

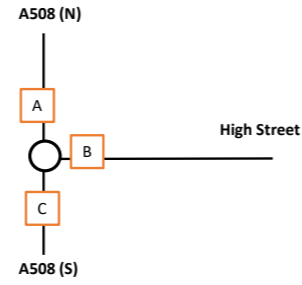
Appendix 40 A508/High Street ARCADY Assessment and traffic flows

2016 Base AM

Total vehicles				
	A	B	C	
A	45	741	786	
B	93	68	161	
C	688	58	746	
	781	103	809	

HGVs				
	A	B	C	
A	2	76	78	
B	3	6	9	
C	72	0	72	
	75	2	82	

% HGVs				
	A	B	C	
A	4.4%	10.3%		
B	3.2%	8.8%		
C	10.5%	0.0%		

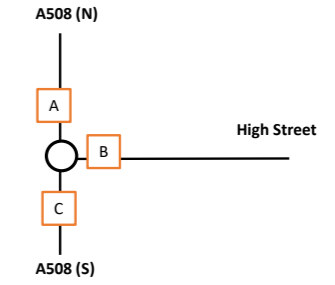


2016 Base PM

Total vehicles				
	A	B	C	
A	39	620	659	
B	79	57	136	
C	812	46	858	
	891	85	677	

HGVs				
	A	B	C	
A	1	36	37	
B	1	1	2	
C	50	0	50	
	51	1	37	

% HGVs				
	A	B	C	
A	2.6%	5.8%		
B	1.3%	1.8%		
C	6.2%	0.0%		

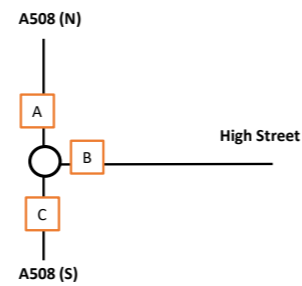


2031 Background AM

Total vehicles				
	A	B	C	
A	53	874	927	
B	110	80	190	
C	812	68	880	
	922	121	954	

HGVs				
	A	B	C	
A	2	90	92	
B	4	7	11	
C	85	0	85	
	89	2	97	

% HGVs				
	A	B	C	
A	3.8%	10.3%		
B	3.6%	8.8%		
C	10.5%	0.0%		

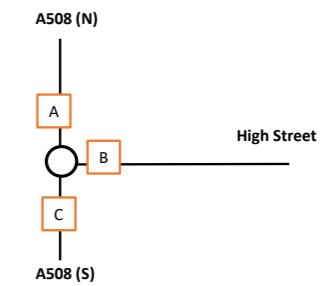


2031 Background PM

Total vehicles				
	A	B	C	
A	46	732	778	
B	93	67	160	
C	959	54	1013	
	1052	100	799	

HGVs				
	A	B	C	
A	1	43	44	
B	1	1	2	
C	59	0	59	
	60	1	44	

% HGVs				
	A	B	C	
A	2.2%	5.9%		
B	1.1%	1.5%		
C	6.2%	0.0%		

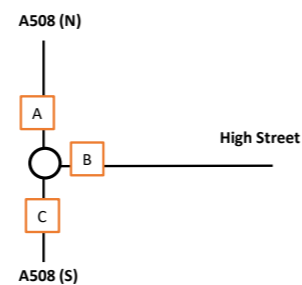


Development traffic AM

Total vehicles				
	A	B	C	
A	0	20	20	
B	0	0	0	
C	82	0	82	
	82	0	20	

HGVs				
	A	B	C	
A	0	12	12	
B	0	0	0	
C	12	0	12	
	12	0	12	

% HGVs				
	A	B	C	
A	0.0%	60.0%		
B	0.0%	0.0%		
C	14.6%	0.0%		

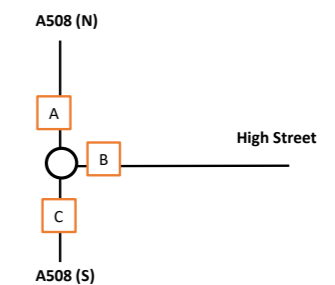


Development traffic PM

Total vehicles				
	A	B	C	
A	0	92	92	
B	0	0	0	
C	35	0	35	
	35	0	92	

HGVs				
	A	B	C	
A	0	12	12	
B	0	0	0	
C	12	0	12	
	12	0	12	

% HGVs				
	A	B	C	
A	0.0%	13.0%		
B	0.0%	0.0%		
C	34.3%	0.0%		

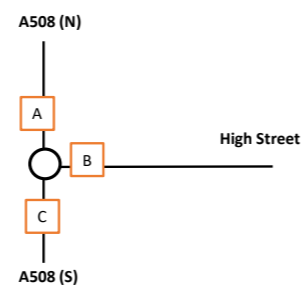


2031 Total Traffic (with development) AM

Total vehicles				
	A	B	C	
A	53	894	947	
B	110	80	190	
C	894	68	962	
	1004	121	974	

