delay Over All Lanes(pcuHr): 22.40

Full Input Data And Results

Scenario 3: 'DM 2037 AM Peak + Mountfield' (FG17: '2037 AM Peak + Mountfield ', 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)
Network: Old Dover Road Canterbury	-	-	-	-	-	-	-	**76.2%**	-
J1: St Lawerence Road/Old Dover Road	-	-	-	-	-	-	-	**76.2%**	-
1/1	St Lawerence Road B2068 Ahead Right Left	O	31	-	337	1659	442	76.2%	337
2/1+2/2	Old Dover Road B2068 (WB) Right Left Ahead	U+O	58	-	784	1898:1787	811+221	76.0 : 76.0%	784
3/1	The Drive Ahead Left Right	O	31	-	78	1958	421	18.5%	78
4/1	Old Dover Road Left Right Ahead	O	48	-	475	1623	663	71.7%	475
5/1	St Lawerence Road B2068 (Exit)	U	-	-	252	Inf	Inf	0.0%	252
6/1	The Drive (Exit)	U	-	-	85	Inf	Inf	0.0%	85
7/1	Old Dover Road (exit)	U	-	-	768	Inf	Inf	0.0%	768
J2: Nackington Road/Old Dover Road Junction	-	-	-	-	-	-	-	**75.9%**	-
1/1	Old Dover Road (WB) Ahead Left	U	32	-	379	2034	559	67.8%	379
2/1+2/2	B2068 Nackington Road Left Right	U	53:26	27	618	1743:1787	649+165	75.9 : 75.9%	618
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	59	22	569	1915:1787	342+501	67.5 : 67.5%	569
4/1	Old Dover Road (EB Exit)	U	-	-	356	Inf	Inf	0.0%	356
5/1	B2068 Nackington Road Exit	U	-	-	426	Inf	Inf	0.0%	426

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: Old Dover Road Canterbury	**-**	**6**	**23.7**	**8.1**	**33.1**	**-**	**-**	**-**	**-**
J1: St Lawerence Road/Old Dover Road	**-**	**2**	**13.0**	**4.5**	**17.9**	**-**	**-**	**-**	**-**
1/1	337	1	3.8	1.6	5.4	57.4	10.3	1.6	11.9
2/1+2/2	784	0	4.5	1.6	6.4	29.6	12.9	1.6	14.4
3/1	78	0	0.7	0.1	0.8	39.2	2.0	0.1	2.1
4/1	475	0	3.9	1.2	5.2	39.7	13.2	1.2	14.4
5/1	252	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	85	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	768	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: Nackington Road/Old Dover Road Junction	**-**	**4**	**10.7**	**3.6**	**15.2**	**-**	**-**	**-**	**-**
1/1	379	-	4.1	1.0	5.1	48.6	11.2	1.0	12.2
2/1+2/2	618	-	4.9	1.6	6.5	37.9	15.9	1.6	17.5
3/1+3/2	569	4	1.7	1.0	3.6	22.7	10.4	1.0	11.4
4/1	356	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	426	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0Stream: 1 PRC for Signalled Lanes (%): 18.1 Total Delay for Signalled Lanes (pcuHr): 17.90 Cycle Time (s): 120
C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): 18.6 Total Delay for Signalled Lanes (pcuHr): 15.21 Cycle Time (s): 120
PRC Over All Lanes (%): 18.1 Total Delay Over All Lanes(pcuHr): 33.11

Full Input Data And Results

Scenario 4: 'DM 2037 PM Peak + Mountfield' (FG18: '2037 PM Peak + Mountfield', 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)
Network: Old Dover Road Canterbury	-	-	-	-	-	-	-	**89.0%**	-
J1: St Lawerence Road/Old Dover Road	-	-	-	-	-	-	-	**89.0%**	-
1/1	St Lawerence Road B2068 Ahead Right Left	O	21	-	243	1659	304	79.9%	243
2/1+2/2	Old Dover Road B2068 (WB) Right Left Ahead	U+O	68	-	489	1898:1787	919+218	40.8 : 52.3%	489
3/1	The Drive Ahead Left Right	O	21	-	125	1958	140	89.0%	125
4/1	Old Dover Road Left Right Ahead	O	58	-	701	1623	798	87.8%	701
5/1	St Lawerence Road B2068 (Exit)	U	-	-	227	Inf	Inf	0.0%	227
6/1	The Drive (Exit)	U	-	-	109	Inf	Inf	0.0%	109
7/1	Old Dover Road (exit)	U	-	-	408	Inf	Inf	0.0%	408
J2: Nackington Road/Old Dover Road Junction	-	-	-	-	-	-	-	**81.2%**	-
1/1	Old Dover Road (WB) Ahead Left	U	57	-	375	2034	983	38.1%	375
2/1+2/2	B2068 Nackington Road Left Right	U	28:14	14	374	1743:1787	315+145	81.2 : 81.2%	374
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	71	9	814	1915:1787	439+611	77.5 : 77.5%	814
4/1	Old Dover Road (EB Exit)	U	-	-	458	Inf	Inf	0.0%	458
5/1	B2068 Nackington Road Exit	U	-	-	616	Inf	Inf	0.0%	616

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: Old Dover Road Canterbury	**-**	**13**	**19.6**	**12.6**	**33.9**	**-**	**-**	**-**	**-**
J1: St Lawerence Road/Old Dover Road	**-**	**4**	**12.1**	**8.6**	**21.4**	**-**	**-**	**-**	**-**
1/1	243	0	3.2	1.9	5.0	74.7	7.7	1.9	9.6
2/1+2/2	489	0	2.2	0.4	3.0	22.3	6.5	0.4	6.9
3/1	125	4	1.5	2.9	4.6	131.5	3.6	2.9	6.5
4/1	701	0	5.3	3.4	8.7	44.8	20.8	3.4	24.2
5/1	227	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	109	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	408	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: Nackington Road/Old Dover Road Junction	**-**	**9**	**7.5**	**4.1**	**12.5**	**-**	**-**	**-**	**-**
1/1	375	-	2.0	0.3	2.4	22.6	7.9	0.3	8.2
2/1+2/2	374	-	4.5	2.1	6.6	63.6	10.0	2.1	12.1
3/1+3/2	814	9	0.9	1.7	3.5	15.7	9.4	1.7	11.1
4/1	458	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	616	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0Stream: 1 PRC for Signalled Lanes (%): 1.1 Total Delay for Signalled Lanes (pcuHr): 21.36 Cycle Time (s): 120

C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): 10.8 Total Delay for Signalled Lanes (pcuHr): 12.50 Cycle Time (s): 120

PRC Over All Lanes (%): 1.1 Total Delay Over All Lanes(pcuHr): 33.86

Full Input Data And Results

Scenario 5: 'DS 2037 AM Peak + Mountfield + Otterpool' (FG19: '2037 AM Peak + Mountfield + Otterpool', 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)
Network: Old Dover Road Canterbury	-	-	-	-	-	-	-	**77.5%**	-
J1: St Lawerence Road/Old Dover Road	-	-	-	-	-	-	-	**77.5%**	-
1/1	St Lawerence Road B2068 Ahead Right Left	O	31	-	343	1659	442	77.5%	343
2/1+2/2	Old Dover Road B2068 (WB) Right Left Ahead	U+O	58	-	803	1898:1787	806+231	77.5 : 77.5%	803
3/1	The Drive Ahead Left Right	O	31	-	78	1958	410	19.0%	78
4/1	Old Dover Road Left Right Ahead	O	48	-	479	1623	663	72.3%	479
5/1	St Lawerence Road B2068 (Exit)	U	-	-	263	Inf	Inf	0.0%	263
6/1	The Drive (Exit)	U	-	-	85	Inf	Inf	0.0%	85
7/1	Old Dover Road (exit)	U	-	-	776	Inf	Inf	0.0%	776
J2: Nackington Road/Old Dover Road Junction	-	-	-	-	-	-	-	**77.5%**	-
1/1	Old Dover Road (WB) Ahead Left	U	32	-	379	2034	559	67.8%	379
2/1+2/2	B2068 Nackington Road Left Right	U	53:27	26	637	1743:1787	661+161	77.5 : 77.5%	637
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	58	21	579	1915:1787	325+489	71.2 : 71.2%	579
4/1	Old Dover Road (EB Exit)	U	-	-	356	Inf	Inf	0.0%	356
5/1	B2068 Nackington Road Exit	U	-	-	436	Inf	Inf	0.0%	436

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: Old Dover Road Canterbury	**-**	**6**	**24.4**	**8.7**	**34.4**	**-**	**-**	**-**	**-**
J1: St Lawerence Road/Old Dover Road	**-**	**2**	**13.2**	**4.8**	**18.5**	**-**	**-**	**-**	**-**
1/1	343	1	3.9	1.7	5.6	58.5	10.5	1.7	12.1
2/1+2/2	803	0	4.7	1.7	6.7	30.2	13.2	1.7	14.9
3/1	78	0	0.7	0.1	0.9	39.3	2.0	0.1	2.1
4/1	479	0	4.0	1.3	5.3	40.0	13.3	1.3	14.6
5/1	263	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	85	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	776	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: Nackington Road/Old Dover Road Junction	**-**	**4**	**11.1**	**3.9**	**15.9**	**-**	**-**	**-**	**-**
1/1	379	-	4.1	1.0	5.1	48.6	11.2	1.0	12.2
2/1+2/2	637	-	5.1	1.7	6.8	38.5	16.7	1.7	18.3
3/1+3/2	579	4	1.9	1.2	4.0	24.9	10.8	1.2	12.1
4/1	356	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	436	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0Stream: 1 PRC for Signalled Lanes (%): 16.1 Total Delay for Signalled Lanes (pcuHr): 18.48 Cycle Time (s): 120

C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): 16.2 Total Delay for Signalled Lanes (pcuHr): 15.93 Cycle Time (s): 120

PRC Over All Lanes (%): 16.1 Total Delay Over All Lanes(pcuHr): 34.42

Full Input Data And Results

Scenario 6: 'DS 2037 PM Peak + Mountfield + Otterpool' (FG20: '2037 PM Peak + Mountfield + Otterpool', 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)
Network: Old Dover Road Canterbury	-	-	-	-	-	-	-	**88.8%**	-
J1: St Lawerence Road/Old Dover Road	-	-	-	-	-	-	-	**88.8%**	-
1/1	St Lawerence Road B2068 Ahead Right Left	O	21	-	254	1659	304	83.5%	254
2/1+2/2	Old Dover Road B2068 (WB) Right Left Ahead	U+O	68	-	498	1898:1787	876+212	43.3 : 56.2%	498
3/1	The Drive Ahead Left Right	O	21	-	125	1958	141	88.8%	125
4/1	Old Dover Road Left Right Ahead	O	58	-	709	1623	798	88.8%	709
5/1	St Lawerence Road B2068 (Exit)	U	-	-	232	Inf	Inf	0.0%	232
6/1	The Drive (Exit)	U	-	-	109	Inf	Inf	0.0%	109
7/1	Old Dover Road (exit)	U	-	-	412	Inf	Inf	0.0%	412
J2: Nackington Road/Old Dover Road Junction	-	-	-	-	-	-	-	**82.1%**	-
1/1	Old Dover Road (WB) Ahead Left	U	57	-	375	2034	983	38.1%	375
2/1+2/2	B2068 Nackington Road Left Right	U	28:14	14	383	1743:1787	323+144	82.1 : 82.1%	383
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	71	9	833	1915:1787	422+611	80.6 : 80.6%	833
4/1	Old Dover Road (EB Exit)	U	-	-	458	Inf	Inf	0.0%	458
5/1	B2068 Nackington Road Exit	U	-	-	635	Inf	Inf	0.0%	635

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: Old Dover Road Canterbury	**-**	**23**	**20.3**	**13.9**	**35.8**	**-**	**-**	**-**	**-**
J1: St Lawerence Road/Old Dover Road	**-**	**14**	**12.5**	**9.3**	**22.5**	**-**	**-**	**-**	**-**
1/1	254	0	3.3	2.3	5.7	80.2	8.1	2.3	10.4
2/1+2/2	498	0	2.3	0.4	3.2	23.1	6.6	0.4	7.1
3/1	125	13	1.5	2.9	4.6	131.1	3.6	2.9	6.5
4/1	709	0	5.4	3.7	9.1	46.3	21.3	3.7	24.9
5/1	232	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	109	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	412	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: Nackington Road/Old Dover Road Junction	**-**	**10**	**7.7**	**4.5**	**13.3**	**-**	**-**	**-**	**-**
1/1	375	-	2.0	0.3	2.4	22.6	7.9	0.3	8.2
2/1+2/2	383	-	4.7	2.2	6.8	64.3	10.4	2.2	12.5
3/1+3/2	833	10	1.0	2.0	4.1	17.7	11.1	2.0	13.1
4/1	458	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	635	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0Stream: 1 PRC for Signalled Lanes (%): 1.3 Total Delay for Signalled Lanes (pcuHr): 22.54 Cycle Time (s): 120
C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): 9.6 Total Delay for Signalled Lanes (pcuHr): 13.28 Cycle Time (s): 120
PRC Over All Lanes (%): 1.3 Total Delay Over All Lanes(pcuHr): 35.82

Full Input Data And Results

Scenario 7: 'DM 2044 AM Peak + Mountfield' (FG23: '2044 AM Peak + Mountfield', 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)
Network: Old Dover Road Canterbury	-	-	-	-	-	-	-	**79.1%**	-
J1: St Lawerence Road/Old Dover Road	-	-	-	-	-	-	-	**79.1%**	-
1/1	St Lawerence Road B2068 Ahead Right Left	O	31	-	350	1659	442	79.1%	350
2/1+2/2	Old Dover Road B2068 (WB) Right Left Ahead	U+O	58	-	812	1898:1787	810+223	78.6 : 78.6%	812
3/1	The Drive Ahead Left Right	O	31	-	78	1958	413	18.9%	78
4/1	Old Dover Road Left Right Ahead	O	48	-	489	1623	663	73.8%	489
5/1	St Lawerence Road B2068 (Exit)	U	-	-	261	Inf	Inf	0.0%	261
6/1	The Drive (Exit)	U	-	-	87	Inf	Inf	0.0%	87
7/1	Old Dover Road (exit)	U	-	-	795	Inf	Inf	0.0%	795
J2: Nackington Road/Old Dover Road Junction	-	-	-	-	-	-	-	**78.7%**	-
1/1	Old Dover Road (WB) Ahead Left	U	32	-	390	2034	559	69.7%	390
2/1+2/2	B2068 Nackington Road Left Right	U	53:26	27	642	1743:1787	652+164	78.7 : 78.7%	642
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	59	22	586	1915:1787	331+491	71.3 : 71.3%	586
4/1	Old Dover Road (EB Exit)	U	-	-	365	Inf	Inf	0.0%	365
5/1	B2068 Nackington Road Exit	U	-	-	441	Inf	Inf	0.0%	441

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: Old Dover Road Canterbury	**-**	**6**	**24.8**	**9.3**	**35.5**	**-**	**-**	**-**	**-**
J1: St Lawerence Road/Old Dover Road	**-**	**2**	**13.5**	**5.1**	**19.2**	**-**	**-**	**-**	**-**
1/1	350	1	4.0	1.8	5.8	59.9	10.8	1.8	12.6
2/1+2/2	812	0	4.8	1.8	6.9	30.8	13.4	1.8	15.3
3/1	78	0	0.7	0.1	0.9	39.3	2.0	0.1	2.1
4/1	489	0	4.1	1.4	5.5	40.8	13.7	1.4	15.1
5/1	261	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	87	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	795	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: Nackington Road/Old Dover Road Junction	**-**	**4**	**11.3**	**4.2**	**16.4**	**-**	**-**	**-**	**-**
1/1	390	-	4.2	1.1	5.4	49.5	11.6	1.1	12.7
2/1+2/2	642	-	5.2	1.8	7.0	39.4	17.0	1.8	18.8
3/1+3/2	586	4	1.8	1.2	4.0	24.3	10.9	1.2	12.1
4/1	365	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	441	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0Stream: 1 PRC for Signalled Lanes (%): 13.8 Total Delay for Signalled Lanes (pcuHr): 19.17 Cycle Time (s): 120

C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): 14.3 Total Delay for Signalled Lanes (pcuHr): 16.35 Cycle Time (s): 120

PRC Over All Lanes (%): 13.8 Total Delay Over All Lanes(pcuHr): 35.53

Full Input Data And Results

Scenario 8: 'DM 2044 PM Peak + Mountfield' (FG24: '2044 PM Peak + Mountfield', 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)
Network: Old Dover Road Canterbury	-	-	-	-	-	-	-	**90.7%**	-
J1: St Lawerence Road/Old Dover Road	-	-	-	-	-	-	-	**90.7%**	-
1/1	St Lawerence Road B2068 Ahead Right Left	O	20	-	253	1659	290	87.1%	253
2/1+2/2	Old Dover Road B2068 (WB) Right Left Ahead	U+O	69	-	505	1898:1787	894+208	43.3 : 56.7%	505
3/1	The Drive Ahead Left Right	O	20	-	125	1958	138	90.7%	125
4/1	Old Dover Road Left Right Ahead	O	59	-	726	1623	811	89.5%	726
5/1	St Lawerence Road B2068 (Exit)	U	-	-	234	Inf	Inf	0.0%	234
6/1	The Drive (Exit)	U	-	-	114	Inf	Inf	0.0%	114
7/1	Old Dover Road (exit)	U	-	-	419	Inf	Inf	0.0%	419
J2: Nackington Road/Old Dover Road Junction	-	-	-	-	-	-	-	**82.9%**	-
1/1	Old Dover Road (WB) Ahead Left	U	55	-	386	2034	949	40.7%	386
2/1+2/2	B2068 Nackington Road Left Right	U	30:15	15	389	1743:1787	325+150	81.9 : 81.9%	389
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	70	10	842	1915:1787	422+594	82.9 : 82.9%	842
4/1	Old Dover Road (EB Exit)	U	-	-	473	Inf	Inf	0.0%	473
5/1	B2068 Nackington Road Exit	U	-	-	639	Inf	Inf	0.0%	639

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: Old Dover Road Canterbury	**-**	**36**	**20.8**	**15.3**	**37.9**	**-**	**-**	**-**	**-**
J1: St Lawerence Road/Old Dover Road	**-**	**25**	**12.7**	**10.5**	**23.9**	**-**	**-**	**-**	**-**
1/1	253	0	3.4	2.9	6.3	90.0	8.2	2.9	11.1
2/1+2/2	505	0	2.3	0.4	3.3	23.2	6.6	0.4	7.0
3/1	125	24	1.5	3.2	4.9	141.6	3.6	3.2	6.9
4/1	726	0	5.5	3.9	9.4	46.6	21.8	3.9	25.7
5/1	234	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	114	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	419	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: Nackington Road/Old Dover Road Junction	**-**	**11**	**8.1**	**4.9**	**14.0**	**-**	**-**	**-**	**-**
1/1	386	-	2.3	0.3	2.6	24.3	8.4	0.3	8.7
2/1+2/2	389	-	4.6	2.2	6.8	62.5	10.5	2.2	12.6
3/1+3/2	842	11	1.2	2.4	4.6	19.9	12.1	2.4	14.5
4/1	473	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	639	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0Stream: 1 PRC for Signalled Lanes (%): -0.8 Total Delay for Signalled Lanes (pcuHr): 23.88 Cycle Time (s): 120

