

Tritax Symmetry (Hinckley) Limited

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

The Hinckley National Rail Freight Interchange Development Consent Order

Project reference TR050007

Environmental Statement Volume 2: Appendices

Appendix 8.1: Transport Assessment (part 12b of 20) Capacity Assessment Modelling

Document reference: 6.2.8.1

Revision: 07

September 2023

Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009
Regulation 5(2)(a)

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017
Regulation 14

This document forms a part of the Environmental Statement for the Hinckley National Rail Freight Interchange project.

Tritax Symmetry (Hinckley) Limited (TSH) has applied to the Secretary of State for Transport for a Development Consent Order (DCO) for the Hinckley National Rail Freight Interchange (HNRFI).

To help inform the determination of the DCO application, TSH has undertaken an environmental impact assessment (EIA) of its proposals. EIA is a process that aims to improve the environmental design of a development proposal, and to provide the decision maker with sufficient information about the environmental effects of the project to make a decision.

The findings of an EIA are described in a written report known as an Environmental Statement (ES). An ES provides environmental information about the scheme, including a description of the development, its predicted environmental effects and the measures proposed to ameliorate any adverse effects.

Further details about the proposed Hinckley National Rail Freight Interchange are available on the project website:

<http://www.hinckleynrfi.co.uk/>

The DCO application and documents relating to the examination of the proposed development can be viewed on the Planning Inspectorate's National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/projects/east-midlands/hinckley-national-rail-freight-interchange/>

<h1>Junctions 10</h1>
<h2>ARCADY 10 - Roundabout Module</h2>
Version: 10.0.2.1574 © Copyright TRL Software Limited, 2021
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Filename: 220630 Leicester Road_ A47 J9 Model.j10

Path: X:\NTT\NTT2814_Hinckley Rail Freight Interchange\02. Project Delivery\01. WIP\Design and Calculations\T&I Planning\04 Junction Modelling\JTC 14 - Leicester Rd - A47

Report generation date: 30/06/2022 16:10:19

-
- »2018 Base, AM
 - »2018 Base, PM
 - »2026 WoD, AM
 - »2026 WoD, PM
 - »2026 WoDWS, AM
 - »2026 WoDWS, PM
 - »2026 WD, AM
 - »2026 WD, PM
 - »2036 WoD, AM
 - »2036 WoD, PM
 - »2036 WoDWS, AM
 - »2036 WoDWS, PM
 - »2036 WD, AM
 - »2036 WD, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2018 Base										
Arm 1	D1	0.8	4.01	0.43	A	D2	0.4	3.17	0.26	A
Arm 2		1.6	4.70	0.59	A		1.7	4.71	0.61	A
Arm 3		0.8	2.37	0.41	A		1.3	3.14	0.54	A
2026 WoD										
Arm 1	D3	0.9	4.18	0.45	A	D4	0.5	3.39	0.32	A
Arm 2		1.4	4.54	0.57	A		1.8	5.01	0.62	A
Arm 3		0.8	2.37	0.41	A		1.3	3.17	0.55	A
2026 WoDWS										
Arm 1	D5	1.1	4.49	0.50	A	D6	0.6	3.53	0.34	A
Arm 2		1.4	4.58	0.56	A		1.4	4.38	0.56	A
Arm 3		0.7	2.35	0.40	A		1.6	3.56	0.60	A
2026 WD										
Arm 1	D7	1.1	4.53	0.50	A	D8	0.6	3.56	0.34	A
Arm 2		1.5	4.74	0.57	A		1.6	4.61	0.59	A
Arm 3		0.8	2.37	0.41	A		1.7	3.69	0.61	A
2036 WoD										
Arm 1	D9	1.2	5.10	0.53	A	D10	0.5	3.61	0.33	A
Arm 2		1.6	4.99	0.60	A		2.7	6.54	0.72	A
Arm 3		0.9	2.59	0.46	A		1.6	3.56	0.59	A
2036 WoDWS										
Arm 1	D11	1.5	5.57	0.58	A	D12	0.6	3.77	0.37	A
Arm 2		1.6	5.15	0.60	A		2.1	5.53	0.65	A
Arm 3		0.9	2.53	0.45	A		1.8	3.77	0.62	A
2036 WD										
Arm 1	D13	1.7	6.04	0.61	A	D14	0.6	3.71	0.35	A
Arm 2		1.7	5.39	0.61	A		2.3	5.86	0.68	A
Arm 3		0.9	2.56	0.45	A		1.9	3.88	0.63	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.