HGVs				
	A	B	C	
A	2	102	104	
B	4	7	11	
C	97	0	97	
	101	2	109	

% HGVs				
	A	B	C	
A	3.8%	11.4%		
B	3.6%	8.8%		
C	10.9%	0.0%		

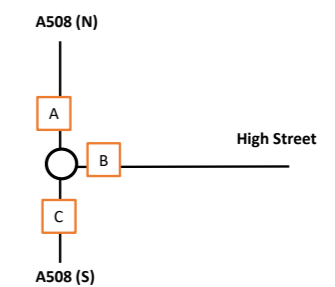


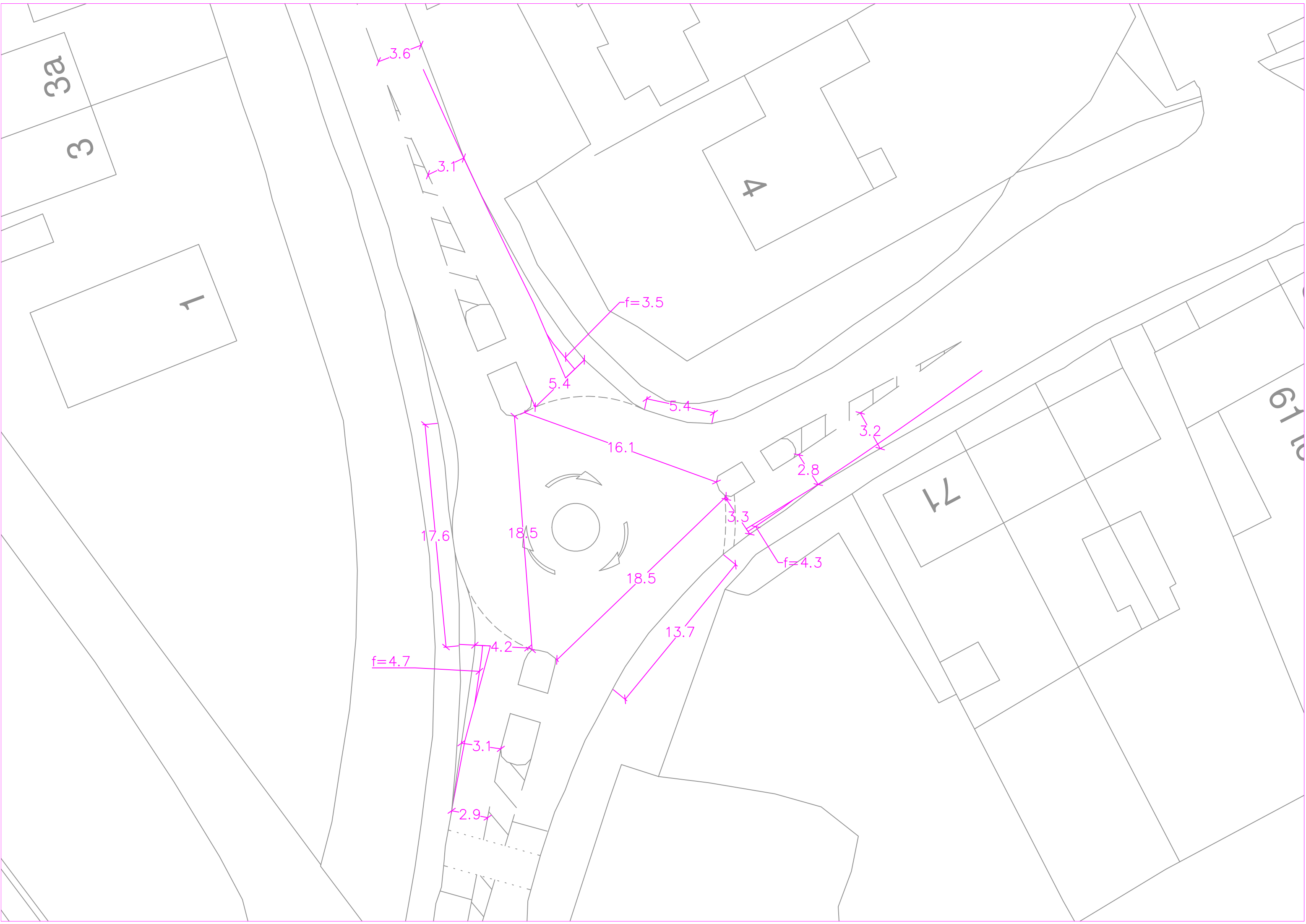
2031 Total Traffic (with development) PM