C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): 8.6 Total Delay for Signalled Lanes (pcuHr): 14.00 Cycle Time (s): 120

PRC Over All Lanes (%): -0.8 Total Delay Over All Lanes(pcuHr): 37.88

Full Input Data And Results

Scenario 9: 'DS 2044 AM Peak + Mountfield + Otterpool' (FG25: '2044 AM Peak + Mountfield + Otterpool', 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)
Network: Old Dover Road Canterbury	-	-	-	-	-	-	-	**80.9%**	-
J1: St Lawerence Road/Old Dover Road	-	-	-	-	-	-	-	**80.9%**	-
1/1	St Lawerence Road B2068 Ahead Right Left	O	31	-	358	1659	442	80.9%	358
2/1+2/2	Old Dover Road B2068 (WB) Right Left Ahead	U+O	58	-	836	1898:1787	804+235	80.5 : 80.5%	836
3/1	The Drive Ahead Left Right	O	31	-	78	1958	399	19.6%	78
4/1	Old Dover Road Left Right Ahead	O	48	-	494	1623	663	74.5%	494
5/1	St Lawerence Road B2068 (Exit)	U	-	-	275	Inf	Inf	0.0%	275
6/1	The Drive (Exit)	U	-	-	87	Inf	Inf	0.0%	87
7/1	Old Dover Road (exit)	U	-	-	805	Inf	Inf	0.0%	805
J2: Nackington Road/Old Dover Road Junction	-	-	-	-	-	-	-	**80.7%**	-
1/1	Old Dover Road (WB) Ahead Left	U	31	-	391	2034	542	72.1%	391
2/1+2/2	B2068 Nackington Road Left Right	U	54:25	29	665	1743:1787	664+160	80.7 : 80.7%	665
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	60	24	599	1915:1787	329+507	71.7 : 71.7%	599
4/1	Old Dover Road (EB Exit)	U	-	-	365	Inf	Inf	0.0%	365
5/1	B2068 Nackington Road Exit	U	-	-	454	Inf	Inf	0.0%	454

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: Old Dover Road Canterbury	**-**	**5**	**25.7**	**10.2**	**37.3**	**-**	**-**	**-**	**-**
J1: St Lawerence Road/Old Dover Road	**-**	**2**	**14.1**	**5.6**	**20.2**	**-**	**-**	**-**	**-**
1/1	358	1	4.1	2.0	6.1	61.8	11.1	2.0	13.2
2/1+2/2	836	0	5.1	2.0	7.5	32.3	13.8	2.0	15.9
3/1	78	0	0.7	0.1	0.9	39.5	2.0	0.1	2.1
4/1	494	0	4.1	1.4	5.7	41.3	14.0	1.4	15.4
5/1	275	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	87	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	805	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: Nackington Road/Old Dover Road Junction	**-**	**3**	**11.7**	**4.6**	**17.1**	**-**	**-**	**-**	**-**
1/1	391	-	4.3	1.3	5.6	51.6	11.7	1.3	13.0
2/1+2/2	665	-	5.4	2.0	7.4	40.2	18.0	2.0	20.0
3/1+3/2	599	3	1.9	1.3	4.1	24.6	11.3	1.3	12.6
4/1	365	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	454	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0Stream: 1 PRC for Signalled Lanes (%): 11.2 Total Delay for Signalled Lanes (pcuHr): 20.17 Cycle Time (s): 120
C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): 11.5 Total Delay for Signalled Lanes (pcuHr): 17.13 Cycle Time (s): 120
PRC Over All Lanes (%): 11.2 Total Delay Over All Lanes(pcuHr): 37.30

Full Input Data And Results

Scenario 10: 'DS 2044 PM Peak + Mountfield + Otterpool' (FG26: '2044 PM Peak + Mountfield + Otterpool', 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)
Network: Old Dover Road Canterbury	-	-	-	-	-	-	-	**92.2%**	-
J1: St Lawerence Road/Old Dover Road	-	-	-	-	-	-	-	**92.2%**	-
1/1	St Lawerence Road B2068 Ahead Right Left	O	21	-	268	1659	304	88.1%	268
2/1+2/2	Old Dover Road B2068 (WB) Right Left Ahead	U+O	68	-	520	1898:1787	703+191	56.1 : 66.1%	520
3/1	The Drive Ahead Left Right	O	21	-	125	1958	137	91.1%	125
4/1	Old Dover Road Left Right Ahead	O	58	-	736	1623	798	92.2%	736
5/1	St Lawerence Road B2068 (Exit)	U	-	-	242	Inf	Inf	0.0%	242
6/1	The Drive (Exit)	U	-	-	114	Inf	Inf	0.0%	114
7/1	Old Dover Road (exit)	U	-	-	426	Inf	Inf	0.0%	426
J2: Nackington Road/Old Dover Road Junction	-	-	-	-	-	-	-	**85.4%**	-
1/1	Old Dover Road (WB) Ahead Left	U	55	-	386	2034	949	40.7%	386
2/1+2/2	B2068 Nackington Road Left Right	U	30:14	16	404	1743:1787	329+144	85.4 : 85.4%	404
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	71	11	867	1915:1787	412+606	85.2 : 85.2%	867
4/1	Old Dover Road (EB Exit)	U	-	-	474	Inf	Inf	0.0%	474
5/1	B2068 Nackington Road Exit	U	-	-	663	Inf	Inf	0.0%	663

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: Old Dover Road Canterbury	**-**	**35**	**21.6**	**18.1**	**41.5**	**-**	**-**	**-**	**-**
J1: St Lawerence Road/Old Dover Road	**-**	**26**	**13.2**	**12.3**	**26.1**	**-**	**-**	**-**	**-**
1/1	268	0	3.6	3.2	6.7	90.2	8.6	3.2	11.8
2/1+2/2	520	0	2.3	0.7	3.5	24.3	7.0	0.7	7.7
3/1	125	25	1.5	3.3	5.0	143.4	3.6	3.3	6.9
4/1	736	0	5.8	5.1	10.9	53.4	22.7	5.1	27.8
5/1	242	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	114	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	426	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: Nackington Road/Old Dover Road Junction	**-**	**9**	**8.4**	**5.8**	**15.4**	**-**	**-**	**-**	**-**
1/1	386	-	2.3	0.3	2.6	24.3	8.4	0.3	8.7
2/1+2/2	404	-	4.8	2.7	7.5	67.2	11.1	2.7	13.9
3/1+3/2	867	9	1.4	2.8	5.3	21.9	15.2	2.8	17.9
4/1	474	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	663	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0Stream: 1 PRC for Signalled Lanes (%): -2.5 Total Delay for Signalled Lanes (pcuHr): 26.13 Cycle Time (s): 120
C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): 5.4 Total Delay for Signalled Lanes (pcuHr): 15.41 Cycle Time (s): 120
PRC Over All Lanes (%): -2.5 Total Delay Over All Lanes(pcuHr): 41.54

Full Input Data And Results

Scenario 11: 'DM 2046 AM Peak + Mountfield' (FG29: '2046 AM Peak + Mountfield', 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)
Network: Old Dover Road Canterbury	-	-	-	-	-	-	-	**80.0%**	-
J1: St Lawerence Road/Old Dover Road	-	-	-	-	-	-	-	**80.0%**	-
1/1	St Lawerence Road B2068 Ahead Right Left	O	31	-	354	1659	442	80.0%	354
2/1+2/2	Old Dover Road B2068 (WB) Right Left Ahead	U+O	58	-	822	1898:1787	810+222	79.6 : 79.6%	822
3/1	The Drive Ahead Left Right	O	31	-	78	1958	411	19.0%	78
4/1	Old Dover Road Left Right Ahead	O	48	-	494	1623	663	74.5%	494
5/1	St Lawerence Road B2068 (Exit)	U	-	-	264	Inf	Inf	0.0%	264
6/1	The Drive (Exit)	U	-	-	88	Inf	Inf	0.0%	88
7/1	Old Dover Road (exit)	U	-	-	804	Inf	Inf	0.0%	804
J2: Nackington Road/Old Dover Road Junction	-	-	-	-	-	-	-	**79.9%**	-
1/1	Old Dover Road (WB) Ahead Left	U	32	-	394	2034	559	70.4%	394
2/1+2/2	B2068 Nackington Road Left Right	U	53:26	27	651	1743:1787	651+164	79.9 : 79.9%	651
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	59	22	592	1915:1787	328+491	72.3 : 72.3%	592
4/1	Old Dover Road (EB Exit)	U	-	-	368	Inf	Inf	0.0%	368
5/1	B2068 Nackington Road Exit	U	-	-	447	Inf	Inf	0.0%	447

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: Old Dover Road Canterbury	**-**	**6**	**25.2**	**9.8**	**36.4**	**-**	**-**	**-**	**-**
J1: St Lawerence Road/Old Dover Road	**-**	**2**	**13.7**	**5.4**	**19.6**	**-**	**-**	**-**	**-**
1/1	354	1	4.0	1.9	6.0	60.8	10.9	1.9	12.8
2/1+2/2	822	0	4.8	1.9	7.1	31.2	13.7	1.9	15.6
3/1	78	0	0.7	0.1	0.9	39.3	2.0	0.1	2.1
4/1	494	0	4.1	1.4	5.7	41.3	14.0	1.4	15.4
5/1	264	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	88	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	804	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: Nackington Road/Old Dover Road Junction	**-**	**4**	**11.5**	**4.4**	**16.8**	**-**	**-**	**-**	**-**
1/1	394	-	4.3	1.2	5.5	49.8	11.7	1.2	12.9
2/1+2/2	651	-	5.3	1.9	7.3	40.2	17.4	1.9	19.3
3/1+3/2	592	4	1.9	1.3	4.1	24.7	11.0	1.3	12.3
4/1	368	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	447	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0Stream: 1 PRC for Signalled Lanes (%): 12.5 Total Delay for Signalled Lanes (pcuHr): 19.63 Cycle Time (s): 120

C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): 12.7 Total Delay for Signalled Lanes (pcuHr): 16.79 Cycle Time (s): 120

PRC Over All Lanes (%): 12.5 Total Delay Over All Lanes(pcuHr): 36.41

Full Input Data And Results

Scenario 12: 'DM2046 PM Peak + Mountfield' (FG31: '2046 PM Peak + Mountfield', 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)
Network: Old Dover Road Canterbury	-	-	-	-	-	-	-	**91.7%**	-
J1: St Lawerence Road/Old Dover Road	-	-	-	-	-	-	-	**91.7%**	-
1/1	St Lawerence Road B2068 Ahead Right Left	O	20	-	256	1659	290	88.2%	256
2/1+2/2	Old Dover Road B2068 (WB) Right Left Ahead	U+O	69	-	510	1898:1787	841+203	46.4 : 59.0%	510
3/1	The Drive Ahead Left Right	O	20	-	125	1958	136	91.7%	125
4/1	Old Dover Road Left Right Ahead	O	59	-	733	1623	811	90.3%	733
5/1	St Lawerence Road B2068 (Exit)	U	-	-	237	Inf	Inf	0.0%	237
6/1	The Drive (Exit)	U	-	-	114	Inf	Inf	0.0%	114
7/1	Old Dover Road (exit)	U	-	-	422	Inf	Inf	0.0%	422
J2: Nackington Road/Old Dover Road Junction	-	-	-	-	-	-	-	**85.2%**	-
1/1	Old Dover Road (WB) Ahead Left	U	56	-	389	2034	966	40.3%	389
2/1+2/2	B2068 Nackington Road Left Right	U	29:14	15	393	1743:1787	316+145	85.2 : 85.2%	393
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	71	10	851	1915:1787	426+601	82.8 : 82.8%	851
4/1	Old Dover Road (EB Exit)	U	-	-	477	Inf	Inf	0.0%	477
5/1	B2068 Nackington Road Exit	U	-	-	646	Inf	Inf	0.0%	646

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: Old Dover Road Canterbury	**-**	**37**	**20.9**	**16.6**	**39.4**	**-**	**-**	**-**	**-**
J1: St Lawerence Road/Old Dover Road	**-**	**27**	**12.8**	**11.3**	**24.8**	**-**	**-**	**-**	**-**
1/1	256	0	3.4	3.2	6.6	92.7	8.3	3.2	11.5
2/1+2/2	510	0	2.3	0.5	3.3	23.1	6.7	0.5	7.2
3/1	125	26	1.5	3.4	5.1	147.2	3.6	3.4	7.1
4/1	733	0	5.6	4.2	9.8	48.2	22.2	4.2	26.4
5/1	237	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	114	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	422	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: Nackington Road/Old Dover Road Junction	**-**	**10**	**8.1**	**5.4**	**14.6**	**-**	**-**	**-**	**-**
1/1	389	-	2.2	0.3	2.5	23.6	8.3	0.3	8.7
2/1+2/2	393	-	4.8	2.7	7.4	68.1	10.7	2.7	13.4
3/1+3/2	851	10	1.2	2.4	4.6	19.4	12.6	2.4	15.0
4/1	477	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	646	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0Stream: 1 PRC for Signalled Lanes (%): -1.9 Total Delay for Signalled Lanes (pcuHr): 24.79 Cycle Time (s): 120
C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): 5.6 Total Delay for Signalled Lanes (pcuHr): 14.57 Cycle Time (s): 120
PRC Over All Lanes (%): -1.9 Total Delay Over All Lanes(pcuHr): 39.36

Full Input Data And Results

Scenario 13: 'DS 2046 AM Peak + Mountfield + Otterpool' (FG30: '2046 AM Peak + Mountfield + Otterpool', 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)
Network: Old Dover Road Canterbury	-	-	-	-	-	-	-	**81.8%**	-
J1: St Lawerence Road/Old Dover Road	-	-	-	-	-	-	-	**81.8%**	-
1/1	St Lawerence Road B2068 Ahead Right Left	O	31	-	362	1659	442	81.8%	362
2/1+2/2	Old Dover Road B2068 (WB) Right Left Ahead	U+O	58	-	849	1898:1787	803+236	81.7 : 81.7%	849
3/1	The Drive Ahead Left Right	O	31	-	78	1958	397	19.6%	78
4/1	Old Dover Road Left Right Ahead	O	48	-	500	1623	663	75.4%	500
5/1	St Lawerence Road B2068 (Exit)	U	-	-	280	Inf	Inf	0.0%	280
6/1	The Drive (Exit)	U	-	-	88	Inf	Inf	0.0%	88
7/1	Old Dover Road (exit)	U	-	-	815	Inf	Inf	0.0%	815
J2: Nackington Road/Old Dover Road Junction	-	-	-	-	-	-	-	**81.4%**	-
1/1	Old Dover Road (WB) Ahead Left	U	31	-	395	2034	542	72.8%	395
2/1+2/2	B2068 Nackington Road Left Right	U	54:26	28	677	1743:1787	670+161	81.4 : 81.4%	677
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	59	23	606	1915:1787	315+491	75.1 : 75.1%	606
4/1	Old Dover Road (EB Exit)	U	-	-	368	Inf	Inf	0.0%	368
5/1	B2068 Nackington Road Exit	U	-	-	461	Inf	Inf	0.0%	461

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: Old Dover Road Canterbury	**-**	**6**	**26.3**	**10.9**	**38.6**	**-**	**-**	**-**	**-**
J1: St Lawerence Road/Old Dover Road	**-**	**2**	**14.3**	**6.0**	**20.8**	**-**	**-**	**-**	**-**
1/1	362	1	4.2	2.1	6.3	62.8	11.3	2.1	13.4
2/1+2/2	849	0	5.2	2.2	7.8	33.1	14.1	2.2	16.3
3/1	78	0	0.7	0.1	0.9	39.6	2.0	0.1	2.1
4/1	500	0	4.2	1.5	5.8	41.8	14.2	1.5	15.7
5/1	280	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	88	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	815	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: Nackington Road/Old Dover Road Junction	**-**	**4**	**11.9**	**4.9**	**17.8**	**-**	**-**	**-**	**-**
1/1	395	-	4.4	1.3	5.7	52.0	12.0	1.3	13.3
2/1+2/2	677	-	5.5	2.1	7.6	40.6	18.3	2.1	20.5
3/1+3/2	606	4	2.0	1.5	4.4	26.3	11.6	1.5	13.1
4/1	368	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	461	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0Stream: 1 PRC for Signalled Lanes (%): 10.0 Total Delay for Signalled Lanes (pcuHr): 20.80 Cycle Time (s): 120

C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): 10.5 Total Delay for Signalled Lanes (pcuHr): 17.78 Cycle Time (s): 120

PRC Over All Lanes (%): 10.0 Total Delay Over All Lanes(pcuHr): 38.57

Full Input Data And Results

Scenario 14: 'DS 2046 Pm Peak + Mountfield + Otterpool' (FG32: '2046 PM Peak + Mountfield + Otterpool', 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)
Network: Old Dover Road Canterbury	-	-	-	-	-	-	-	**93.4%**	-
J1: St Lawerence Road/Old Dover Road	-	-	-	-	-	-	-	**93.4%**	-
1/1	St Lawerence Road B2068 Ahead Right Left	O	21	-	273	1659	304	89.8%	273
2/1+2/2	Old Dover Road B2068 (WB) Right Left Ahead	U+O	68	-	526	1898:1787	633+185	62.7 : 69.8%	526
3/1	The Drive Ahead Left Right	O	21	-	125	1958	134	93.3%	125
4/1	Old Dover Road Left Right Ahead	O	58	-	745	1623	798	93.4%	745
5/1	St Lawerence Road B2068 (Exit)	U	-	-	246	Inf	Inf	0.0%	246
6/1	The Drive (Exit)	U	-	-	114	Inf	Inf	0.0%	114
7/1	Old Dover Road (exit)	U	-	-	429	Inf	Inf	0.0%	429
J2: Nackington Road/Old Dover Road Junction	-	-	-	-	-	-	-	**86.2%**	-
1/1	Old Dover Road (WB) Ahead Left	U	47	-	389	2034	814	47.8%	389
2/1+2/2	B2068 Nackington Road Left Right	U	38:14	24	409	1743:1787	331+144	86.2 : 86.2%	409
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	71	19	880	1915:1787	414+616	85.4 : 85.4%	880
4/1	Old Dover Road (EB Exit)	U	-	-	478	Inf	Inf	0.0%	478
5/1	B2068 Nackington Road Exit	U	-	-	674	Inf	Inf	0.0%	674