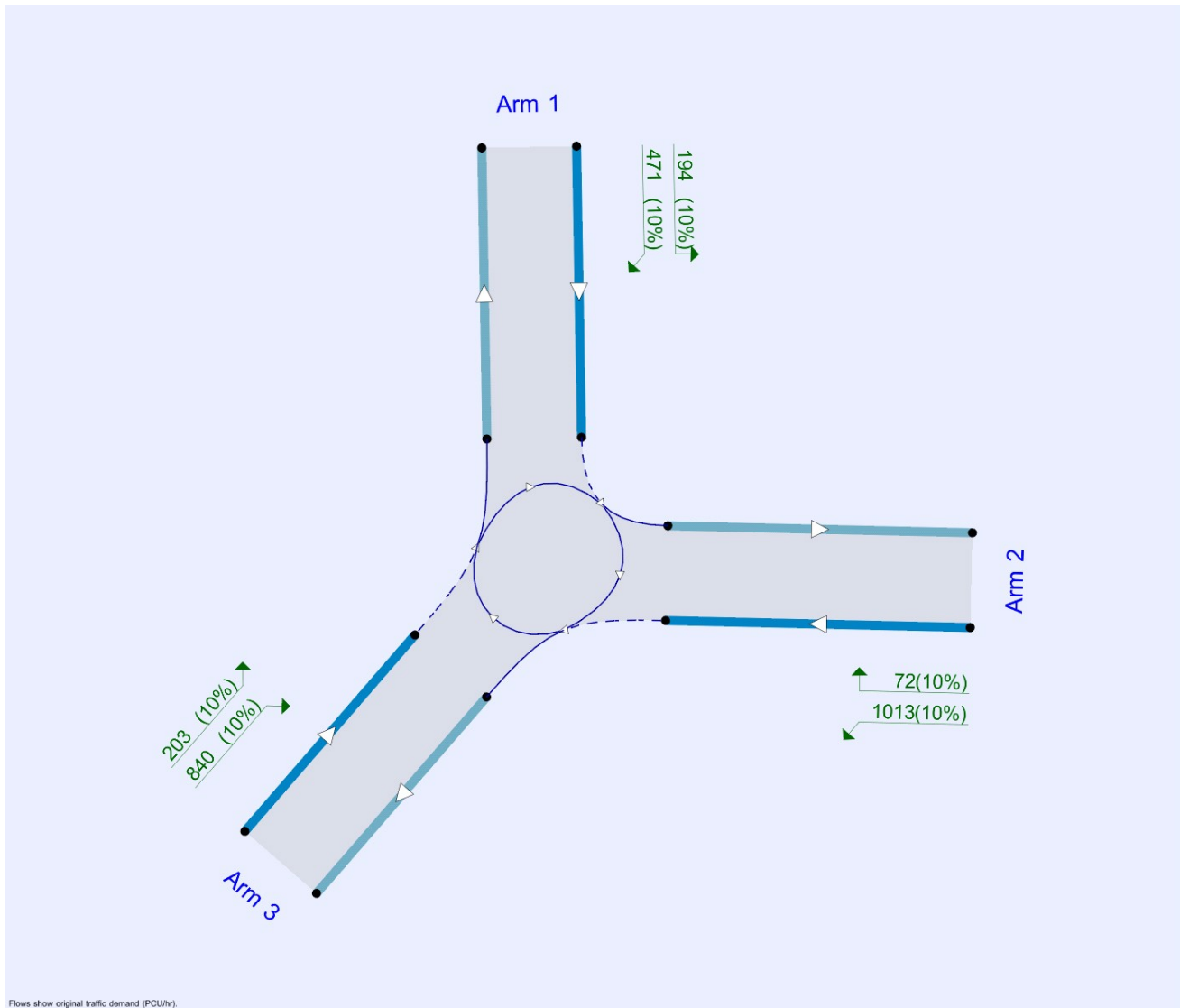
File summary

File Description

Title	Hinckley Rail Freight Terminal
Location	A47 / Leicester Road
Site number	
Date	12/02/2021
Version	
Status	(new file)
Identifier	AJ Oakes
Client	
Jobnumber	NTT2814
Enumerator	BWBVAJ.Oakes
Description	