Total vehicles				
	A	B	C	
A	46	824	870	
B	93	67	160	
C	994	54	1048	
	1087	100	891	

HGVs				
	A	B	C	
A	1	55	56	
B	1	1	2	
C	71	0	71	
	72	1	56	

% HGVs				
	A	B	C	
A	2.2%	6.7%		
B	1.1%	1.5%		
C	7.1%	0.0%		





Junctions 8
ARCADY 8 - Roundabout Module
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2018
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk
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Filename: A508-High Street Mini Roundabout ARCADY Model 2031.arc8

Path: C:\Users\ADCteam\Dropbox\~ JN8 TEMP

Report generation date: 15/03/2018 14:52:40

- » **Traffic Flows - 2031 Background, AM**
- » **Traffic Flows - 2031 Background, PM**
- » **Traffic Flows - 2031 With Development, AM**
- » **Traffic Flows - 2031 With Development, PM**

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
Traffic Flows - 2031 Background						
Arm 1	360.33	2059.87	1.66	143.78	773.02	1.33
Arm 2	1.59	28.27	0.62	1.00	20.77	0.50
Arm 3	115.10	528.24	1.25	204.85	856.44	1.37
Traffic Flows - 2031 With Development						
Arm 1	393.30	2253.52	1.71	247.73	1388.98	1.49
Arm 2	1.61	28.54	0.63	1.01	21.03	0.51
Arm 3	195.71	859.31	1.37	247.46	1067.01	1.43

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

"D3 - 2031 Background, AM" model duration: 07:45 - 09:15

"D4 - 2031 Background, PM" model duration: 16:45 - 18:15

"D5 - 2031 With Development, AM" model duration: 07:45 - 09:15

"D6 - 2031 With Development, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 15/03/2018 14:52:36

File summary

Title	A508 Strafford Road-High Street
Location	Road
Site Number	
Date	29/03/2017
Version	v1
Status	Preliminary
Identifier	M Tatler
Client	
Jobnumber	ADC1475
Enumerator	S Dunhill
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Traffic Flows - 2031 Background, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Traffic Flows	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Re
2031 Background, AM	2031 Background	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	A508 Strafford Road-High Street	Mini-roundabout	1,2,3	1196.48	F

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Arm	Name	Description
1	1	A508 (N)	
2	2	High Street	
3	3	A508 (S)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.60	3.10	5.40	3.50	16.10	5.40	0.00	✓
2	3.20	2.80	3.30	4.30	18.50	13.70	0.00	✓
3	3.10	2.90	4.20	4.70	18.50	17.60	0.00	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.414	699.510
2		(calculated)	(calculated)	0.405	613.674
3		(calculated)	(calculated)	0.575	921.153

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	927.00	100.000
2	ONE HOUR	✓	190.00	100.000
3	ONE HOUR	✓	880.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	53.000	874.000
	2	110.000	0.000	80.000
	3	812.000	68.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.00	0.06	0.94
	2	0.58	0.00	0.42
	3	0.92	0.08	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		1	2	3
From	1	1.000	1.038	1.103
	2	1.036	1.000	1.088
	3	1.105	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.0	3.8	10.3
	2	3.6	0.0	8.8
	3	10.5	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)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
1	1.66	2059.87	360.33	F	850.63	1275.95	16415.44	771.92	182.39	22765.56	1070.52
2	0.62	28.27	1.59	D	174.35	261.52	97.80	22.44	1.09	97.85	22.45
3	1.25	528.24	115.10	F	807.50	1211.25	5340.83	264.56	59.34	5606.30	277.71

Traffic Flows - 2031 Background, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Traffic Flows	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Re
2031 Background, PM	2031 Background	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	A508 Strafford Road-High Street	Mini-roundabout	1,2,3	757.26	F