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: Old Dover Road Canterbury	**-**	**39**	**22.5**	**20.2**	**44.5**	**-**	**-**	**-**	**-**
J1: St Lawerence Road/Old Dover Road	**-**	**30**	**13.7**	**14.0**	**28.4**	**-**	**-**	**-**	**-**
1/1	273	0	3.6	3.6	7.2	95.0	8.9	3.6	12.4
2/1+2/2	526	0	2.6	0.9	4.0	27.6	6.7	0.9	7.6
3/1	125	29	1.5	3.8	5.4	156.9	3.6	3.8	7.4
4/1	745	0	5.9	5.8	11.7	56.7	23.2	5.8	29.0
5/1	246	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6/1	114	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7/1	429	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J2: Nackington Road/Old Dover Road Junction	**-**	**10**	**8.9**	**6.1**	**16.1**	**-**	**-**	**-**	**-**
1/1	389	-	2.9	0.5	3.3	30.9	9.6	0.5	10.1
2/1+2/2	409	-	4.4	2.9	7.2	63.7	11.4	2.9	14.3
3/1+3/2	880	10	1.6	2.8	5.5	22.7	15.4	2.8	18.2
4/1	478	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	674	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0Stream: 1 PRC for Signalled Lanes (%): -3.7 Total Delay for Signalled Lanes (pcuHr): 28.42 Cycle Time (s): 120

C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): 4.5 Total Delay for Signalled Lanes (pcuHr): 16.13 Cycle Time (s): 120

PRC Over All Lanes (%): -3.7 Total Delay Over All Lanes(pcuHr): 44.55

P.55 SH16_Canterbury Rd A260 Alkham Valley Rd

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947

For sales and distribution information, program advice and maintenance, contact TRL:
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Filename: SH16_Canterbury Rd A260 Alkham Valley Rd.j9
Path: \\hc-ukr-ln-fs-10\LN_Proj\UA008926 Otterpool\D-Calcs\Modelling\DM_it5\Appendix\Picady Junction Analysis\SH16 (J30) Canterbury Rd A260 Alkham Valley Rd
Report generation date: 19/11/2018 11:13:09

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	Base							
Stream B-C	0.0	0.00	0.00	A	1.0	15.95	0.49	C
Stream B-A	0.0	0.00	0.00	A	0.0	39.57	0.03	E
Stream C-B	0.0	0.00	0.00	A	4.3	81.70	0.83	F
	DM 2037							
Stream B-C	1.6	23.72	0.62	C	0.3	10.09	0.24	B
Stream B-A	0.1	85.08	0.09	F	0.4	106.12	0.28	F
Stream C-B	14.6	243.88	1.08	F	9.3	117.87	0.96	F
	DM 2044							
Stream B-C	1.5	23.03	0.61	C	0.3	10.33	0.25	B
Stream B-A	0.1	107.71	0.09	F	0.4	114.53	0.30	F
Stream C-B	22.0	339.57	1.19	F	9.8	123.97	0.97	F
	DM 2046							
Stream B-C	1.5	23.52	0.61	C	0.3	10.56	0.25	B
Stream B-A	0.1	119.09	0.07	F	0.4	136.48	0.34	F
Stream C-B	23.8	366.37	1.22	F	11.4	140.64	0.99	F
	DS 2037							
Stream B-C	1.6	24.01	0.62	C	0.3	10.37	0.25	B
Stream B-A	0.1	99.60	0.11	F	0.4	123.05	0.32	F
Stream C-B	19.2	311.79	1.16	F	11.5	142.20	0.99	F
	DS 2044							
Stream B-C	1.4	23.85	0.59	C	0.4	11.19	0.27	B
Stream B-A	0.2	246.03	0.19	F	0.6	150.71	0.42	F
Stream C-B	35.6	555.68	1.42	F	12.1	149.74	1.00	F
	DS 2046							
Stream B-C	1.6	24.91	0.63	C	0.4	11.62	0.28	B
Stream B-A	0.1	213.07	0.06	F	0.7	180.35	0.46	F
Stream C-B	35.2	548.27	1.41	F	14.2	170.71	1.03	F

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

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

File summary

File Description

Title	Canterbury Rd-A260-Alkham Valley Rd
Location	
Site number	
Date	09/04/2018
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	ysa77377 [HCL70027]
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 period length (min)	Time segment length (min)	Run automatically
D1	Base	AM	Canterbury Rd-A260-Alkham Valley Rd	DIRECT	08:00	09:00	60	15	9
D2	Base	PM	Canterbury Rd-A260-Alkham Valley Rd	DIRECT	16:45	17:45	60	15	9
D15	DM 2037	AM	Canterbury Rd-A260-Alkham Valley Rd	ONE HOUR	08:00	09:30		15	9
D16	DM 2037	PM	Canterbury Rd-A260-Alkham Valley Rd	ONE HOUR	16:45	18:15		15	9
D17	DM 2044	AM	Canterbury Rd-A260-Alkham Valley Rd	ONE HOUR	08:00	09:30		15	9
D18	DM 2044	PM	Canterbury Rd-A260-Alkham Valley Rd	ONE HOUR	16:45	18:15		15	9
D19	DM 2046	AM	Canterbury Rd-A260-Alkham Valley Rd	ONE HOUR	08:00	09:30		15	9
D20	DM 2046	PM	Canterbury Rd-A260-Alkham Valley Rd	ONE HOUR	16:45	18:15		15	9
D21	DS 2037	AM	Canterbury Rd-A260-Alkham Valley Rd	ONE HOUR	08:00	09:30		15	9
D22	DS 2037	PM	Canterbury Rd-A260-Alkham Valley Rd	ONE HOUR	16:45	18:15		15	9
D23	DS 2044	AM	Canterbury Rd-A260-Alkham Valley Rd	ONE HOUR	08:00	09:30		15	9
D24	DS 2044	PM	Canterbury Rd-A260-Alkham Valley Rd	ONE HOUR	16:45	18:15		15	9
D25	DS 2046	AM	Canterbury Rd-A260-Alkham Valley Rd	ONE HOUR	08:00	09:30		15	9
D26	DS 2046	PM	Canterbury Rd-A260-Alkham Valley Rd	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

Severity	Area	Item	Description
Warning	Profile Type	D1 - Base, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the Use O-D data option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.00	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Canterbury Rd (West)		Major
B	Alkham Valley Rd		Minor
C	Canterbury Rd (East)		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	6.19		9	3.50	150.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Width at give - way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	9.15	7.00	6.00	6.00	9	3.00	65	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	582	0.105	0.266	0.167	0.380
1	B-C	729	0.111	0.280	-	-
1	C-B	754	0.290	0.290	-	-

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 period length (min)	Time segment length (min)	Run automatically
D1	Base	AM	Canterbury Rd-A260-Alkham Valley Rd	DIRECT	08:00	09:00	60	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	Scaling Factor (%)
A		DIRECT	9	100.000
B		DIRECT	9	100.000
C		DIRECT	9	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	0	0
	%	0	0	0
	&	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	3	1
	%	5	0	2
	&	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	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					0	0

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	0	0	715	0.000	0	0.0	0.0	0.000	A
B-A	0	0	554	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	754	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	0	0			0				

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	0	0	715	0.000	0	0.0	0.0	0.000	A
B-A	0	0	554	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	754	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	0	0			0				

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	0	0	715	0.000	0	0.0	0.0	0.000	A
B-A	0	0	554	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	754	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	0	0			0				

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	0	0	715	0.000	0	0.0	0.0	0.000	A
B-A	0	0	554	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	754	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	0	0			0				

Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D2 - Base, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the Use O-D data option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	7.43	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 period length (min)	Time segment length (min)	Run automatically
D2	Base	PM	Canterbury Rd-A260-Alkham Valley Rd	DIRECT	16:45	17:45	60	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	Scaling Factor (%)
A		DIRECT	9	100.000
B		DIRECT	9	100.000
C		DIRECT	9	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	1007	741
	%	3	0	218
	&	509	199	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	1	1
	%	0	0	1
	&	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-C	0.49	15.95	1.0	C	218	218
B-A	0.03	39.57	0.0	E	3	3
C-A					509	509
C-B	0.83	81.70	4.3	F	199	199
A-B					1007	1007
A-C					741	741

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	218	55	444	0.491	214	0.0	0.9	15.440	C
B-A	3	0.75	100	0.030	3	0.0	0.0	37.131	E
C-A	509	127			509				
C-B	199	50	240	0.828	185	0.0	3.4	56.537	F
A-B	1007	252			1007				
A-C	741	185			741				

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	218	55	444	0.491	218	0.9	0.9	15.936	C
B-A	3	0.75	95	0.032	3	0.0	0.0	39.136	E
C-A	509	127			509				
C-B	199	50	240	0.828	197	3.4	3.9	76.320	F
A-B	1007	252			1007				
A-C	741	185			741				

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	218	55	444	0.491	218	0.9	1.0	15.948	C
B-A	3	0.75	94	0.032	3	0.0	0.0	39.434	E
C-A	509	127			509				
C-B	199	50	240	0.828	198	3.9	4.1	79.951	F
A-B	1007	252			1007				
A-C	741	185			741				

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	218	55	444	0.491	218	1.0	1.0	15.952	C
B-A	3	0.75	94	0.032	3	0.0	0.0	39.570	E
C-A	509	127			509				
C-B	199	50	240	0.828	198	4.1	4.3	81.698	F
A-B	1007	252			1007				
A-C	741	185			741				

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	19.31	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
D15	DM 2037	AM	Canterbury Rd-A260-Alkham Valley Rd	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	1722	100.000
B		ONE HOUR	9	229	100.000
C		ONE HOUR	9	692	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	981	741
	%	4	0	225
	&	502	190	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	3	1
	%	0	0	2
	&	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	0.62	23.72	1.6	C	206	310
B-A	0.09	85.08	0.1	F	4	6
C-A					461	691
C-B	1.08	243.88	14.6	F	174	262
A-B					900	1350
A-C					680	1020

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	169	42	528	0.321	168	0.0	0.5	9.938	A
B-A	3	0.75	207	0.015	3	0.0	0.0	17.652	C
C-A	378	94			378				
C-B	143	36	371	0.386	141	0.0	0.6	15.499	C
A-B	739	185			739				
A-C	558	139			558				

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	202	51	476	0.425	201	0.5	0.7	13.064	B
B-A	4	0.90	144	0.025	4	0.0	0.0	25.575	D
C-A	451	113			451				
C-B	171	43	296	0.577	168	0.6	1.3	27.591	D
A-B	882	220			882				
A-C	666	167			666				

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	248	62	401	0.618	245	0.7	1.5	22.607	C
B-A	4	1	57	0.078	4	0.0	0.1	68.434	F
C-A	553	138			553				
C-B	209	52	193	1.084	177	1.3	9.2	140.048	F
A-B	1080	270			1080				
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-C	248	62	399	0.621	247	1.5	1.6	23.724	C
B-A	4	1	47	0.095	4	0.1	0.1	85.080	F
C-A	553	138			553				
C-B	209	52	193	1.084	188	9.2	14.6	243.876	F
A-B	1080	270			1080				
A-C	816	204			816				

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	202	51	475	0.426	206	1.6	0.8	13.517	B
B-A	4	0.90	125	0.029	4	0.1	0.0	29.683	D
C-A	451	113			451				
C-B	171	43	296	0.577	223	14.6	1.5	73.788	F
A-B	882	220			882				
A-C	666	167			666				

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	169	42	528	0.321	171	0.8	0.5	10.104	B
B-A	3	0.75	205	0.015	3	0.0	0.0	17.856	C
C-A	378	94			378				
C-B	143	36	371	0.386	147	1.5	0.6	16.308	C
A-B	739	185			739				
A-C	558	139			558				

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	12.94	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
D16	DM 2037	PM	Canterbury Rd-A260-Alkham Valley Rd	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	1378	100.000
B		ONE HOUR	9	116	100.000
C		ONE HOUR	9	1132	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	903	475
	%	12	0	104
	&	861	271	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	1	1
	%	0	0	2
	&	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	0.24	10.09	0.3	B	95	143
B-A	0.28	106.12	0.4	F	11	17
C-A					790	1185
C-B	0.96	117.87	9.3	F	249	373
A-B					829	1243
A-C					436	654

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	78	20	594	0.132	78	0.0	0.2	6.967	A
B-A	9	2	202	0.045	9	0.0	0.0	18.592	C
C-A	648	162			648				
C-B	204	51	451	0.453	201	0.0	0.8	14.232	B
A-B	680	170			680				
A-C	358	89			358				

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	93	23	552	0.169	93	0.2	0.2	7.842	A
B-A	11	3	140	0.077	11	0.0	0.1	27.837	D
C-A	774	194			774				
C-B	244	61	392	0.622	241	0.8	1.5	23.365	C
A-B	812	203			812				
A-C	427	107			427				

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	115	29	479	0.239	114	0.2	0.3	9.851	A
B-A	13	3	54	0.245	12	0.1	0.3	85.154	F
C-A	948	237			948				
C-B	298	75	310	0.962	276	1.5	7.0	78.601	F
A-B	994	249			994				
A-C	523	131			523				

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	115	29	471	0.243	114	0.3	0.3	10.091	B
B-A	13	3	46	0.284	13	0.3	0.4	106.120	F
C-A	948	237			948				
C-B	298	75	310	0.962	289	7.0	9.3	117.868	F
A-B	994	249			994				
A-C	523	131			523				

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	93	23	550	0.170	94	0.3	0.2	7.904	A
B-A	11	3	128	0.084	12	0.4	0.1	31.155	D
C-A	774	194			774				
C-B	244	61	392	0.622	274	9.3	1.8	36.848	E
A-B	812	203			812				
A-C	427	107			427				

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	78	20	594	0.132	79	0.2	0.2	6.994	A
B-A	9	2	200	0.045	9	0.1	0.0	18.896	C
C-A	648	162			648				
C-B	204	51	451	0.453	208	1.8	0.9	15.030	C
A-B	680	170			680				
A-C	358	89			358				

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	26.73	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
D17	DM 2044	AM	Canterbury Rd-A260-Alkham Valley Rd	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	1748	100.000
B		ONE HOUR	9	221	100.000
C		ONE HOUR	9	708	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	1007	741
	%	3	0	218
	&	509	199	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	3	1
	%	0	0	2
	&	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	0.61	23.03	1.5	C	200	300
B-A	0.09	107.71	0.1	F	3	4
C-A					467	701
C-B	1.19	339.57	22.0	F	183	274
A-B					924	1386
A-C					680	1020

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	164	41	526	0.312	162	0.0	0.4	9.849	A
B-A	2	0.56	202	0.011	2	0.0	0.0	17.988	C
C-A	383	96			383				
C-B	150	37	365	0.411	147	0.0	0.7	16.359	C
A-B	758	190			758				
A-C	558	139			558				

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	196	49	474	0.414	195	0.4	0.7	12.873	B
B-A	3	0.67	139	0.019	3	0.0	0.0	26.410	D
C-A	458	114			458				
C-B	179	45	289	0.619	176	0.7	1.5	30.897	D
A-B	905	226			905				
A-C	666	167			666				

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	240	60	398	0.603	237	0.7	1.4	21.919	C
B-A	3	0.83	51	0.065	3	0.0	0.1	75.505	F
C-A	560	140			560				
C-B	219	55	184	1.188	174	1.5	12.7	181.752	F
A-B	1109	277			1109				
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-C	240	60	396	0.607	240	1.4	1.5	23.032	C
B-A	3	0.83	37	0.090	3	0.1	0.1	107.711	F
C-A	560	140			560				
C-B	219	55	184	1.188	182	12.7	22.0	339.569	F
A-B	1109	277			1109				
A-C	816	204			816				

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	196	49	473	0.415	199	1.5	0.7	13.297	B
B-A	3	0.67	110	0.024	3	0.1	0.0	33.582	D
C-A	458	114			458				
C-B	179	45	289	0.619	259	22.0	2.0	151.565	F
A-B	905	226			905				
A-C	666	167			666				

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	164	41	526	0.312	165	0.7	0.5	10.007	B
B-A	2	0.56	199	0.011	2	0.0	0.0	18.263	C
C-A	383	96			383				
C-B	150	37	365	0.411	155	2.0	0.7	17.586	C
A-B	758	190			758				
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	13.44	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
D18	DM 2044	PM	Canterbury Rd-A260-Alkham Valley Rd	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	1393	100.000
B		ONE HOUR	9	118	100.000
C		ONE HOUR	9	1131	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	910	483
	%	12	0	106
	&	862	269	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	1	1
	%	0	0	2
	&	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	0.25	10.33	0.3	B	97	146
B-A	0.30	114.53	0.4	F	11	17
C-A					791	1186
C-B	0.97	123.97	9.8	F	247	370
A-B					835	1253
A-C					443	665

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	80	20	591	0.135	79	0.0	0.2	7.019	A
B-A	9	2	201	0.045	9	0.0	0.0	18.740	C
C-A	649	162			649				
C-B	203	51	447	0.453	199	0.0	0.8	14.334	B
A-B	685	171			685				
A-C	364	91			364				

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	95	24	549	0.174	95	0.2	0.2	7.926	A
B-A	11	3	138	0.078	11	0.0	0.1	28.237	D
C-A	775	194			775				
C-B	242	60	388	0.624	239	0.8	1.6	23.682	C
A-B	818	205			818				
A-C	434	109			434				

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	117	29	474	0.246	116	0.2	0.3	10.045	B
B-A	13	3	52	0.256	12	0.1	0.3	89.777	F
C-A	949	237			949				
C-B	296	74	305	0.970	273	1.6	7.3	81.460	F
A-B	1002	250			1002				
A-C	532	133			532				

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	117	29	465	0.251	117	0.3	0.3	10.332	B
B-A	13	3	44	0.301	13	0.3	0.4	114.527	F
C-A	949	237			949				
C-B	296	74	305	0.970	286	7.3	9.8	123.967	F
A-B	1002	250			1002				
A-C	532	133			532				

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	95	24	547	0.174	96	0.3	0.2	7.994	A
B-A	11	3	126	0.086	12	0.4	0.1	31.881	D
C-A	775	194			775				
C-B	242	60	388	0.624	274	9.8	1.8	38.666	E
A-B	818	205			818				
A-C	434	109			434				

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	80	20	591	0.135	80	0.2	0.2	7.050	A
B-A	9	2	198	0.046	9	0.1	0.0	19.054	C
C-A	649	162			649				
C-B	203	51	447	0.453	206	1.8	0.9	15.152	C
A-B	685	171			685				
A-C	364	91			364				