Units

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



Flows show original traffic demand (PCU/hr).
The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

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	2018 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2018 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 WoD	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 WoD	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 WoDWS	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 WoDWS	PM	ONE HOUR	16:45	18:15	15	✓
D7	2026 WD	AM	ONE HOUR	07:45	09:15	15	✓
D8	2026 WD	PM	ONE HOUR	16:45	18:15	15	✓
D9	2036 WoD	AM	ONE HOUR	07:45	09:15	15	✓
D10	2036 WoD	PM	ONE HOUR	16:45	18:15	15	✓
D11	2036 WoDWS	AM	ONE HOUR	07:45	09:15	15	✓
D12	2036 WoDWS	PM	ONE HOUR	16:45	18:15	15	✓
D13	2036 WD	AM	ONE HOUR	07:45	09:15	15	✓
D14	2036 WD	PM	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

2018 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.67	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Leicester Road N		
2	A47 E		
3	A47 W		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1	3.64	11.56	19.1	39.4	80.0	22.5		
2	3.60	8.77	62.1	29.9	80.0	34.0		
3	7.26	11.92	14.2	40.8	80.0	39.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.563	2242
2	0.566	2333
3	0.643	2870

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	2018 Base	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)
✓	✓	PCU Factors	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	666	100.000
2		ONE HOUR	✓	1087	100.000
3		ONE HOUR	✓	1043	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	1	194	471
	2	72	2	1013
	3	203	840	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	10	10	10
	2	10	10	10
	3	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.43	4.01	0.8	A	611	917
2	0.59	4.70	1.6	A	997	1496
3	0.41	2.37	0.8	A	957	1436

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	501	125	633	1886	0.266	500	207	0.0	0.4	2.855	A
2	818	205	354	2133	0.384	816	778	0.0	0.7	2.999	A
3	785	196	56	2834	0.277	784	1114	0.0	0.4	1.929	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	599	150	757	1816	0.330	598	248	0.4	0.5	3.250	A
2	977	244	424	2093	0.467	976	931	0.7	1.0	3.541	A
3	938	234	67	2827	0.332	937	1333	0.4	0.5	2.095	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	733	183	926	1720	0.426	732	304	0.5	0.8	4.003	A
2	1197	299	519	2040	0.587	1194	1140	1.0	1.5	4.671	A
3	1148	287	82	2817	0.408	1148	1631	0.5	0.8	2.370	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	733	183	927	1720	0.426	733	304	0.8	0.8	4.013	A
2	1197	299	520	2039	0.587	1197	1141	1.5	1.6	4.699	A
3	1148	287	83	2817	0.408	1148	1634	0.8	0.8	2.372	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	599	150	758	1815	0.330	600	248	0.8	0.5	3.262	A
2	977	244	425	2093	0.467	980	932	1.6	1.0	3.563	A
3	938	234	68	2827	0.332	938	1337	0.8	0.5	2.099	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	501	125	634	1885	0.266	502	208	0.5	0.4	2.866	A
2	818	205	356	2132	0.384	819	781	1.0	0.7	3.018	A
3	785	196	57	2834	0.277	786	1119	0.5	0.4	1.933	A

2018 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.77	A

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	2018 Base	PM	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 (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	408	100.000
2		ONE HOUR	✓	1187	100.000
3		ONE HOUR	✓	1363	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	110	298
	2	152	0	1035
	3	484	879	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	10	10	10
	2	10	10	10
	3	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.26	3.17	0.4	A	374	562
2	0.61	4.71	1.7	A	1089	1634
3	0.54	3.14	1.3	A	1251	1876