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Arm	Name	Description
1	1	A508 (N)	
2	2	High Street	
3	3	A508 (S)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.60	3.10	5.40	3.50	16.10	5.40	0.00	✓
2	3.20	2.80	3.30	4.30	18.50	13.70	0.00	✓
3	3.10	2.90	4.20	4.70	18.50	17.60	0.00	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.414	699.510
2		(calculated)	(calculated)	0.405	613.674
3		(calculated)	(calculated)	0.575	921.153

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	778.00	100.000
2	ONE HOUR	✓	160.00	100.000
3	ONE HOUR	✓	1013.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	46.000	732.000
	2	93.000	0.000	67.000
	3	959.000	54.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.00	0.06	0.94
	2	0.58	0.00	0.42
	3	0.95	0.05	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		1	2	3
From	1	1.000	1.022	1.059
	2	1.011	1.000	1.015
	3	1.062	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.0	2.2	5.9
	2	1.1	0.0	1.5
	3	6.2	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)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
1	1.33	773.02	143.78	F	713.91	1070.86	6725.04	376.80	74.72	7513.57	420.98
2	0.50	20.77	1.00	C	146.82	220.23	64.11	17.47	0.71	64.13	17.47
3	1.37	856.44	204.85	F	929.55	1394.33	9480.52	407.96	105.34	10765.09	463.24

Traffic Flows - 2031 With Development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Traffic Flows	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship
2031 With Development, AM	2031 With Development	AM		ONE HOUR	07:45	09:15	90	15				✓	

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	A508 Trafford Road-High Street	Mini-roundabout	1,2,3	1420.98	F

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Arm	Name	Description
1	1	A508 (N)	
2	2	High Street	
3	3	A508 (S)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.60	3.10	5.40	3.50	16.10	5.40	0.00	✓
2	3.20	2.80	3.30	4.30	18.50	13.70	0.00	✓
3	3.10	2.90	4.20	4.70	18.50	17.60	0.00	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.414	699.510
2		(calculated)	(calculated)	0.405	613.674
3		(calculated)	(calculated)	0.575	921.153

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	947.00	100.000
2	ONE HOUR	✓	190.00	100.000
3	ONE HOUR	✓	962.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	53.000	894.000
	2	110.000	0.000	80.000
	3	894.000	68.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.00	0.06	0.94
	2	0.58	0.00	0.42
	3	0.93	0.07	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		1	2	3
From	1	1.000	1.038	1.114
	2	1.036	1.000	1.088
	3	1.109	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.0	3.8	11.4
	2	3.6	0.0	8.8
	3	10.9	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)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
1	1.71	2253.52	393.30	F	868.98	1303.47	17884.44	823.24	198.72	25497.40	1173.67
2	0.63	28.54	1.61	D	174.35	261.52	98.57	22.61	1.10	98.62	22.63
3	1.37	859.31	195.71	F	882.74	1324.12	9060.50	410.56	100.67	10288.60	466.21

Traffic Flows - 2031 With Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Traffic Flows	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship
2031 With Development, RM	2031 With Development	RM		ONE HOUR	16:45	18:15	90	15				✓	

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	A508 Strafford Road-High Street	Mini-roundabout	1,2,3	1125.34	F

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Arm	Name	Description
1	1	A508 (N)	
2	2	High Street	
3	3	A508 (S)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.60	3.10	5.40	3.50	16.10	5.40	0.00	✓
2	3.20	2.80	3.30	4.30	18.50	13.70	0.00	✓
3	3.10	2.90	4.20	4.70	18.50	17.60	0.00	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.414	699.510
2		(calculated)	(calculated)	0.405	613.674
3		(calculated)	(calculated)	0.575	921.153

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	870.00	100.000
2	ONE HOUR	✓	160.00	100.000
3	ONE HOUR	✓	1048.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	46.000	824.000
	2	93.000	0.000	67.000
	3	994.000	54.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.00	0.05	0.95
	2	0.58	0.00	0.42
	3	0.95	0.05	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		1	2	3
From	1	1.000	1.022	1.067
	2	1.011	1.000	1.015
	3	1.071	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
From		1	2	3
	1	0.0	2.2	6.7
	2	1.1	0.0	1.5
	3	7.1	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)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
1	1.49	1388.98	247.73	F	798.32	1197.49	11581.94	580.31	128.69	14455.83	724.31
2	0.51	21.03	1.01	C	146.82	220.23	65.51	17.85	0.73	65.54	17.86
3	1.43	1067.01	247.46	F	961.66	1442.50	11519.12	479.13	127.99	13603.58	565.83