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	28.53	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
D19	DM 2046	AM	Canterbury Rd-A260-Alkham Valley Rd	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	1761	100.000
B		ONE HOUR	9	222	100.000
C		ONE HOUR	9	711	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	1012	749
	%	2	0	220
	&	512	199	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	3	1
	%	0	0	2
	&	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	0.61	23.52	1.5	C	202	303
B-A	0.07	119.09	0.1	F	2	3
C-A					470	705
C-B	1.22	366.37	23.8	F	183	274
A-B					929	1393
A-C					687	1031

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	166	41	524	0.316	164	0.0	0.5	9.939	A
B-A	2	0.38	200	0.008	1	0.0	0.0	18.119	C
C-A	385	96			385				
C-B	150	37	362	0.414	147	0.0	0.7	16.572	C
A-B	762	190			762				
A-C	564	141			564				

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	198	49	472	0.419	197	0.5	0.7	13.050	B
B-A	2	0.45	136	0.013	2	0.0	0.0	26.766	D
C-A	460	115			460				
C-B	179	45	286	0.627	175	0.7	1.5	31.771	D
A-B	910	227			910				
A-C	673	168			673				

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	242	61	397	0.610	239	0.7	1.5	22.399	C
B-A	2	0.55	47	0.047	2	0.0	0.0	79.442	F
C-A	564	141			564				
C-B	219	55	180	1.216	171	1.5	13.5	194.221	F
A-B	1114	279			1114				
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	242	61	394	0.614	242	1.5	1.5	23.521	C
B-A	2	0.55	32	0.068	2	0.0	0.1	119.089	F
C-A	564	141			564				
C-B	219	55	180	1.216	178	13.5	23.8	366.373	F
A-B	1114	279			1114				
A-C	825	206			825				

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	198	49	471	0.420	201	1.5	0.7	13.484	B
B-A	2	0.45	105	0.017	2	0.1	0.0	34.894	D
C-A	460	115			460				
C-B	179	45	286	0.627	265	23.8	2.3	176.192	F
A-B	910	227			910				
A-C	673	168			673				

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	166	41	524	0.316	167	0.7	0.5	10.100	B
B-A	2	0.38	197	0.008	2	0.0	0.0	18.422	C
C-A	385	96			385				
C-B	150	37	362	0.414	156	2.3	0.7	17.984	C
A-B	762	190			762				
A-C	564	141			564				

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	15.27	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
D20	DM 2046	PM	Canterbury Rd-A260-Alkham Valley Rd	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	1405	100.000
B		ONE HOUR	9	116	100.000
C		ONE HOUR	9	1140	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	917	488
	%	12	0	104
	&	868	272	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	1	1
	%	0	0	2
	&	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	0.25	10.56	0.3	B	95	143
B-A	0.34	136.48	0.4	F	11	17
C-A					796	1195
C-B	0.99	140.64	11.4	F	250	374
A-B					841	1262
A-C					448	672

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	78	20	590	0.133	78	0.0	0.2	7.023	A
B-A	9	2	198	0.046	9	0.0	0.0	19.025	C
C-A	653	163			653				
C-B	205	51	445	0.460	201	0.0	0.8	14.609	B
A-B	690	173			690				
A-C	367	92			367				

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	93	23	547	0.171	93	0.2	0.2	7.937	A
B-A	11	3	135	0.080	11	0.0	0.1	29.016	D
C-A	780	195			780				
C-B	245	61	385	0.636	241	0.8	1.6	24.566	C
A-B	824	206			824				
A-C	439	110			439				

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	115	29	469	0.244	114	0.2	0.3	10.142	B
B-A	13	3	47	0.279	12	0.1	0.3	99.881	F
C-A	956	239			956				
C-B	299	75	302	0.993	273	1.6	8.2	88.713	F
A-B	1010	252			1010				
A-C	537	134			537				

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	115	29	455	0.251	114	0.3	0.3	10.557	B
B-A	13	3	39	0.343	13	0.3	0.4	136.484	F
C-A	956	239			956				
C-B	299	75	302	0.993	286	8.2	11.4	140.635	F
A-B	1010	252			1010				
A-C	537	134			537				

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	93	23	543	0.172	94	0.3	0.2	8.018	A
B-A	11	3	120	0.090	12	0.4	0.1	33.681	D
C-A	780	195			780				
C-B	245	61	385	0.636	283	11.4	1.9	45.229	E
A-B	824	206			824				
A-C	439	110			439				

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	78	20	589	0.133	79	0.2	0.2	7.055	A
B-A	9	2	195	0.046	9	0.1	0.0	19.366	C
C-A	653	163			653				
C-B	205	51	445	0.460	209	1.9	0.9	15.514	C
A-B	690	173			690				
A-C	367	92			367				

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	23.82	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	Canterbury Rd-A260-Alkham Valley Rd	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	1759	100.000
B		ONE HOUR	9	224	100.000
C		ONE HOUR	9	692	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	1013	746
	%	4	0	220
	&	502	190	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	3	1
	%	0	0	2
	&	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	0.62	24.01	1.6	C	202	303
B-A	0.11	99.60	0.1	F	4	6
C-A					461	691
C-B	1.16	311.79	19.2	F	174	262
A-B					930	1394
A-C					685	1027

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	166	41	524	0.316	164	0.0	0.5	9.949	A
B-A	3	0.75	204	0.015	3	0.0	0.0	17.900	C
C-A	378	94			378				
C-B	143	36	362	0.395	141	0.0	0.6	16.067	C
A-B	763	191			763				
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	198	49	471	0.420	197	0.5	0.7	13.083	B
B-A	4	0.90	141	0.026	4	0.0	0.0	26.190	D
C-A	451	113			451				
C-B	171	43	286	0.597	168	0.6	1.4	29.732	D
A-B	911	228			911				
A-C	671	168			671				

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	242	61	394	0.614	239	0.7	1.5	22.747	C
B-A	4	1	53	0.083	4	0.0	0.1	73.650	F
C-A	553	138			553				
C-B	209	52	181	1.157	169	1.4	11.3	170.457	F
A-B	1115	279			1115				
A-C	821	205			821				

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	242	61	391	0.619	242	1.5	1.6	24.011	C
B-A	4	1	40	0.109	4	0.1	0.1	99.603	F
C-A	553	138			553				
C-B	209	52	181	1.157	178	11.3	19.2	311.787	F
A-B	1115	279			1115				
A-C	821	205			821				

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	198	49	470	0.421	201	1.6	0.7	13.549	B
B-A	4	0.90	116	0.031	4	0.1	0.0	32.179	D
C-A	451	113			451				
C-B	171	43	286	0.597	240	19.2	1.7	119.765	F
A-B	911	228			911				
A-C	671	168			671				

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	166	41	524	0.316	167	0.7	0.5	10.114	B
B-A	3	0.75	202	0.015	3	0.0	0.0	18.140	C
C-A	378	94			378				
C-B	143	36	362	0.395	147	1.7	0.7	17.069	C
A-B	763	191			763				
A-C	562	140			562				

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	15.33	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
D22	DS 2037	PM	Canterbury Rd-A260-Alkham Valley Rd	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	1410	100.000
B		ONE HOUR	9	116	100.000
C		ONE HOUR	9	1132	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	935	475
	%	12	0	104
	&	861	271	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	1	1
	%	0	0	2
	&	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	0.25	10.37	0.3	B	95	143
B-A	0.32	123.05	0.4	F	11	17
C-A					790	1185
C-B	0.99	142.20	11.5	F	249	373
A-B					858	1287
A-C					436	654

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	78	20	591	0.132	78	0.0	0.2	7.009	A
B-A	9	2	200	0.045	9	0.0	0.0	18.812	C
C-A	648	162			648				
C-B	204	51	444	0.460	201	0.0	0.8	14.630	B
A-B	704	176			704				
A-C	358	89			358				

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	93	23	548	0.170	93	0.2	0.2	7.905	A
B-A	11	3	137	0.079	11	0.0	0.1	28.441	D
C-A	774	194			774				
C-B	244	61	383	0.635	240	0.8	1.6	24.637	C
A-B	841	210			841				
A-C	427	107			427				

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	115	29	473	0.242	114	0.2	0.3	10.025	B
B-A	13	3	50	0.262	12	0.1	0.3	92.375	F
C-A	948	237			948				
C-B	298	75	300	0.995	272	1.6	8.2	89.446	F
A-B	1029	257			1029				
A-C	523	131			523				

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	115	29	462	0.248	114	0.3	0.3	10.366	B
B-A	13	3	42	0.318	13	0.3	0.4	123.052	F
C-A	948	237			948				
C-B	298	75	300	0.995	285	8.2	11.5	142.200	F
A-B	1029	257			1029				
A-C	523	131			523				

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	93	23	546	0.171	94	0.3	0.2	7.981	A
B-A	11	3	123	0.088	12	0.4	0.1	32.865	D
C-A	774	194			774				
C-B	244	61	383	0.635	282	11.5	1.9	45.749	E
A-B	841	210			841				
A-C	427	107			427				

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	78	20	591	0.133	79	0.2	0.2	7.035	A
B-A	9	2	197	0.046	9	0.1	0.0	19.148	C
C-A	648	162			648				
C-B	204	51	444	0.460	208	1.9	0.9	15.536	C
A-B	704	176			704				
A-C	358	89			358				

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	41.38	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
D23	DS 2044	AM	Canterbury Rd-A260-Alkham Valley Rd	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	1840	100.000
B		ONE HOUR	9	202	100.000
C		ONE HOUR	9	708	100.000

Origin -Destination Data

Demand (Veh/hr)

		To		
		$	%	&
From	$	0	1081	759
	%	3	0	199
	&	509	199	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		$	%	&
From	$	0	3	1
	%	0	0	2
	&	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	0.59	23.85	1.4	C	183	274
B-A	0.19	246.03	0.2	F	3	4
C-A					467	701
C-B	1.42	555.68	35.6	F	183	274
A-B					992	1488
A-C					696	1045

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	150	37	515	0.291	148	0.0	0.4	9.773	A
B-A	2	0.56	194	0.012	2	0.0	0.0	18.778	C
C-A	383	96			383				
C-B	150	37	344	0.436	147	0.0	0.7	18.003	C
A-B	814	203			814				
A-C	571	143			571				

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	179	45	460	0.389	178	0.4	0.6	12.675	B
B-A	3	0.67	129	0.021	3	0.0	0.0	28.456	D
C-A	458	114			458				
C-B	179	45	264	0.677	174	0.7	1.9	38.293	E
A-B	972	243			972				
A-C	682	171			682				

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	219	55	380	0.576	216	0.6	1.3	21.599	C
B-A	3	0.83	39	0.084	3	0.0	0.1	98.673	F
C-A	560	140			560				
C-B	219	55	154	1.420	150	1.9	19.2	291.827	F
A-B	1190	298			1190				
A-C	836	209			836				

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	219	55	369	0.594	219	1.3	1.4	23.847	C
B-A	3	0.83	17	0.192	3	0.1	0.2	246.034	F
C-A	560	140			560				
C-B	219	55	154	1.420	154	19.2	35.6	555.677	F
A-B	1190	298			1190				
A-C	836	209			836				

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	179	45	458	0.391	182	1.4	0.7	13.174	B
B-A	3	0.67	82	0.033	3	0.2	0.0	45.824	E
C-A	458	114			458				
C-B	179	45	264	0.677	257	35.6	16.0	359.582	F
A-B	972	243			972				
A-C	682	171			682				

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	150	37	515	0.291	151	0.7	0.4	9.920	A
B-A	2	0.56	172	0.013	2	0.0	0.0	21.205	C
C-A	383	96			383				
C-B	150	37	344	0.436	211	16.0	0.8	40.541	E
A-B	814	203			814				
A-C	571	143			571				

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	16.19	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	Canterbury Rd-A260-Alkham Valley Rd	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	✓	1425	100.000
B		ONE HOUR	✓	121	100.000
C		ONE HOUR	✓	1131	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	942	483
	B	15	0	106
	C	862	269	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	1
	B	0	0	2
	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	0.27	11.19	0.4	B	97	146
B-A	0.42	150.71	0.6	F	14	21
C-A					791	1186
C-B	1.00	149.74	12.1	F	247	370
A-B					864	1297
A-C					443	665

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	80	20	587	0.136	79	0.0	0.2	7.084	A
B-A	11	3	198	0.057	11	0.0	0.1	19.183	C
C-A	649	162			649				
C-B	203	51	440	0.460	199	0.0	0.8	14.738	B
A-B	709	177			709				
A-C	364	91			364				

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	95	24	543	0.176	95	0.2	0.2	8.040	A
B-A	13	3	135	0.100	13	0.1	0.1	29.475	D
C-A	775	194			775				
C-B	242	60	379	0.637	239	0.8	1.6	24.988	C
A-B	847	212			847				
A-C	434	109			434				

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	117	29	458	0.255	116	0.2	0.3	10.522	B
B-A	17	4	48	0.343	15	0.1	0.4	105.488	F
C-A	949	237			949				
C-B	296	74	295	1.003	269	1.6	8.5	92.824	F
A-B	1037	259			1037				
A-C	532	133			532				

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	117	29	438	0.266	117	0.3	0.4	11.191	B
B-A	17	4	39	0.424	16	0.4	0.6	150.715	F
C-A	949	237			949				
C-B	296	74	295	1.003	282	8.5	12.1	149.740	F
A-B	1037	259			1037				
A-C	532	133			532				

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	95	24	538	0.177	96	0.4	0.2	8.148	A
B-A	13	3	120	0.112	15	0.6	0.1	34.976	D
C-A	775	194			775				
C-B	242	60	379	0.637	283	12.1	1.9	48.738	E
A-B	847	212			847				
A-C	434	109			434				

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	80	20	586	0.136	80	0.2	0.2	7.114	A
B-A	11	3	196	0.058	12	0.1	0.1	19.559	C
C-A	649	162			649				
C-B	203	51	440	0.460	207	1.9	0.9	15.670	C
A-B	709	177			709				
A-C	364	91			364				

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	40.66	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
D25	DS 2046	AM	Canterbury Rd-A260-Alkham Valley Rd	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	✓	1837	100.000
B		ONE HOUR	✓	220	100.000
C		ONE HOUR	✓	711	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	1087	750
	B	1	0	219
	C	512	199	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	1
	B	0	0	2
	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-C	0.63	24.91	1.6	C	201	301
B-A	0.06	213.07	0.1	F	0.92	1
C-A					470	705
C-B	1.41	548.27	35.2	F	183	274
A-B					997	1496
A-C					688	1032

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	165	41	517	0.319	163	0.0	0.5	10.102	B
B-A	0.75	0.19	194	0.004	0.74	0.0	0.0	18.581	C
C-A	385	96			385				
C-B	150	37	345	0.435	147	0.0	0.7	17.949	C
A-B	818	205			818				
A-C	565	141			565				

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	197	49	464	0.425	196	0.5	0.7	13.385	B
B-A	0.90	0.22	129	0.007	0.89	0.0	0.0	28.013	D
C-A	460	115			460				
C-B	179	45	265	0.675	174	0.7	1.8	38.022	E
A-B	977	244			977				
A-C	674	169			674				

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	241	60	388	0.621	238	0.7	1.5	23.469	C
B-A	1	0.28	39	0.028	1	0.0	0.0	94.880	F
C-A	564	141			564				
C-B	219	55	155	1.412	150	1.8	19.0	287.622	F
A-B	1197	299			1197				
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-C	241	60	385	0.627	241	1.5	1.6	24.913	C
B-A	1	0.28	18	0.062	0.99	0.0	0.1	213.070	F
C-A	564	141			564				
C-B	219	55	155	1.412	155	19.0	35.2	548.266	F
A-B	1197	299			1197				
A-C	826	206			826				

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	197	49	463	0.425	200	1.6	0.8	13.875	B
B-A	0.90	0.22	83	0.011	1	0.1	0.0	43.820	E
C-A	460	115			460				
C-B	179	45	265	0.675	258	35.2	15.4	352.350	F
A-B	977	244			977				
A-C	674	169			674				

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	165	41	517	0.319	166	0.8	0.5	10.279	B
B-A	0.75	0.19	174	0.004	0.78	0.0	0.0	20.837	C
C-A	385	96			385				
C-B	150	37	345	0.435	208	15.4	0.8	38.739	E
A-B	818	205			818				
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	18.44	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	Canterbury Rd-A260-Alkham Valley Rd	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	✓	1438	100.000
B		ONE HOUR	✓	121	100.000
C		ONE HOUR	✓	1140	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	952	486
	B	14	0	107
	C	868	272	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	1
	B	0	0	2
	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	0.28	11.62	0.4	B	98	147
B-A	0.46	180.35	0.7	F	13	19
C-A					796	1195
C-B	1.03	170.71	14.2	F	250	374
A-B					874	1310
A-C					446	669

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	81	20	586	0.138	80	0.0	0.2	7.110	A
B-A	11	3	196	0.054	10	0.0	0.1	19.379	C
C-A	653	163			653				
C-B	205	51	438	0.468	201	0.0	0.9	15.040	C
A-B	717	179			717				
A-C	366	91			366				

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	96	24	541	0.178	96	0.2	0.2	8.079	A
B-A	13	3	132	0.095	12	0.1	0.1	30.060	D
C-A	780	195			780				
C-B	245	61	376	0.650	241	0.9	1.7	26.012	D
A-B	856	214			856				
A-C	437	109			437				

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	118	29	455	0.259	117	0.2	0.3	10.671	B
B-A	15	4	44	0.349	14	0.1	0.4	115.296	F
C-A	956	239			956				
C-B	299	75	291	1.029	268	1.7	9.6	101.619	F
A-B	1048	262			1048				
A-C	535	134			535				

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	118	29	427	0.276	118	0.3	0.4	11.621	B
B-A	15	4	34	0.460	15	0.4	0.7	180.346	F
C-A	956	239			956				
C-B	299	75	291	1.029	281	9.6	14.2	170.707	F
A-B	1048	262			1048				
A-C	535	134			535				

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	96	24	536	0.179	97	0.4	0.2	8.206	A
B-A	13	3	114	0.111	15	0.7	0.1	36.993	E
C-A	780	195			780				
C-B	245	61	376	0.650	293	14.2	2.1	60.075	F
A-B	856	214			856				
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	81	20	585	0.138	81	0.2	0.2	7.144	A
B-A	11	3	193	0.055	11	0.1	0.1	19.791	C
C-A	653	163			653				
C-B	205	51	438	0.468	209	2.1	0.9	16.090	C
A-B	717	179			717				
A-C	366	91			366				

P.56 SH18_Spitfire Way White House Hill A260

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947

For sales and distribution information, program advice and maintenance, contact TRL:
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Filename: SH18_Spitfire Way-White House Hill-A260.j9
Path: \\hc-ukr-ln-fs-10\LN_Proj\UA008926 Otterpool\D-Calcs\Modelling\DM_it5\Appendix\Arcady Roundabout Analysis\SH18_A20 Slip road Spitfire Way Canterbury Rd
Report generation date: 16/11/2018 09:00:47