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	307	77	660	1870	0.164	306	478	0.0	0.2	2.531	A
2	894	223	224	2207	0.405	891	743	0.0	0.7	3.003	A
3	1026	257	114	2797	0.367	1024	1000	0.0	0.6	2.230	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	367	92	790	1797	0.204	367	571	0.2	0.3	2.767	A
2	1067	267	268	2182	0.489	1066	888	0.7	1.0	3.545	A
3	1225	306	136	2783	0.440	1224	1197	0.6	0.9	2.540	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	449	112	967	1698	0.265	449	699	0.3	0.4	3.171	A
2	1307	327	328	2148	0.608	1304	1088	1.0	1.7	4.680	A
3	1501	375	167	2763	0.543	1499	1465	0.9	1.3	3.129	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	449	112	968	1697	0.265	449	700	0.4	0.4	3.172	A
2	1307	327	328	2148	0.609	1307	1089	1.7	1.7	4.709	A
3	1501	375	167	2763	0.543	1501	1468	1.3	1.3	3.136	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	367	92	791	1796	0.204	367	573	0.4	0.3	2.771	A
2	1067	267	268	2182	0.489	1070	890	1.7	1.1	3.571	A
3	1225	306	137	2782	0.440	1227	1201	1.3	0.9	2.548	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	307	77	662	1869	0.164	307	479	0.3	0.2	2.537	A
2	894	223	225	2206	0.405	895	745	1.1	0.8	3.021	A
3	1026	257	115	2797	0.367	1027	1005	0.9	0.6	2.238	A

2026 WoD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.64	A

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
D3	2026 WoD	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 (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	710	100.000
2		ONE HOUR	✓	1045	100.000
3		ONE HOUR	✓	1041	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	1	211	498
	2	77	2	966
	3	216	825	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	10	10	10
	2	10	10	10
	3	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.45	4.18	0.9	A	652	977
2	0.57	4.54	1.4	A	959	1438
3	0.41	2.37	0.8	A	955	1433

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	535	134	621	1892	0.283	533	221	0.0	0.4	2.909	A
2	787	197	374	2121	0.371	784	780	0.0	0.6	2.956	A
3	784	196	60	2832	0.277	782	1099	0.0	0.4	1.930	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	638	160	743	1823	0.350	638	264	0.4	0.6	3.337	A
2	939	235	448	2080	0.452	938	933	0.6	0.9	3.466	A
3	936	234	72	2824	0.331	935	1315	0.4	0.5	2.096	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	782	195	910	1730	0.452	780	323	0.6	0.9	4.167	A
2	1151	288	549	2023	0.569	1148	1142	0.9	1.4	4.517	A
3	1146	287	88	2814	0.407	1145	1609	0.5	0.8	2.372	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	782	195	911	1729	0.452	782	324	0.9	0.9	4.179	A
2	1151	288	549	2022	0.569	1151	1143	1.4	1.4	4.541	A
3	1146	287	88	2814	0.407	1146	1612	0.8	0.8	2.374	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	638	160	744	1823	0.350	640	265	0.9	0.6	3.348	A
2	939	235	449	2079	0.452	942	934	1.4	0.9	3.486	A
3	936	234	72	2824	0.331	937	1319	0.8	0.5	2.100	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	535	134	623	1891	0.283	535	222	0.6	0.4	2.921	A
2	787	197	376	2121	0.371	788	782	0.9	0.7	2.975	A
3	784	196	60	2832	0.277	784	1104	0.5	0.4	1.934	A

2026 WoD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.92	A

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
D4	2026 WoD	PM	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 (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	495	100.000
2		ONE HOUR	✓	1196	100.000
3		ONE HOUR	✓	1366	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	133	362
	2	165	0	1031
	3	510	856	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	10	10	10
	2	10	10	10
	3	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.32	3.39	0.5	A	454	681
2	0.62	5.01	1.8	A	1097	1646
3	0.55	3.17	1.3	A	1253	1880