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	Base							
Arm A	0.8	6.85	0.43	A	0.3	4.10	0.26	A
Arm B	1.2	7.17	0.55	A	5.2	15.89	0.85	C
Arm C	0.6	3.65	0.37	A	1.5	6.80	0.61	A
Arm D	3.4	11.22	0.78	B	1.2	5.67	0.54	A
	DM 2037							
Arm A	1.1	8.73	0.52	A	0.4	4.60	0.30	A
Arm B	3.3	15.85	0.78	C	5.1	16.54	0.84	C
Arm C	0.6	3.83	0.37	A	2.5	9.39	0.72	A
Arm D	6.0	18.13	0.87	C	1.6	6.82	0.61	A
	DM 2044							
Arm A	1.2	9.35	0.54	A	0.4	4.60	0.30	A
Arm B	3.5	16.78	0.78	C	6.8	21.26	0.88	C
Arm C	0.6	3.83	0.37	A	2.6	9.93	0.73	A
Arm D	7.0	20.90	0.88	C	1.6	6.88	0.61	A
	DM 2046							
Arm A	1.2	9.56	0.55	A	0.4	4.64	0.31	A
Arm B	3.8	18.41	0.80	C	7.2	22.55	0.89	C
Arm C	0.6	3.87	0.38	A	2.7	10.13	0.73	B
Arm D	7.4	22.03	0.89	C	1.6	7.00	0.62	A
	DS 2037							
Arm A	1.2	9.54	0.56	A	0.5	4.81	0.33	A
Arm B	4.4	20.59	0.83	C	6.6	21.08	0.88	C
Arm C	0.6	3.89	0.38	A	2.6	9.79	0.72	A
Arm D	6.5	19.65	0.88	C	1.6	7.05	0.62	A
	DS 2044							
Arm A	1.7	11.64	0.63	B	0.5	4.79	0.33	A
Arm B	6.7	31.25	0.89	D	13.7	40.58	0.95	E
Arm C	0.6	3.92	0.38	A	3.0	11.42	0.75	B
Arm D	8.2	24.45	0.90	C	1.7	7.51	0.64	A
	DS 2046							
Arm A	1.7	12.02	0.64	B	0.5	4.87	0.34	A
Arm B	7.1	33.15	0.90	D	15.7	45.80	0.96	E
Arm C	0.6	3.97	0.38	A	3.1	11.74	0.76	B
Arm D	8.9	26.35	0.91	D	1.8	7.70	0.64	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	Spitfire Way-White House Hill-A260
Location	
Site number	
Date	09/04/2018
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	
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	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	08:00	09:30	15	9
D2	Base	PM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	17:00	18:30	15	9
D15	DM 2037	AM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	08:00	09:30	15	9
D16	DM 2037	PM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	17:00	18:30	15	9
D17	DM 2044	AM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	08:00	09:30	15	9
D18	DM 2044	PM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	17:00	18:30	15	9
D19	DM 2046	AM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	08:00	09:30	15	9
D20	DM 2046	PM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	17:00	18:30	15	9
D21	DS 2037	AM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	08:00	09:30	15	9
D22	DS 2037	PM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	17:00	18:30	15	9
D23	DS 2044	AM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	08:00	09:30	15	9
D24	DS 2044	PM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	17:00	18:30	15	9
D25	DS 2046	AM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	08:00	09:30	15	9
D26	DS 2046	PM	A20 Slip road Spitfire Way Canterbury Rd	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

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	8.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	White House Hill	
B	A20 Slip Roads	
C	Canterbury Rd	
D	Spitfire Way	

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	4.55	6.29	11.0	21.8	43.5	41.0	
B	6.09	8.86	20.7	16.7	43.4	56.0	
C	5.03	8.05	8.0	25.6	42.8	43.0	
D	5.15	7.57	4.1	17.2	42.8	52.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.616	1670
B	0.700	2190
C	0.658	1872
D	0.602	1661

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

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	A20 Slip road Spitfire Way Canterbury Rd	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	366	100.000
B		ONE HOUR	9	552	100.000
C		ONE HOUR	9	516	100.000
D		ONE HOUR	9	1026	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	24	342	0
	%	108	0	192	252
	&	138	18	0	360
	'	0	66	960	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	0	2	0
	%	4	0	4	7
	&	2	26	0	2
	'	4	3	2	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	0.43	6.85	0.8	A	336	504
B	0.55	7.17	1.2	A	507	760
C	0.37	3.65	0.6	A	473	710
D	0.78	11.22	3.4	B	941	1412

Main Results for each time segment

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	276	69	782	1156	0.238	274	185	0.0	0.3	4.075	A
B	416	104	975	1420	0.293	414	81	0.0	0.4	3.573	A
C	388	97	270	1639	0.237	387	1119	0.0	0.3	2.873	A
D	772	193	198	1506	0.513	768	459	0.0	1.0	4.852	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	329	82	936	1060	0.310	328	221	0.3	0.4	4.915	A
B	496	124	1168	1289	0.385	495	97	0.4	0.6	4.531	A
C	464	116	323	1603	0.289	463	1340	0.3	0.4	3.159	A
D	922	231	237	1482	0.622	920	550	1.0	1.6	6.376	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	403	101	1143	932	0.432	402	270	0.4	0.8	6.771	A
B	608	152	1426	1114	0.545	606	118	0.6	1.2	7.045	A
C	568	142	395	1554	0.366	567	1637	0.4	0.6	3.646	A
D	1130	282	290	1450	0.779	1123	672	1.6	3.4	10.785	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	403	101	1149	928	0.434	403	271	0.8	0.8	6.854	A
B	608	152	1433	1109	0.548	608	119	1.2	1.2	7.173	A
C	568	142	396	1553	0.366	568	1645	0.6	0.6	3.652	A
D	1130	282	291	1449	0.779	1129	674	3.4	3.4	11.218	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	329	82	946	1055	0.312	330	222	0.8	0.5	4.977	A
B	496	124	1178	1282	0.387	498	98	1.2	0.6	4.606	A
C	464	116	325	1602	0.290	465	1352	0.6	0.4	3.166	A
D	922	231	238	1482	0.623	929	552	3.4	1.7	6.598	A

09:15 - 09:30

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	276	69	788	1152	0.239	276	185	0.5	0.3	4.113	A
B	416	104	983	1414	0.294	416	82	0.6	0.4	3.612	A
C	388	97	272	1638	0.237	389	1128	0.4	0.3	2.884	A
D	772	193	199	1506	0.513	775	461	1.7	1.1	4.945	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	9.86	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
D2	Base	PM	A20 Slip road Spitfire Way Canterbury Rd	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	276	100.000
B		ONE HOUR	9	1110	100.000
C		ONE HOUR	9	738	100.000
D		ONE HOUR	9	678	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	12	264	0
	%	198	0	408	504
	&	168	12	0	558
	'	0	18	660	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	0	1	0
	%	1	0	1	2
	&	1	0	0	1
	'	0	0	2	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	0.26	4.10	0.3	A	253	380
B	0.85	15.89	5.2	C	1019	1528
C	0.61	6.80	1.5	A	677	1016
D	0.54	5.67	1.2	A	622	933

Main Results for each time segment

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	208	52	517	1332	0.156	207	274	0.0	0.2	3.199	A
B	836	209	693	1673	0.500	832	31	0.0	1.0	4.262	A
C	556	139	526	1505	0.369	553	999	0.0	0.6	3.773	A
D	510	128	283	1461	0.349	508	796	0.0	0.5	3.772	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	248	62	619	1268	0.196	248	328	0.2	0.2	3.527	A
B	998	249	830	1577	0.633	995	38	1.0	1.7	6.160	A
C	663	166	629	1436	0.462	662	1195	0.6	0.9	4.644	A
D	610	152	339	1428	0.427	609	953	0.5	0.7	4.391	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	304	76	758	1182	0.257	303	400	0.2	0.3	4.095	A
B	1222	306	1015	1446	0.845	1209	46	1.7	4.9	14.444	B
C	813	203	765	1347	0.603	810	1460	0.9	1.5	6.677	A
D	746	187	413	1383	0.540	745	1161	0.7	1.2	5.623	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	304	76	760	1181	0.257	304	403	0.3	0.3	4.103	A
B	1222	306	1017	1445	0.846	1221	46	4.9	5.2	15.893	C
C	813	203	772	1342	0.606	812	1466	1.5	1.5	6.802	A
D	746	187	416	1382	0.540	746	1169	1.2	1.2	5.666	A

18:00 - 18:15

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	248	62	622	1267	0.196	249	332	0.3	0.2	3.535	A
B	998	249	833	1575	0.634	1012	38	5.2	1.8	6.543	A
C	663	166	640	1429	0.464	666	1204	1.5	0.9	4.733	A
D	610	152	343	1425	0.428	611	963	1.2	0.8	4.432	A

18:15 - 18:30

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	208	52	520	1330	0.156	208	276	0.2	0.2	3.208	A
B	836	209	697	1670	0.500	839	32	1.8	1.0	4.345	A
C	556	139	530	1502	0.370	557	1005	0.9	0.6	3.812	A
D	510	128	285	1460	0.350	511	802	0.8	0.5	3.798	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	13.53	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
D15	DM 2037	AM	A20 Slip road Spitfire Way Canterbury Rd	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	403	100.000
B		ONE HOUR	9	710	100.000
C		ONE HOUR	9	506	100.000
D		ONE HOUR	9	1128	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	21	382	0
	%	129	0	274	307
	&	134	22	0	350
	'	0	62	1066	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	0	2	0
	%	3	0	4	6
	&	1	27	0	2
	'	0	3	2	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	0.52	8.73	1.1	A	370	555
B	0.78	15.85	3.3	C	652	977
C	0.37	3.83	0.6	A	464	696
D	0.87	18.13	6.0	C	1035	1553

Main Results for each time segment

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	303	76	861	1107	0.274	302	197	0.0	0.4	4.464	A
B	535	134	1084	1353	0.395	532	79	0.0	0.6	4.384	A
C	381	95	327	1601	0.238	380	1289	0.0	0.3	2.946	A
D	849	212	214	1497	0.567	844	493	0.0	1.3	5.472	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	362	91	1030	1001	0.362	362	236	0.4	0.6	5.618	A
B	638	160	1298	1207	0.529	636	94	0.6	1.1	6.284	A
C	455	114	391	1557	0.292	454	1543	0.3	0.4	3.264	A
D	1014	254	256	1471	0.689	1011	590	1.3	2.2	7.756	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	444	111	1252	863	0.514	442	288	0.6	1.0	8.499	A
B	782	195	1579	1016	0.770	774	115	1.1	3.1	14.419	B
C	557	139	475	1501	0.371	556	1878	0.4	0.6	3.811	A
D	1242	310	312	1437	0.864	1228	719	2.2	5.6	16.266	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	444	111	1265	856	0.519	444	289	1.0	1.1	8.733	A
B	782	195	1593	1006	0.777	781	116	3.1	3.3	15.846	C
C	557	139	480	1498	0.372	557	1894	0.6	0.6	3.826	A
D	1242	310	314	1436	0.865	1241	723	5.6	6.0	18.133	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	362	91	1049	990	0.366	364	238	1.1	0.6	5.771	A
B	638	160	1317	1194	0.535	647	95	3.3	1.2	6.682	A
C	455	114	397	1553	0.293	456	1567	0.6	0.4	3.281	A
D	1014	254	258	1470	0.690	1029	595	6.0	2.3	8.423	A

09:15 - 09:30

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	303	76	870	1101	0.276	304	198	0.6	0.4	4.522	A
B	535	134	1095	1346	0.397	537	79	1.2	0.7	4.458	A
C	381	95	329	1599	0.238	381	1302	0.4	0.3	2.959	A
D	849	212	215	1496	0.568	853	496	2.3	1.3	5.632	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	Standard Roundabout	A, B, C, D	10.77	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
D16	DM 2037	PM	A20 Slip road Spitfire Way Canterbury Rd	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	310	100.000
B		ONE HOUR	9	1057	100.000
C		ONE HOUR	9	874	100.000
D		ONE HOUR	9	752	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	15	295	0
	%	201	0	359	497
	&	197	21	0	656
	'	0	30	722	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	0	1	0
	%	1	0	0	2
	&	1	0	0	1
	'	0	0	2	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	0.30	4.60	0.4	A	284	427
B	0.84	16.54	5.1	C	970	1455
C	0.72	9.39	2.5	A	802	1203
D	0.61	6.82	1.6	A	690	1035

Main Results for each time segment

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	233	58	579	1294	0.180	233	298	0.0	0.2	3.389	A
B	796	199	762	1629	0.488	792	49	0.0	0.9	4.282	A
C	658	164	523	1507	0.437	655	1031	0.0	0.8	4.210	A
D	566	142	314	1443	0.392	564	864	0.0	0.6	4.083	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	279	70	694	1222	0.228	278	357	0.2	0.3	3.813	A
B	950	238	913	1523	0.624	947	59	0.9	1.6	6.223	A
C	786	196	626	1439	0.546	784	1235	0.8	1.2	5.483	A
D	676	169	376	1406	0.481	675	1034	0.6	0.9	4.917	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	341	85	848	1126	0.303	341	435	0.3	0.4	4.581	A
B	1164	291	1117	1380	0.843	1151	72	1.6	4.9	14.953	B
C	962	241	760	1350	0.713	957	1508	1.2	2.4	9.063	A
D	828	207	458	1357	0.610	825	1260	0.9	1.5	6.739	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	341	85	851	1125	0.304	341	438	0.4	0.4	4.595	A
B	1164	291	1120	1378	0.845	1163	73	4.9	5.1	16.541	C
C	962	241	768	1345	0.716	962	1515	2.4	2.5	9.395	A
D	828	207	461	1355	0.611	828	1269	1.5	1.6	6.824	A

18:00 - 18:15

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	279	70	697	1220	0.228	279	362	0.4	0.3	3.827	A
B	950	238	917	1520	0.625	964	60	5.1	1.7	6.625	A
C	786	196	637	1432	0.549	791	1245	2.5	1.2	5.660	A
D	676	169	381	1403	0.482	678	1047	1.6	0.9	4.985	A

18:15 - 18:30

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	233	58	583	1291	0.181	234	301	0.3	0.2	3.407	A
B	796	199	767	1626	0.489	799	50	1.7	1.0	4.369	A
C	658	164	527	1504	0.437	660	1038	1.2	0.8	4.274	A
D	566	142	316	1441	0.393	567	871	0.9	0.7	4.123	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	Standard Roundabout	A, B, C, D	15.01	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
D17	DM 2044	AM	A20 Slip road Spitfire Way Canterbury Rd	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	412	100.000
B		ONE HOUR	9	699	100.000
C		ONE HOUR	9	511	100.000
D		ONE HOUR	9	1153	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	23	389	0
	%	126	0	272	301
	&	136	23	0	352
	'	0	66	1087	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	0	2	0
	%	4	0	4	7
	&	1	26	0	2
	'	0	3	2	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	0.54	9.35	1.2	A	378	567
B	0.78	16.78	3.5	C	641	962
C	0.37	3.83	0.6	A	469	703
D	0.88	20.90	7.0	C	1058	1587

Main Results for each time segment

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	310	78	880	1095	0.283	309	196	0.0	0.4	4.568	A
B	526	132	1105	1333	0.395	524	84	0.0	0.6	4.435	A
C	385	96	320	1603	0.240	383	1308	0.0	0.3	2.948	A
D	868	217	214	1496	0.580	863	490	0.0	1.4	5.634	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	370	93	1053	987	0.375	370	235	0.4	0.6	5.822	A
B	628	157	1323	1185	0.530	627	100	0.6	1.1	6.423	A
C	459	115	383	1561	0.294	459	1566	0.3	0.4	3.267	A
D	1037	259	256	1471	0.705	1033	586	1.4	2.3	8.149	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	454	113	1278	847	0.535	451	287	0.6	1.1	9.044	A
B	770	192	1607	992	0.776	761	122	1.1	3.2	15.079	C
C	563	141	465	1505	0.374	562	1904	0.4	0.6	3.815	A
D	1269	317	312	1436	0.884	1253	715	2.3	6.5	18.184	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	454	113	1293	838	0.541	453	288	1.1	1.2	9.348	A
B	770	192	1623	981	0.784	769	123	3.2	3.5	16.780	C
C	563	141	470	1502	0.375	563	1922	0.6	0.6	3.831	A
D	1269	317	314	1435	0.885	1267	719	6.5	7.0	20.902	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	370	93	1075	974	0.380	373	237	1.2	0.6	6.012	A
B	628	157	1346	1169	0.537	637	102	3.5	1.2	6.885	A
C	459	115	389	1556	0.295	460	1594	0.6	0.4	3.285	A
D	1037	259	258	1469	0.706	1055	591	7.0	2.5	9.041	A

09:15 - 09:30

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	310	78	890	1089	0.285	311	198	0.6	0.4	4.634	A
B	526	132	1116	1325	0.397	528	85	1.2	0.7	4.529	A
C	385	96	323	1602	0.240	385	1322	0.4	0.3	2.959	A
D	868	217	215	1496	0.580	872	493	2.5	1.4	5.816	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	Standard Roundabout	A, B, C, D	12.73	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
D18	DM 2044	PM	A20 Slip road Spitfire Way Canterbury Rd	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	311	100.000
B		ONE HOUR	9	1103	100.000
C		ONE HOUR	9	874	100.000
D		ONE HOUR	9	752	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	15	296	0
	%	209	0	376	518
	&	197	20	0	657
	'	0	30	722	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	0	1	0
	%	1	0	0	2
	&	1	0	0	1
	'	0	0	2	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	0.30	4.60	0.4	A	285	428
B	0.88	21.26	6.8	C	1012	1518
C	0.73	9.93	2.6	A	802	1203
D	0.61	6.88	1.6	A	690	1035

Main Results for each time segment

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	234	59	579	1294	0.181	233	304	0.0	0.2	3.390	A
B	830	208	763	1629	0.510	826	49	0.0	1.0	4.465	A
C	658	164	545	1493	0.441	655	1045	0.0	0.8	4.282	A
D	566	142	319	1440	0.393	564	880	0.0	0.6	4.097	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	280	70	693	1223	0.229	279	364	0.2	0.3	3.815	A
B	992	248	914	1523	0.651	988	58	1.0	1.8	6.699	A
C	786	196	651	1422	0.553	784	1251	0.8	1.2	5.628	A
D	676	169	382	1402	0.482	675	1053	0.6	0.9	4.942	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	342	86	847	1127	0.304	342	442	0.3	0.4	4.583	A
B	1214	304	1118	1379	0.881	1197	71	1.8	6.3	18.206	C
C	962	241	789	1331	0.723	957	1526	1.2	2.5	9.504	A
D	828	207	464	1353	0.612	825	1281	0.9	1.5	6.788	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	342	86	850	1125	0.304	342	447	0.4	0.4	4.598	A
B	1214	304	1121	1377	0.882	1212	72	6.3	6.8	21.263	C
C	962	241	799	1324	0.727	962	1534	2.5	2.6	9.926	A
D	828	207	469	1351	0.613	828	1292	1.5	1.6	6.882	A

18:00 - 18:15

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	280	70	697	1221	0.229	280	370	0.4	0.3	3.829	A
B	992	248	918	1520	0.653	1011	59	6.8	1.9	7.340	A
C	786	196	666	1412	0.557	791	1263	2.6	1.3	5.846	A
D	676	169	388	1399	0.483	679	1069	1.6	0.9	5.014	A

18:15 - 18:30

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	234	59	582	1292	0.181	234	307	0.3	0.2	3.405	A
B	830	208	768	1625	0.511	834	49	1.9	1.1	4.567	A
C	658	164	550	1489	0.442	660	1052	1.3	0.8	4.350	A
D	566	142	322	1438	0.394	567	888	0.9	0.7	4.140	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	Standard Roundabout	A, B, C, D	15.93	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
D19	DM 2046	AM	A20 Slip road Spitfire Way Canterbury Rd	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	415	100.000
B		ONE HOUR	9	711	100.000
C		ONE HOUR	9	514	100.000
D		ONE HOUR	9	1160	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	23	392	0
	%	128	0	277	306
	&	136	24	0	354
	'	0	67	1093	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	0	2	0
	%	4	0	4	7
	&	1	25	0	2
	'	0	3	2	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	0.55	9.56	1.2	A	381	571
B	0.80	18.41	3.8	C	652	979
C	0.38	3.87	0.6	A	472	707
D	0.89	22.03	7.4	C	1064	1597

Main Results for each time segment

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	312	78	886	1091	0.286	311	198	0.0	0.4	4.603	A
B	535	134	1111	1328	0.403	533	85	0.0	0.7	4.509	A
C	387	97	325	1600	0.242	386	1319	0.0	0.3	2.961	A
D	873	218	216	1495	0.584	868	495	0.0	1.4	5.689	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	373	93	1060	983	0.380	372	237	0.4	0.6	5.887	A
B	639	160	1330	1180	0.542	637	102	0.7	1.2	6.612	A
C	462	116	389	1557	0.297	462	1579	0.3	0.4	3.287	A
D	1043	261	258	1469	0.710	1039	592	1.4	2.4	8.291	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	457	114	1286	843	0.542	455	289	0.6	1.2	9.225	A
B	783	196	1616	986	0.794	773	124	1.2	3.5	16.253	C
C	566	141	472	1501	0.377	565	1917	0.4	0.6	3.843	A
D	1277	319	315	1434	0.891	1259	722	2.4	6.8	18.922	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	457	114	1301	833	0.548	457	290	1.2	1.2	9.560	A
B	783	196	1633	975	0.803	782	125	3.5	3.8	18.410	C
C	566	141	477	1497	0.378	566	1937	0.6	0.6	3.865	A
D	1277	319	317	1433	0.891	1275	726	6.8	7.4	22.027	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	373	93	1084	968	0.385	375	239	1.2	0.6	6.095	A
B	639	160	1355	1163	0.550	650	104	3.8	1.2	7.151	A
C	462	116	397	1552	0.298	463	1609	0.6	0.4	3.307	A
D	1043	261	261	1467	0.711	1062	598	7.4	2.5	9.285	A

09:15 - 09:30

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	312	78	896	1085	0.288	313	199	0.6	0.4	4.669	A
B	535	134	1123	1320	0.405	537	86	1.2	0.7	4.611	A
C	387	97	328	1598	0.242	387	1332	0.4	0.3	2.975	A
D	873	218	217	1494	0.584	878	498	2.5	1.4	5.879	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	Standard Roundabout	A, B, C, D	13.28	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
D20	DM 2046	PM	A20 Slip road Spitfire Way Canterbury Rd	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	313	100.000
B		ONE HOUR	9	1107	100.000
C		ONE HOUR	9	880	100.000
D		ONE HOUR	9	759	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	15	298	0
	%	209	0	379	519
	&	198	21	0	661
	'	0	31	728	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	0	1	0
	%	1	0	0	2
	&	1	0	0	1
	'	0	0	2	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	0.31	4.64	0.4	A	287	431
B	0.89	22.55	7.2	C	1016	1524
C	0.73	10.13	2.7	B	808	1211
D	0.62	7.00	1.6	A	696	1045

Main Results for each time segment

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	236	59	585	1290	0.183	235	305	0.0	0.2	3.407	A
B	833	208	769	1624	0.513	829	50	0.0	1.0	4.504	A
C	663	166	545	1492	0.444	659	1053	0.0	0.8	4.306	A
D	571	143	321	1439	0.397	569	884	0.0	0.7	4.125	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	281	70	700	1219	0.231	281	365	0.2	0.3	3.839	A
B	995	249	921	1518	0.656	992	60	1.0	1.9	6.806	A
C	791	198	652	1421	0.557	789	1261	0.8	1.2	5.681	A
D	682	171	384	1401	0.487	681	1058	0.7	0.9	4.990	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	345	86	856	1121	0.307	344	443	0.3	0.4	4.628	A
B	1219	305	1127	1373	0.888	1200	74	1.9	6.6	19.028	C
C	969	242	789	1331	0.728	964	1537	1.2	2.6	9.669	A
D	836	209	466	1352	0.618	833	1286	0.9	1.6	6.901	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	345	86	859	1120	0.308	345	448	0.4	0.4	4.643	A
B	1219	305	1130	1371	0.889	1216	74	6.6	7.2	22.548	C
C	969	242	800	1323	0.732	969	1546	2.6	2.7	10.126	B
D	836	209	471	1350	0.619	836	1298	1.6	1.6	7.002	A

18:00 - 18:15

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	281	70	704	1216	0.231	282	371	0.4	0.3	3.855	A
B	995	249	925	1514	0.657	1016	60	7.2	2.0	7.516	A
C	791	198	668	1411	0.561	797	1273	2.7	1.3	5.915	A
D	682	171	390	1398	0.488	685	1075	1.6	1.0	5.069	A

18:15 - 18:30

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	236	59	588	1288	0.183	236	308	0.3	0.2	3.422	A
B	833	208	774	1621	0.514	837	51	2.0	1.1	4.611	A
C	663	166	550	1489	0.445	664	1060	1.3	0.8	4.377	A
D	571	143	323	1437	0.398	573	891	1.0	0.7	4.168	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	Standard Roundabout	A, B, C, D	15.53	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	A20 Slip road Spitfire Way Canterbury Rd	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	431	100.000
B		ONE HOUR	9	738	100.000
C		ONE HOUR	9	506	100.000
D		ONE HOUR	9	1132	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	21	410	0
	%	147	0	279	312
	&	134	22	0	350
	'	0	62	1070	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	0	2	0
	%	3	0	4	6
	&	1	27	0	2
	'	0	3	2	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	0.56	9.54	1.2	A	395	593
B	0.83	20.59	4.4	C	677	1016
C	0.38	3.89	0.6	A	464	696
D	0.88	19.65	6.5	C	1039	1558

Main Results for each time segment

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	324	81	863	1103	0.294	323	211	0.0	0.4	4.605	A
B	556	139	1108	1337	0.415	553	79	0.0	0.7	4.571	A
C	381	95	344	1589	0.240	380	1317	0.0	0.3	2.974	A
D	852	213	227	1489	0.572	847	496	0.0	1.3	5.564	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	387	97	1034	997	0.389	387	252	0.4	0.6	5.886	A
B	663	166	1326	1188	0.558	661	94	0.7	1.2	6.802	A
C	455	114	411	1544	0.295	454	1576	0.3	0.4	3.305	A
D	1018	254	272	1461	0.696	1014	594	1.3	2.2	7.980	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	475	119	1255	860	0.552	472	307	0.6	1.2	9.231	A
B	813	203	1613	993	0.818	801	115	1.2	4.1	17.835	C
C	557	139	498	1485	0.375	556	1916	0.4	0.6	3.869	A
D	1246	312	331	1425	0.875	1231	724	2.2	6.1	17.327	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	475	119	1269	852	0.557	474	309	1.2	1.2	9.539	A
B	813	203	1628	983	0.827	811	116	4.1	4.4	20.594	C
C	557	139	504	1481	0.376	557	1934	0.6	0.6	3.895	A
D	1246	312	333	1424	0.875	1245	728	6.1	6.5	19.653	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	387	97	1054	985	0.393	390	255	1.2	0.7	6.074	A
B	663	166	1348	1173	0.565	676	95	4.4	1.3	7.409	A
C	455	114	420	1538	0.296	456	1604	0.6	0.4	3.328	A
D	1018	254	275	1459	0.697	1034	601	6.5	2.4	8.771	A

09:15 - 09:30

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	324	81	873	1097	0.296	325	212	0.7	0.4	4.669	A
B	556	139	1119	1330	0.418	558	79	1.3	0.7	4.678	A
C	381	95	347	1587	0.240	381	1330	0.4	0.3	2.988	A
D	852	213	229	1488	0.573	856	500	2.4	1.4	5.737	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	Standard Roundabout	A, B, C, D	12.55	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	A20 Slip road Spitfire Way Canterbury Rd	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	338	100.000
B		ONE HOUR	9	1079	100.000
C		ONE HOUR	9	874	100.000
D		ONE HOUR	9	757	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	15	323	0
	%	219	0	359	501
	&	197	21	0	656
	'	0	30	727	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	0	1	0
	%	1	0	0	2
	&	1	0	0	1
	'	0	0	2	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	0.33	4.81	0.5	A	310	465
B	0.88	21.08	6.6	C	990	1485
C	0.72	9.79	2.6	A	802	1203
D	0.62	7.05	1.6	A	695	1042

Main Results for each time segment

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	254	64	583	1291	0.197	253	312	0.0	0.2	3.466	A
B	812	203	787	1612	0.504	808	49	0.0	1.0	4.458	A
C	658	164	539	1496	0.440	655	1056	0.0	0.8	4.264	A
D	570	142	327	1435	0.397	567	867	0.0	0.7	4.137	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	304	76	698	1220	0.249	304	373	0.2	0.3	3.929	A
B	970	242	943	1502	0.646	967	59	1.0	1.8	6.683	A
C	786	196	645	1426	0.551	784	1264	0.8	1.2	5.593	A
D	681	170	392	1396	0.487	679	1037	0.7	0.9	5.011	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	372	93	854	1123	0.331	371	453	0.3	0.5	4.788	A
B	1188	297	1153	1354	0.877	1171	72	1.8	6.1	18.117	C
C	962	241	781	1336	0.720	957	1542	1.2	2.5	9.382	A
D	833	208	476	1346	0.619	831	1262	0.9	1.6	6.950	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	372	93	856	1121	0.332	372	458	0.5	0.5	4.806	A
B	1188	297	1156	1352	0.879	1186	73	6.1	6.6	21.083	C
C	962	241	791	1329	0.724	962	1551	2.5	2.6	9.788	A
D	833	208	481	1344	0.620	833	1273	1.6	1.6	7.054	A

18:00 - 18:15

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	304	76	702	1217	0.250	304	379	0.5	0.3	3.948	A
B	970	242	947	1499	0.647	989	60	6.6	1.9	7.304	A
C	786	196	660	1416	0.555	791	1276	2.6	1.3	5.803	A
D	681	170	398	1393	0.489	683	1053	1.6	1.0	5.090	A

18:15 - 18:30

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	254	64	587	1289	0.197	255	314	0.3	0.2	3.482	A
B	812	203	792	1608	0.505	816	50	1.9	1.0	4.562	A
C	658	164	544	1493	0.441	660	1063	1.3	0.8	4.331	A
D	570	142	330	1433	0.398	571	874	1.0	0.7	4.182	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	Standard Roundabout	A, B, C, D	20.54	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
D23	DS 2044	AM	A20 Slip road Spitfire Way Canterbury Rd	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	475	100.000
B		ONE HOUR	9	748	100.000
C		ONE HOUR	9	512	100.000
D		ONE HOUR	9	1164	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	23	452	0
	%	151	0	290	307
	&	136	23	0	353
	'	0	66	1098	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	0	2	0
	%	3	0	4	7
	&	1	26	0	2
	'	0	3	2	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	0.63	11.64	1.7	B	436	654
B	0.89	31.25	6.7	D	686	1030
C	0.38	3.92	0.6	A	470	705
D	0.90	24.45	8.2	C	1068	1602

Main Results for each time segment

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	358	89	888	1090	0.328	356	215	0.0	0.5	4.891	A
B	563	141	1160	1297	0.434	560	84	0.0	0.8	4.865	A
C	385	96	343	1588	0.243	384	1377	0.0	0.3	2.987	A
D	876	219	232	1486	0.590	871	495	0.0	1.4	5.802	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	427	107	1063	981	0.435	426	257	0.5	0.8	6.470	A
B	672	168	1388	1142	0.589	670	100	0.8	1.4	7.585	A
C	460	115	410	1543	0.298	460	1648	0.3	0.4	3.324	A
D	1046	262	278	1458	0.718	1042	592	1.4	2.5	8.578	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	523	131	1287	842	0.621	520	312	0.8	1.6	11.062	B
B	824	206	1685	941	0.875	806	122	1.4	5.7	24.202	C
C	564	141	494	1486	0.379	563	1997	0.4	0.6	3.895	A
D	1282	320	338	1421	0.902	1262	719	2.5	7.4	20.410	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	523	131	1304	831	0.629	523	315	1.6	1.7	11.643	B
B	824	206	1703	928	0.887	820	123	5.7	6.7	31.252	D
C	564	141	502	1481	0.381	564	2021	0.6	0.6	3.925	A
D	1282	320	341	1419	0.903	1279	725	7.4	8.2	24.445	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	427	107	1089	965	0.443	430	262	1.7	0.8	6.778	A
B	672	168	1418	1122	0.599	693	102	6.7	1.5	8.780	A
C	460	115	424	1533	0.300	461	1686	0.6	0.4	3.361	A
D	1046	262	283	1455	0.719	1069	602	8.2	2.7	9.829	A

09:15 - 09:30

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	358	89	898	1083	0.330	359	217	0.8	0.5	4.976	A
B	563	141	1173	1288	0.437	566	85	1.5	0.8	5.003	A
C	385	96	347	1586	0.243	386	1392	0.4	0.3	3.000	A
D	876	219	234	1484	0.590	881	498	2.7	1.5	6.013	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	20.62	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	A20 Slip road Spitfire Way Canterbury Rd	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	336	100.000
B		ONE HOUR	9	1171	100.000
C		ONE HOUR	9	876	100.000
D		ONE HOUR	9	757	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	15	321	0
	%	269	0	376	526
	&	197	20	0	659
	'	0	30	727	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	0	1	0
	%	1	0	0	2
	&	1	0	0	1
	'	0	0	2	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	0.33	4.79	0.5	A	308	462
B	0.95	40.58	13.7	E	1075	1612
C	0.75	11.42	3.0	B	804	1206
D	0.64	7.51	1.7	A	695	1042

Main Results for each time segment

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	253	63	582	1292	0.196	252	349	0.0	0.2	3.459	A
B	882	220	785	1613	0.547	877	49	0.0	1.2	4.860	A
C	659	165	595	1459	0.452	656	1067	0.0	0.8	4.466	A
D	570	142	364	1413	0.403	567	888	0.0	0.7	4.242	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	302	76	697	1220	0.248	302	417	0.2	0.3	3.919	A
B	1053	263	941	1504	0.700	1048	58	1.2	2.3	7.830	A
C	788	197	712	1382	0.570	786	1277	0.8	1.3	6.017	A
D	681	170	435	1370	0.497	679	1062	0.7	1.0	5.198	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	370	92	853	1124	0.329	369	503	0.3	0.5	4.768	A
B	1289	322	1151	1356	0.951	1253	71	2.3	11.2	28.459	D
C	964	241	851	1290	0.748	958	1553	1.3	2.8	10.669	B
D	833	208	525	1317	0.633	831	1284	1.0	1.7	7.357	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	370	92	855	1122	0.330	370	511	0.5	0.5	4.787	A
B	1289	322	1154	1354	0.952	1280	72	11.2	13.7	40.576	E
C	964	241	869	1278	0.755	964	1565	2.8	3.0	11.420	B
D	833	208	533	1312	0.635	833	1300	1.7	1.7	7.508	A

18:00 - 18:15

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	302	76	701	1218	0.248	303	431	0.5	0.3	3.939	A
B	1053	263	945	1500	0.702	1098	59	13.7	2.4	9.907	A
C	788	197	745	1360	0.579	794	1298	3.0	1.4	6.429	A
D	681	170	449	1362	0.499	683	1090	1.7	1.0	5.322	A

18:15 - 18:30

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	253	63	586	1289	0.196	253	352	0.3	0.2	3.478	A
B	882	220	791	1609	0.548	886	49	2.4	1.2	5.011	A
C	659	165	602	1455	0.453	662	1075	1.4	0.8	4.551	A
D	570	142	368	1411	0.404	571	896	1.0	0.7	4.293	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	Standard Roundabout	A, B, C, D	21.86	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
D25	DS 2046	AM	A20 Slip road Spitfire Way Canterbury Rd	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	478	100.000
B		ONE HOUR	9	749	100.000
C		ONE HOUR	9	514	100.000
D		ONE HOUR	9	1171	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	23	455	0
	%	157	0	278	314
	&	136	24	0	354
	'	0	67	1104	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	0	2	0
	%	3	0	4	7
	&	1	25	0	2
	'	0	3	2	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	0.64	12.02	1.7	B	439	658
B	0.90	33.15	7.1	D	687	1031
C	0.38	3.97	0.6	A	472	707
D	0.91	26.35	8.9	D	1075	1612

Main Results for each time segment

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	360	90	894	1084	0.332	358	220	0.0	0.5	4.944	A
B	564	141	1166	1292	0.436	561	85	0.0	0.8	4.900	A
C	387	97	353	1582	0.245	386	1375	0.0	0.3	3.006	A
D	882	220	238	1482	0.595	876	501	0.0	1.4	5.881	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	430	107	1070	975	0.441	429	263	0.5	0.8	6.575	A
B	673	168	1396	1136	0.593	671	102	0.8	1.4	7.689	A
C	462	116	422	1535	0.301	462	1645	0.3	0.4	3.350	A
D	1053	263	284	1454	0.724	1048	599	1.4	2.5	8.781	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	526	132	1294	836	0.630	523	319	0.8	1.6	11.372	B
B	825	206	1693	935	0.882	806	124	1.4	6.0	25.151	D
C	566	141	507	1478	0.383	565	1992	0.4	0.6	3.942	A
D	1289	322	345	1417	0.910	1268	727	2.5	8.0	21.561	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	526	132	1312	825	0.638	526	322	1.6	1.7	12.024	B
B	825	206	1713	921	0.895	820	125	6.0	7.1	33.146	D
C	566	141	516	1472	0.385	566	2017	0.6	0.6	3.974	A
D	1289	322	348	1415	0.911	1286	734	8.0	8.9	26.347	D