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	373	93	643	1880	0.198	372	507	0.0	0.3	2.624	A
2	900	225	272	2180	0.413	897	743	0.0	0.8	3.080	A
3	1028	257	124	2791	0.369	1026	1045	0.0	0.6	2.241	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	445	111	769	1809	0.246	445	606	0.3	0.4	2.902	A
2	1075	269	325	2149	0.500	1074	888	0.8	1.1	3.677	A
3	1228	307	148	2775	0.443	1227	1251	0.6	0.9	2.557	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	545	136	941	1712	0.318	544	742	0.4	0.5	3.390	A
2	1317	329	398	2108	0.625	1314	1088	1.1	1.8	4.969	A
3	1504	376	181	2754	0.546	1502	1531	0.9	1.3	3.160	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	545	136	942	1711	0.318	545	743	0.5	0.5	3.394	A
2	1317	329	399	2108	0.625	1317	1089	1.8	1.8	5.005	A
3	1504	376	182	2754	0.546	1504	1534	1.3	1.3	3.168	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	445	111	771	1808	0.246	446	608	0.5	0.4	2.907	A
2	1075	269	326	2149	0.500	1078	890	1.8	1.1	3.706	A
3	1228	307	149	2775	0.443	1230	1255	1.3	0.9	2.567	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	373	93	645	1879	0.198	373	509	0.4	0.3	2.630	A
2	900	225	273	2179	0.413	902	745	1.1	0.8	3.102	A
3	1028	257	124	2790	0.369	1029	1050	0.9	0.6	2.249	A

2026 WoDWS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.74	A

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
D5	2026 WoDWS	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 (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	794	100.000
2		ONE HOUR	✓	996	100.000
3		ONE HOUR	✓	1033	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	1	196	597
	2	69	2	925
	3	251	782	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	10	10	10
	2	10	10	10
	3	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.50	4.49	1.1	A	729	1093
2	0.56	4.58	1.4	A	914	1371
3	0.40	2.35	0.7	A	948	1422

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	598	149	589	1910	0.313	596	241	0.0	0.5	3.009	A
2	750	187	449	2079	0.361	747	736	0.0	0.6	2.968	A
3	778	194	54	2836	0.274	776	1142	0.0	0.4	1.921	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	714	178	704	1845	0.387	713	288	0.5	0.7	3.496	A
2	895	224	537	2029	0.441	894	880	0.6	0.9	3.485	A
3	929	232	65	2829	0.328	928	1367	0.4	0.5	2.083	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	874	219	863	1756	0.498	873	353	0.7	1.1	4.473	A
2	1097	274	657	1961	0.559	1095	1078	0.9	1.4	4.556	A
3	1137	284	79	2819	0.403	1137	1673	0.5	0.7	2.351	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	874	219	863	1756	0.498	874	353	1.1	1.1	4.491	A
2	1097	274	658	1961	0.559	1097	1079	1.4	1.4	4.581	A
3	1137	284	79	2819	0.403	1137	1676	0.7	0.7	2.353	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	714	178	705	1845	0.387	715	289	1.1	0.7	3.513	A
2	895	224	539	2029	0.441	897	882	1.4	0.9	3.509	A
3	929	232	65	2829	0.328	929	1371	0.7	0.5	2.087	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	598	149	591	1909	0.313	599	242	0.7	0.5	3.024	A
2	750	187	451	2078	0.361	751	738	0.9	0.6	2.984	A
3	778	194	54	2835	0.274	778	1147	0.5	0.4	1.925	A

2026 WoDWS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.84	A

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
D6	2026 WoDWS	PM	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 (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	533	100.000
2		ONE HOUR	✓	1060	100.000
3		ONE HOUR	✓	1512	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	112	421
	2	134	0	926
	3	649	863	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	10	10	10
	2	10	10	10
	3	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.34	3.53	0.6	A	489	734
2	0.56	4.38	1.4	A	973	1459
3	0.60	3.56	1.6	A	1387	2081