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	430	107	1099	957	0.449	433	268	1.7	0.8	6.920	A
B	673	168	1428	1115	0.604	696	104	7.1	1.6	9.024	A
C	462	116	437	1525	0.303	463	1686	0.6	0.4	3.391	A
D	1053	263	290	1450	0.726	1077	610	8.9	2.7	10.233	B

09:15 - 09:30

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	360	90	905	1077	0.334	361	221	0.8	0.5	5.036	A
B	564	141	1180	1283	0.439	567	86	1.6	0.8	5.045	A
C	387	97	357	1579	0.245	387	1390	0.4	0.3	3.020	A
D	882	220	239	1481	0.595	887	505	2.7	1.5	6.102	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	Standard Roundabout	A, B, C, D	22.65	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	A20 Slip road Spitfire Way Canterbury Rd	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	342	100.000
B		ONE HOUR	9	1176	100.000
C		ONE HOUR	9	882	100.000
D		ONE HOUR	9	765	100.000

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	15	327	0
	%	272	0	376	528
	&	198	21	0	663
	'	0	31	734	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	0	1	0
	%	1	0	0	2
	&	1	0	0	1
	'	0	0	2	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	4.87	0.5	A	314	471
B	0.96	45.80	15.7	E	1079	1619
C	0.76	11.74	3.1	B	809	1214
D	0.64	7.70	1.8	A	702	1053

Main Results for each time segment

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	257	64	589	1288	0.200	256	352	0.0	0.2	3.488	A
B	885	221	795	1606	0.551	881	50	0.0	1.2	4.929	A
C	664	166	599	1457	0.456	661	1077	0.0	0.8	4.503	A
D	576	144	368	1411	0.408	573	892	0.0	0.7	4.284	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	307	77	705	1215	0.253	307	421	0.2	0.3	3.961	A
B	1057	264	952	1496	0.707	1053	60	1.2	2.3	8.045	A
C	793	198	716	1379	0.575	791	1289	0.8	1.3	6.099	A
D	688	172	440	1368	0.503	686	1067	0.7	1.0	5.273	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	377	94	862	1118	0.337	376	507	0.3	0.5	4.850	A
B	1295	324	1165	1346	0.962	1254	73	2.3	12.5	30.806	D
C	971	243	853	1288	0.754	965	1566	1.3	2.9	10.918	B
D	842	211	530	1314	0.641	839	1288	1.0	1.7	7.530	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	377	94	865	1116	0.338	377	514	0.5	0.5	4.870	A
B	1295	324	1168	1344	0.964	1282	74	12.5	15.7	45.796	E
C	971	243	872	1276	0.761	970	1578	2.9	3.1	11.742	B
D	842	211	537	1310	0.643	842	1305	1.7	1.8	7.696	A

18:00 - 18:15

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	307	77	710	1212	0.254	308	436	0.5	0.3	3.985	A
B	1057	264	957	1492	0.709	1110	61	15.7	2.5	10.681	B
C	793	198	755	1353	0.586	799	1312	3.1	1.4	6.575	A
D	688	172	455	1359	0.506	691	1099	1.8	1.0	5.412	A

18:15 - 18:30

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	257	64	593	1285	0.200	258	356	0.3	0.3	3.508	A
B	885	221	800	1602	0.553	890	51	2.5	1.2	5.092	A
C	664	166	606	1452	0.457	666	1085	1.4	0.9	4.595	A
D	576	144	371	1409	0.409	577	901	1.0	0.7	4.338	A

P.57 SH19_Alkham Valley Rd A20 Slip Rd

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk

Filename: SH19_Alkham Valley Rd-A20 Slip.j9
Path: \\hc-ukr-ln-fs-10\LN_Proj\UA008926 Otterpool\D-Calcs\Modelling\DM_it5\Appendix\Arcady Roundabout Analysis\SH19_A20 slip road Alkham Valley Rd
Report generation date: 16/11/2018 10:08:49

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	Base							
Arm A	0.0	1.88	0.03	A	0.0	2.09	0.05	A
Arm B	1.0	3.85	0.50	A	0.3	2.53	0.24	A
Arm C	5.1	17.20	0.84	C	2.8	8.86	0.74	A
	DM 2037							
Arm A	0.0	1.94	0.02	A	0.0	2.16	0.02	A
Arm B	1.2	4.24	0.55	A	0.4	2.56	0.26	A
Arm C	47.4	121.54	1.06	F	5.4	15.61	0.85	C
	DM 2044							
Arm A	0.0	1.94	0.02	A	0.0	2.18	0.02	A
Arm B	1.3	4.36	0.56	A	0.4	2.57	0.26	A
Arm C	75.2	182.96	1.11	F	5.8	16.63	0.86	C
	DM 2046							
Arm A	0.0	1.94	0.02	A	0.0	2.18	0.02	A
Arm B	1.3	4.40	0.57	A	0.4	2.57	0.27	A
Arm C	79.6	192.91	1.12	F	6.2	17.74	0.87	C
	DS 2037							
Arm A	0.0	1.94	0.02	A	0.0	2.16	0.02	A
Arm B	1.2	4.24	0.55	A	0.4	2.56	0.26	A
Arm C	64.4	157.64	1.09	F	6.4	18.29	0.87	C
	DS 2044							
Arm A	0.0	1.94	0.02	A	0.0	2.16	0.02	A
Arm B	1.3	4.35	0.56	A	0.4	2.57	0.26	A
Arm C	120.3	293.47	1.19	F	6.8	19.40	0.88	C
	DS 2046							
Arm A	0.0	1.93	0.02	A	0.0	2.16	0.02	A
Arm B	1.3	4.39	0.56	A	0.4	2.57	0.26	A
Arm C	120.4	292.18	1.19	F	7.5	21.20	0.89	C

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	Alkham Valley Rd-A20 Slip
Location	
Site number	
Date	09/04/2018
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	ysa77377 [HCL70027]
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	08:00	09:30	15	9
D2	Base	PM	ONE HOUR	17:00	18:30	15	9
D15	DM 2037	AM	ONE HOUR	08:00	09:30	15	9
D16	DM 2037	PM	ONE HOUR	17:00	18:30	15	9
D17	DM 2044	AM	ONE HOUR	08:00	09:30	15	9
D18	DM 2044	PM	ONE HOUR	17:00	18:30	15	9
D19	DM 2046	AM	ONE HOUR	08:00	09:30	15	9
D20	DM 2046	PM	ONE HOUR	17:00	18:30	15	9
D21	DS 2037	AM	ONE HOUR	08:00	09:30	15	9
D22	DS 2037	PM	ONE HOUR	17:00	18:30	15	9
D23	DS 2044	AM	ONE HOUR	08:00	09:30	15	9
D24	DS 2044	PM	ONE HOUR	17:00	18:30	15	9
D25	DS 2046	AM	ONE HOUR	08:00	09:30	15	9
D26	DS 2046	PM	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

Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	10.84	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A20 Offslip	
B	AlkamValley Rd (East)	
C	AlkamValley Rd (South)	
D	A20 onslip	

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	6.71	8.71	13.2	23.7	44.6	38.0	
B	3.82	7.44	37.9	23.3	44.6	40.0	
C	4.13	6.66	19.2	26.5	44.6	34.0	
D							9

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.759	2392
B	0.668	1942
C	0.646	1787
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	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	54	100.000
B		ONE HOUR	9	846	100.000
C		ONE HOUR	9	1002	100.000
D					

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	0	54	0
	%	0	0	234	612
	&	0	318	0	684
	'	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	50	7	0
	%	0	0	1	2
	&	0	4	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	0.03	1.88	0.0	A	50	74
B	0.50	3.85	1.0	A	776	1164
C	0.84	17.20	5.1	C	919	1379
D						

Main Results for each time segment

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	41	10	238	2060	0.020	41	0	0.0	0.0	1.781	A
B	637	159	41	1881	0.339	635	238	0.0	0.5	2.884	A
C	754	189	459	1447	0.521	750	216	0.0	1.1	5.136	A
D			238				971				

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	49	12	285	2026	0.024	49	0	0.0	0.0	1.820	A
B	761	190	49	1875	0.406	760	285	0.5	0.7	3.226	A
C	901	225	550	1389	0.649	898	259	1.1	1.8	7.291	A
D			285				1163				

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	59	15	346	1980	0.030	59	0	0.0	0.0	1.873	A
B	931	233	59	1867	0.499	930	346	0.7	1.0	3.837	A
C	1103	276	673	1310	0.842	1091	317	1.8	4.8	15.684	C
D			346				1418				

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	59	15	350	1978	0.030	59	0	0.0	0.0	1.875	A
B	931	233	59	1867	0.499	931	350	1.0	1.0	3.846	A
C	1103	276	674	1309	0.843	1102	317	4.8	5.1	17.201	C
D			350				1426				

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	49	12	290	2022	0.024	49	0	0.0	0.0	1.823	A
B	761	190	49	1875	0.406	762	290	1.0	0.7	3.239	A
C	901	225	551	1388	0.649	913	259	5.1	1.9	7.783	A
D			290				1175				

09:15 - 09:30

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	41	10	240	2058	0.020	41	0	0.0	0.0	1.786	A
B	637	159	41	1881	0.339	638	240	0.7	0.5	2.899	A
C	754	189	461	1445	0.522	758	217	1.9	1.1	5.258	A
D			240				978				

Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	6.82	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	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	78	100.000
B		ONE HOUR	9	408	100.000
C		ONE HOUR	9	1038	100.000
D					

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	6	72	0
	%	0	0	114	294
	&	0	630	0	408
	'	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	25	1	0
	%	0	0	1	1
	&	0	1	0	3
	'	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	0.05	2.09	0.0	A	72	107
B	0.24	2.53	0.3	A	374	562
C	0.74	8.86	2.8	A	952	1429
D						

Main Results for each time segment

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	59	15	472	1974	0.030	59	0	0.0	0.0	1.878	A
B	307	77	54	1887	0.163	306	477	0.0	0.2	2.276	A
C	781	195	221	1614	0.484	778	140	0.0	0.9	4.284	A
D			472				526				

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	70	18	565	1905	0.037	70	0	0.0	0.0	1.961	A
B	367	92	65	1880	0.195	367	571	0.2	0.2	2.379	A
C	933	233	264	1587	0.588	931	167	0.9	1.4	5.476	A
D			565				630				

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	86	21	690	1812	0.047	86	0	0.0	0.0	2.085	A
B	449	112	79	1870	0.240	449	697	0.2	0.3	2.533	A
C	1143	286	323	1549	0.738	1138	205	1.4	2.7	8.648	A
D			690				771				

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	86	21	694	1809	0.047	86	0	0.0	0.0	2.088	A
B	449	112	79	1870	0.240	449	700	0.3	0.3	2.533	A
C	1143	286	324	1548	0.738	1143	205	2.7	2.8	8.859	A
D			694				773				

18:00 - 18:15

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	70	18	570	1902	0.037	70	0	0.0	0.0	1.965	A
B	367	92	65	1880	0.195	367	575	0.3	0.2	2.382	A
C	933	233	265	1586	0.588	938	167	2.8	1.4	5.599	A
D			570				633				

18:15 - 18:30

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	59	15	476	1972	0.030	59	0	0.0	0.0	1.883	A
B	307	77	54	1887	0.163	307	480	0.2	0.2	2.279	A
C	781	195	221	1614	0.484	783	140	1.4	0.9	4.346	A
D			476				529				

DM 2037, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	68.29	F

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	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	34	100.000
B		ONE HOUR	9	939	100.000
C		ONE HOUR	9	1170	100.000
D					

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	2	32	0
	%	0	0	196	743
	&	0	347	0	823
	'	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	50	9	0
	%	0	0	1	2
	&	0	3	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	0.02	1.94	0.0	A	31	47
B	0.55	4.24	1.2	A	862	1292
C	1.06	121.54	47.4	F	1074	1610
D						

Main Results for each time segment

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	26	6	259	1965	0.013	26	0	0.0	0.0	1.855	A
B	707	177	24	1891	0.374	705	261	0.0	0.6	3.028	A
C	881	220	557	1388	0.635	874	171	0.0	1.7	6.914	A
D			259				1172				

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	31	8	310	1930	0.016	31	0	0.0	0.0	1.894	A
B	844	211	29	1887	0.447	843	311	0.6	0.8	3.444	A
C	1052	263	667	1318	0.798	1044	205	1.7	3.7	12.787	B
D			310				1401				

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	37	9	353	1900	0.020	37	0	0.0	0.0	1.932	A
B	1034	258	35	1883	0.549	1032	355	0.8	1.2	4.225	A
C	1288	322	817	1221	1.055	1190	251	3.7	28.4	60.459	F
D			353				1654				

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	37	9	360	1895	0.020	37	0	0.0	0.0	1.937	A
B	1034	258	35	1883	0.549	1034	362	1.2	1.2	4.240	A
C	1288	322	818	1220	1.055	1212	251	28.4	47.4	121.542	F
D			360				1671				

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	31	8	363	1893	0.016	31	0	0.0	0.0	1.932	A
B	844	211	29	1887	0.447	846	364	1.2	0.8	3.463	A
C	1052	263	669	1316	0.799	1223	205	47.4	4.6	61.758	F
D			363				1529				

09:15 - 09:30

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	26	6	265	1962	0.013	26	0	0.0	0.0	1.861	A
B	707	177	24	1891	0.374	708	266	0.8	0.6	3.045	A
C	881	220	560	1387	0.635	892	172	4.6	1.8	7.442	A
D			265				1188				

DM 2037, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	11.78	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
D16	DM 2037	PM	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	29	100.000
B		ONE HOUR	9	454	100.000
C		ONE HOUR	9	1174	100.000
D					

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	3	26	0
	%	0	0	90	364
	&	0	690	0	484
	'	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	33	4	0
	%	0	0	1	1
	&	0	0	0	1
	'	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	0.02	2.16	0.0	A	27	40
B	0.26	2.56	0.4	A	417	625
C	0.85	15.61	5.4	C	1077	1616
D						

Main Results for each time segment

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	22	5	517	1869	0.012	22	0	0.0	0.0	1.948	A
B	342	85	20	1909	0.179	341	519	0.0	0.2	2.294	A
C	884	221	273	1602	0.552	879	87	0.0	1.2	4.945	A
D			517				636				

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	26	7	618	1797	0.015	26	0	0.0	0.0	2.032	A
B	408	102	23	1907	0.214	408	621	0.2	0.3	2.401	A
C	1055	264	327	1568	0.673	1052	104	1.2	2.0	6.943	A
D			618				761				

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	32	8	752	1702	0.019	32	0	0.0	0.0	2.154	A
B	500	125	29	1903	0.263	500	756	0.3	0.4	2.564	A
C	1293	323	401	1520	0.851	1280	128	2.0	5.1	14.317	B
D			752				928				

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	32	8	759	1697	0.019	32	0	0.0	0.0	2.161	A
B	500	125	29	1903	0.263	500	762	0.4	0.4	2.564	A
C	1293	323	401	1520	0.851	1292	128	5.1	5.4	15.613	C
D			759				933				

18:00 - 18:15

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	26	7	628	1790	0.015	26	0	0.0	0.0	2.040	A
B	408	102	23	1907	0.214	408	631	0.4	0.3	2.404	A
C	1055	264	327	1567	0.673	1069	104	5.4	2.1	7.402	A
D			628				768				

18:15 - 18:30

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	22	5	522	1866	0.012	22	0	0.0	0.0	1.951	A
B	342	85	20	1909	0.179	342	524	0.3	0.2	2.296	A
C	884	221	274	1602	0.552	887	87	2.1	1.2	5.062	A
D			522				640				

DM 2044, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	102.41	F

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	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	34	100.000
B		ONE HOUR	9	960	100.000
C		ONE HOUR	9	1206	100.000
D					

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	2	32	0
	%	0	0	188	772
	&	0	345	0	861
	'	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	50	9	0
	%	0	0	1	2
	&	0	4	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	0.02	1.94	0.0	A	31	47
B	0.56	4.36	1.3	A	881	1321
C	1.11	182.96	75.2	F	1107	1660
D						

Main Results for each time segment

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	26	6	258	1965	0.013	26	0	0.0	0.0	1.855	A
B	723	181	24	1890	0.382	720	259	0.0	0.6	3.070	A
C	908	227	579	1371	0.662	900	165	0.0	1.9	7.538	A
D			258				1222				

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	31	8	307	1930	0.016	31	0	0.0	0.0	1.894	A
B	863	216	29	1887	0.457	862	309	0.6	0.8	3.509	A
C	1084	271	693	1297	0.836	1073	198	1.9	4.6	15.377	C
D			307				1460				

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	37	9	337	1908	0.020	37	0	0.0	0.0	1.924	A
B	1057	264	35	1882	0.561	1055	340	0.8	1.3	4.343	A
C	1328	332	849	1198	1.109	1179	242	4.6	41.7	82.276	F
D			337				1691				

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	37	9	342	1905	0.020	37	0	0.0	0.0	1.927	A
B	1057	264	35	1882	0.561	1057	344	1.3	1.3	4.360	A
C	1328	332	850	1197	1.110	1194	242	41.7	75.2	182.955	F
D			342				1702				

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	31	8	366	1888	0.016	31	0	0.0	0.0	1.939	A
B	863	216	29	1887	0.457	865	368	1.3	0.8	3.529	A
C	1084	271	695	1296	0.837	1279	198	75.2	26.5	146.397	F
D			366				1608				

09:15 - 09:30

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	26	6	288	1943	0.013	26	0	0.0	0.0	1.876	A
B	723	181	24	1890	0.382	724	289	0.8	0.6	3.089	A
C	908	227	582	1369	0.663	1006	166	26.5	2.0	12.857	B
D			288				1300				

DM 2044, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	12.52	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
D18	DM 2044	PM	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	31	100.000
B		ONE HOUR	9	454	100.000
C		ONE HOUR	9	1180	100.000
D					

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	3	28	0
	%	0	0	91	363
	&	0	704	0	476
	'	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	33	4	0
	%	0	0	1	1
	&	0	1	0	1
	'	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	0.02	2.18	0.0	A	28	43
B	0.26	2.57	0.4	A	417	625
C	0.86	16.63	5.8	C	1083	1624
D						

Main Results for each time segment

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	23	6	527	1862	0.013	23	0	0.0	0.0	1.958	A
B	342	85	21	1908	0.179	341	529	0.0	0.2	2.295	A
C	888	222	273	1594	0.557	883	89	0.0	1.2	5.034	A
D			527				629				

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	28	7	631	1787	0.016	28	0	0.0	0.0	2.046	A
B	408	102	25	1906	0.214	408	634	0.2	0.3	2.403	A
C	1061	265	326	1559	0.680	1057	107	1.2	2.1	7.129	A
D			631				753				

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	34	9	767	1689	0.020	34	0	0.0	0.0	2.174	A
B	500	125	31	1902	0.263	500	770	0.3	0.4	2.567	A
C	1299	325	399	1512	0.859	1286	131	2.1	5.5	15.093	C
D			767				918				

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	34	9	774	1684	0.020	34	0	0.0	0.0	2.181	A
B	500	125	31	1902	0.263	500	778	0.4	0.4	2.567	A
C	1299	325	400	1511	0.860	1298	131	5.5	5.8	16.634	C
D			774				923				

18:00 - 18:15

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	28	7	641	1780	0.016	28	0	0.0	0.0	2.056	A
B	408	102	25	1906	0.214	408	644	0.4	0.3	2.406	A
C	1061	265	327	1559	0.681	1075	107	5.8	2.2	7.653	A
D			641				760				

18:15 - 18:30

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	23	6	532	1858	0.013	23	0	0.0	0.0	1.963	A
B	342	85	21	1908	0.179	342	534	0.3	0.2	2.298	A
C	888	222	273	1593	0.558	892	90	2.2	1.3	5.163	A
D			532				633				

DM 2046, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	107.85	F

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	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	34	100.000
B		ONE HOUR	9	966	100.000
C		ONE HOUR	9	1212	100.000
D					

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	2	32	0
	%	0	0	190	776
	&	0	349	0	863
	'	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	50	9	0
	%	0	0	1	2
	&	0	4	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	0.02	1.94	0.0	A	31	47
B	0.57	4.40	1.3	A	886	1330
C	1.12	192.91	79.6	F	1112	1668
D						

Main Results for each time segment

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	26	6	260	1963	0.013	26	0	0.0	0.0	1.857	A
B	727	182	24	1890	0.385	725	262	0.0	0.6	3.082	A
C	912	228	582	1369	0.667	905	167	0.0	2.0	7.638	A
D			260				1226				

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	31	8	310	1927	0.016	31	0	0.0	0.0	1.897	A
B	868	217	29	1887	0.460	868	312	0.6	0.8	3.527	A
C	1090	272	697	1295	0.841	1078	199	2.0	4.8	15.835	C
D			310				1465				

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	37	9	339	1907	0.020	37	0	0.0	0.0	1.925	A
B	1064	266	35	1882	0.565	1062	341	0.8	1.3	4.376	A
C	1334	334	853	1195	1.117	1178	244	4.8	43.9	85.854	F
D			339				1692				

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	37	9	343	1904	0.020	37	0	0.0	0.0	1.928	A
B	1064	266	35	1882	0.565	1064	345	1.3	1.3	4.395	A
C	1334	334	854	1194	1.118	1191	244	43.9	79.6	192.906	F
D			343				1703				

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	31	8	368	1887	0.016	31	0	0.0	0.0	1.940	A
B	868	217	29	1887	0.460	870	370	1.3	0.9	3.547	A
C	1090	272	699	1294	0.842	1278	200	79.6	32.6	160.892	F
D			368				1609				

09:15 - 09:30

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	26	6	298	1936	0.013	26	0	0.0	0.0	1.886	A
B	727	182	24	1890	0.385	728	299	0.9	0.6	3.101	A
C	912	228	585	1367	0.668	1035	167	32.6	2.1	15.500	C
D			298				1322				

DM 2046, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	13.31	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
D20	DM 2046	PM	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	30	100.000
B		ONE HOUR	9	458	100.000
C		ONE HOUR	9	1189	100.000
D					

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	3	27	0
	%	0	0	89	369
	&	0	707	0	482
	'	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	33	4	0
	%	0	0	1	1
	&	0	1	0	1
	'	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	0.02	2.18	0.0	A	28	41
B	0.27	2.57	0.4	A	420	630
C	0.87	17.74	6.2	C	1091	1637
D						

Main Results for each time segment

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	23	6	529	1858	0.012	23	0	0.0	0.0	1.960	A
B	345	86	20	1909	0.181	344	531	0.0	0.2	2.299	A
C	895	224	277	1591	0.563	890	87	0.0	1.3	5.102	A
D			529				638				

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	27	7	634	1784	0.015	27	0	0.0	0.0	2.049	A
B	412	103	24	1906	0.216	412	636	0.2	0.3	2.408	A
C	1069	267	332	1555	0.687	1065	104	1.3	2.1	7.293	A
D			634				763				

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	33	8	770	1686	0.020	33	0	0.0	0.0	2.177	A
B	504	126	30	1902	0.265	504	773	0.3	0.4	2.574	A
C	1309	327	406	1507	0.868	1294	128	2.1	5.8	15.901	C
D			770				931				

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	33	8	778	1680	0.020	33	0	0.0	0.0	2.184	A
B	504	126	30	1902	0.265	504	781	0.4	0.4	2.574	A
C	1309	327	406	1507	0.869	1308	128	5.8	6.2	17.739	C
D			778				936				

18:00 - 18:15

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	27	7	645	1776	0.015	27	0	0.0	0.0	2.058	A
B	412	103	24	1906	0.216	412	648	0.4	0.3	2.409	A
C	1069	267	332	1555	0.687	1085	104	6.2	2.3	7.890	A
D			645				772				

18:15 - 18:30

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	23	6	535	1855	0.012	23	0	0.0	0.0	1.966	A
B	345	86	20	1909	0.181	345	537	0.3	0.2	2.303	A
C	895	224	278	1590	0.563	899	87	2.3	1.3	5.236	A
D			535				642				

DS 2037, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	89.06	F

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	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	34	100.000
B		ONE HOUR	9	939	100.000
C		ONE HOUR	9	1203	100.000
D					

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	2	32	0
	%	0	0	191	748
	&	0	347	0	856
	'	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	50	9	0
	%	0	0	1	2
	&	0	3	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	0.02	1.94	0.0	A	31	47
B	0.55	4.24	1.2	A	862	1292
C	1.09	157.64	64.4	F	1104	1656
D						

Main Results for each time segment

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	26	6	259	1965	0.013	26	0	0.0	0.0	1.854	A
B	707	177	24	1891	0.374	705	261	0.0	0.6	3.028	A
C	906	226	561	1386	0.653	898	167	0.0	1.8	7.278	A
D			259				1200				

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	31	8	309	1930	0.016	31	0	0.0	0.0	1.894	A
B	844	211	29	1887	0.447	843	311	0.6	0.8	3.445	A
C	1081	270	672	1315	0.823	1072	200	1.8	4.3	14.273	B
D			309				1434				

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	37	9	345	1905	0.020	37	0	0.0	0.0	1.927	A
B	1034	258	35	1883	0.549	1032	347	0.8	1.2	4.226	A
C	1325	331	822	1218	1.088	1195	245	4.3	36.5	73.164	F
D			345				1673				

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	37	9	350	1902	0.020	37	0	0.0	0.0	1.930	A
B	1034	258	35	1883	0.549	1034	352	1.2	1.2	4.241	A
C	1325	331	824	1217	1.088	1213	246	36.5	64.4	157.635	F
D			350				1687				

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	31	8	373	1885	0.016	31	0	0.0	0.0	1.940	A
B	844	211	29	1887	0.447	846	375	1.2	0.8	3.461	A
C	1081	270	674	1314	0.823	1293	201	64.4	11.5	110.938	F
D			373				1594				

09:15 - 09:30

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	26	6	272	1956	0.013	26	0	0.0	0.0	1.863	A
B	707	177	24	1891	0.374	708	274	0.8	0.6	3.045	A
C	906	226	564	1384	0.654	944	168	11.5	1.9	8.862	A
D			272				1235				

DS 2037, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	13.76	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
D22	DS 2037	PM	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	29	100.000
B		ONE HOUR	9	454	100.000
C		ONE HOUR	9	1206	100.000
D					

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	3	26	0
	%	0	0	90	364
	&	0	690	0	516
	'	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	33	4	0
	%	0	0	1	1
	&	0	0	0	1
	'	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	0.02	2.16	0.0	A	27	40
B	0.26	2.56	0.4	A	417	625
C	0.87	18.29	6.4	C	1107	1660
D						

Main Results for each time segment

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	22	5	517	1869	0.012	22	0	0.0	0.0	1.948	A
B	342	85	20	1909	0.179	341	519	0.0	0.2	2.294	A
C	908	227	273	1602	0.567	903	87	0.0	1.3	5.110	A
D			517				660				

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	26	7	618	1797	0.015	26	0	0.0	0.0	2.032	A
B	408	102	23	1907	0.214	408	621	0.2	0.3	2.401	A
C	1084	271	327	1567	0.692	1081	104	1.3	2.2	7.343	A
D			618				789				

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	32	8	751	1703	0.019	32	0	0.0	0.0	2.153	A
B	500	125	29	1903	0.263	500	754	0.3	0.4	2.564	A
C	1328	332	401	1520	0.874	1312	128	2.2	6.1	16.276	C
D			751				962				

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	32	8	759	1698	0.019	32	0	0.0	0.0	2.160	A
B	500	125	29	1903	0.263	500	762	0.4	0.4	2.564	A
C	1328	332	401	1519	0.874	1326	128	6.1	6.4	18.289	C
D			759				968				

18:00 - 18:15

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	26	7	630	1789	0.015	26	0	0.0	0.0	2.041	A
B	408	102	23	1907	0.214	408	632	0.4	0.3	2.402	A
C	1084	271	327	1567	0.692	1101	104	6.4	2.3	7.981	A
D			630				798				

18:15 - 18:30

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	22	5	522	1866	0.012	22	0	0.0	0.0	1.953	A
B	342	85	20	1909	0.179	342	524	0.3	0.2	2.298	A
C	908	227	274	1602	0.567	912	87	2.3	1.3	5.250	A
D			522				664				

DS 2044, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	167.53	F

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	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	31	100.000
B		ONE HOUR	9	960	100.000
C		ONE HOUR	9	1280	100.000
D					

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	2	29	0
	%	0	0	173	787
	&	0	345	0	935
	'	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	50	10	0
	%	0	0	1	2
	&	0	4	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	0.02	1.94	0.0	A	28	43
B	0.56	4.35	1.3	A	881	1321
C	1.19	293.47	120.3	F	1175	1762
D						

Main Results for each time segment

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	23	6	257	1945	0.012	23	0	0.0	0.0	1.872	A
B	723	181	22	1892	0.382	720	259	0.0	0.6	3.067	A
C	964	241	590	1364	0.707	954	152	0.0	2.3	8.609	A
D			257				1288				

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	28	7	305	1911	0.015	28	0	0.0	0.0	1.910	A
B	863	216	26	1889	0.457	862	307	0.6	0.8	3.504	A
C	1151	288	707	1289	0.893	1133	181	2.3	6.8	20.961	C
D			305				1534				

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	34	9	318	1902	0.018	34	0	0.0	0.0	1.926	A
B	1057	264	32	1884	0.561	1055	320	0.8	1.3	4.333	A
C	1409	352	865	1187	1.187	1179	222	6.8	64.4	119.294	F
D			318				1726				

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	34	9	320	1901	0.018	34	0	0.0	0.0	1.928	A
B	1057	264	32	1884	0.561	1057	322	1.3	1.3	4.351	A
C	1409	352	866	1186	1.188	1186	222	64.4	120.3	282.622	F
D			320				1733				

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	28	7	344	1884	0.015	28	0	0.0	0.0	1.941	A
B	863	216	26	1889	0.457	865	346	1.3	0.8	3.523	A
C	1151	288	709	1288	0.894	1277	182	120.3	88.7	293.465	F
D			344				1642				

09:15 - 09:30

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	23	6	352	1878	0.012	23	0	0.0	0.0	1.942	A
B	723	181	22	1892	0.382	724	354	0.8	0.6	3.084	A
C	964	241	593	1362	0.708	1307	152	88.7	2.9	115.830	F
D			352				1548				

DS 2044, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	14.56	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
D24	DS 2044	PM	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	32	100.000
B		ONE HOUR	9	453	100.000
C		ONE HOUR	9	1211	100.000
D					

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	3	29	0
	%	0	0	92	361
	&	0	704	0	507
	'	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

		To			
		$	%	&	'
From	$	0	33	3	0
	%	0	0	1	1
	&	0	1	0	1
	'	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	0.02	2.16	0.0	A	29	44
B	0.26	2.57	0.4	A	416	624
C	0.88	19.40	6.8	C	1111	1667
D						

Main Results for each time segment

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	24	6	527	1879	0.013	24	0	0.0	0.0	1.940	A
B	341	85	22	1908	0.179	340	529	0.0	0.2	2.295	A
C	912	228	271	1595	0.572	906	91	0.0	1.3	5.193	A
D			527				651				

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	29	7	631	1804	0.016	29	0	0.0	0.0	2.027	A
B	407	102	26	1905	0.214	407	633	0.2	0.3	2.403	A
C	1089	272	324	1560	0.698	1085	109	1.3	2.2	7.515	A
D			631				779				

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	35	9	765	1706	0.021	35	0	0.0	0.0	2.153	A
B	499	125	32	1901	0.262	498	769	0.3	0.4	2.566	A
C	1333	333	397	1513	0.881	1317	133	2.2	6.4	17.054	C
D			765				948				

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	35	9	774	1700	0.021	35	0	0.0	0.0	2.161	A
B	499	125	32	1901	0.262	499	777	0.4	0.4	2.566	A
C	1333	333	397	1513	0.881	1332	133	6.4	6.8	19.396	C
D			774				955				

18:00 - 18:15

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	29	7	643	1795	0.016	29	0	0.0	0.0	2.039	A
B	407	102	26	1905	0.214	408	646	0.4	0.3	2.405	A
C	1089	272	325	1560	0.698	1107	109	6.8	2.4	8.236	A
D			643				788				

18:15 - 18:30

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	24	6	532	1875	0.013	24	0	0.0	0.0	1.944	A
B	341	85	22	1908	0.179	341	535	0.3	0.2	2.299	A
C	912	228	272	1594	0.572	916	91	2.4	1.4	5.341	A
D			532				655				

DS 2046, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	166.66	F

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	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	34	100.000
B		ONE HOUR	9	965	100.000
C		ONE HOUR	9	1287	100.000
D					

Origin -Destination Data

Demand (Veh/hr)

		To			
		$	%	&	'
From	$	0	2	32	0
	%	0	0	189	776
	&	0	349	0	938
	'	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	50	9	0
	B	0	0	1	2
	C	0	4	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	0.02	1.93	0.0	A	31	47
B	0.56	4.39	1.3	A	886	1328
C	1.19	292.18	120.4	F	1181	1771
D						

Main Results for each time segment

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	26	6	260	1963	0.013	26	0	0.0	0.0	1.857	A
B	727	182	24	1890	0.384	724	262	0.0	0.6	3.080	A
C	969	242	582	1369	0.708	960	166	0.0	2.3	8.607	A
D			260				1282				

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	31	8	309	1928	0.016	31	0	0.0	0.0	1.895	A
B	868	217	29	1887	0.460	867	311	0.6	0.8	3.524	A
C	1157	289	697	1295	0.893	1139	198	2.3	6.9	20.941	C
D			309				1527				

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	37	9	322	1919	0.020	37	0	0.0	0.0	1.912	A
B	1062	266	35	1882	0.564	1061	324	0.8	1.3	4.372	A
C	1417	354	853	1195	1.186	1187	243	6.9	64.4	118.665	F
D			322				1718				

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	37	9	324	1918	0.020	37	0	0.0	0.0	1.913	A
B	1062	266	35	1882	0.564	1062	326	1.3	1.3	4.390	A
C	1417	354	854	1194	1.187	1193	243	64.4	120.4	281.036	F
D			324				1724				

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	31	8	348	1901	0.016	31	0	0.0	0.0	1.926	A
B	868	217	29	1887	0.460	869	350	1.3	0.9	3.544	A
C	1157	289	699	1294	0.894	1283	199	120.4	88.8	292.179	F
D			348				1634				

09:15 - 09:30

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	26	6	356	1895	0.014	26	0	0.0	0.0	1.926	A
B	727	182	24	1890	0.384	727	357	0.9	0.6	3.099	A
C	969	242	585	1367	0.709	1312	167	88.8	2.9	115.512	F
D			356				1541				

DS 2046, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A, B, C, D	15.86	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	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	✓	32	100.000
B		ONE HOUR	✓	457	100.000
C		ONE HOUR	✓	1224	100.000
D					

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	3	29	0
	B	0	0	92	365
	C	0	707	0	517
	D	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	33	3	0
	B	0	0	1	1
	C	0	1	0	1
	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	0.02	2.16	0.0	A	29	44
B	0.26	2.57	0.4	A	419	629
C	0.89	21.20	7.5	C	1123	1685
D						

Main Results for each time segment

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	24	6	529	1878	0.013	24	0	0.0	0.0	1.942	A
B	344	86	22	1908	0.180	343	531	0.0	0.2	2.299	A
C	921	230	274	1593	0.579	916	91	0.0	1.4	5.280	A
D			529				661				

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	29	7	633	1802	0.016	29	0	0.0	0.0	2.029	A
B	411	103	26	1905	0.216	411	636	0.2	0.3	2.408	A
C	1100	275	328	1558	0.706	1096	109	1.4	2.3	7.735	A
D			633				791				

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	35	9	768	1705	0.021	35	0	0.0	0.0	2.155	A
B	503	126	32	1901	0.265	503	771	0.3	0.4	2.574	A
C	1348	337	402	1510	0.892	1329	133	2.3	7.0	18.258	C
D			768				963				

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	35	9	777	1698	0.021	35	0	0.0	0.0	2.164	A
B	503	126	32	1901	0.265	503	780	0.4	0.4	2.574	A
C	1348	337	402	1510	0.892	1345	133	7.0	7.5	21.198	C
D			777				970				

18:00 - 18:15

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	29	7	647	1792	0.016	29	0	0.0	0.0	2.041	A
B	411	103	26	1905	0.216	411	650	0.4	0.3	2.409	A
C	1100	275	328	1558	0.706	1121	109	7.5	2.5	8.598	A
D			647				802				

18:15 - 18:30

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	24	6	535	1873	0.013	24	0	0.0	0.0	1.946	A
B	344	86	22	1908	0.180	344	537	0.3	0.2	2.302	A
C	921	230	275	1592	0.579	926	91	2.5	1.4	5.438	A
D			535				666				