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	401	100	648	1877	0.214	400	588	0.0	0.3	2.678	A
2	798	200	316	2155	0.370	795	732	0.0	0.6	2.909	A
3	1138	285	101	2806	0.406	1135	1011	0.0	0.7	2.367	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	479	120	775	1805	0.265	479	703	0.3	0.4	2.985	A
2	953	238	378	2119	0.450	952	876	0.6	0.9	3.388	A
3	1359	340	120	2793	0.487	1358	1210	0.7	1.0	2.757	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	587	147	949	1708	0.344	586	861	0.4	0.6	3.529	A
2	1167	292	463	2071	0.563	1165	1072	0.9	1.4	4.359	A
3	1665	416	147	2776	0.600	1662	1481	1.0	1.6	3.549	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	587	147	950	1707	0.344	587	862	0.6	0.6	3.534	A
2	1167	292	464	2071	0.564	1167	1073	1.4	1.4	4.380	A
3	1665	416	148	2776	0.600	1665	1483	1.6	1.6	3.564	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	479	120	777	1804	0.266	480	705	0.6	0.4	2.990	A
2	953	238	379	2119	0.450	955	878	1.4	0.9	3.407	A
3	1359	340	121	2793	0.487	1362	1213	1.6	1.0	2.773	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	401	100	650	1876	0.214	402	590	0.4	0.3	2.688	A
2	798	200	317	2154	0.371	799	735	0.9	0.7	2.924	A
3	1138	285	101	2805	0.406	1139	1015	1.0	0.8	2.380	A

2026 WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.82	A

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
D7	2026 WD	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 (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	794	100.000
2		ONE HOUR	✓	1022	100.000
3		ONE HOUR	✓	1041	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	1	196	597
	2	69	2	951
	3	247	794	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	10	10	10
	2	10	10	10
	3	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.50	4.53	1.1	A	729	1093
2	0.57	4.74	1.5	A	938	1407
3	0.41	2.37	0.8	A	955	1433

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	598	149	598	1905	0.314	596	238	0.0	0.5	3.021	A
2	769	192	449	2079	0.370	767	745	0.0	0.6	3.012	A
3	784	196	54	2836	0.276	782	1162	0.0	0.4	1.926	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	714	178	715	1839	0.388	713	285	0.5	0.7	3.515	A
2	919	230	537	2030	0.453	918	891	0.6	0.9	3.558	A
3	936	234	65	2829	0.331	935	1390	0.4	0.5	2.091	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	874	219	876	1749	0.500	873	349	0.7	1.1	4.511	A
2	1125	281	657	1961	0.574	1123	1091	0.9	1.5	4.710	A
3	1146	287	79	2819	0.407	1145	1701	0.5	0.8	2.364	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	874	219	876	1748	0.500	874	349	1.1	1.1	4.529	A
2	1125	281	658	1961	0.574	1125	1092	1.5	1.5	4.738	A
3	1146	287	79	2819	0.407	1146	1704	0.8	0.8	2.366	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	714	178	716	1839	0.388	715	285	1.1	0.7	3.532	A
2	919	230	539	2029	0.453	921	893	1.5	0.9	3.584	A
3	936	234	65	2829	0.331	937	1395	0.8	0.5	2.095	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	598	149	600	1904	0.314	599	239	0.7	0.5	3.036	A
2	769	192	451	2078	0.370	770	747	0.9	0.7	3.029	A
3	784	196	54	2835	0.276	784	1167	0.5	0.4	1.930	A

2026 WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.99	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2026 WD	PM	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 (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	515	100.000
2		ONE HOUR	✓	1115	100.000
3		ONE HOUR	✓	1540	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	119	396
	2	146	0	969
	3	631	909	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	10	10	10
	2	10	10	10
	3	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.34	3.56	0.6	A	473	709
2	0.59	4.61	1.6	A	1023	1535
3	0.61	3.69	1.7	A	1413	2120

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	388	97	683	1858	0.209	387	583	0.0	0.3	2.688	A
2	839	210	297	2165	0.388	837	772	0.0	0.7	2.974	A
3	1159	290	110	2800	0.414	1156	1024	0.0	0.8	2.405	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	463	116	816	1782	0.260	463	698	0.3	0.4	3.001	A
2	1002	251	356	2132	0.470	1001	923	0.7	1.0	3.498	A
3	1384	346	131	2786	0.497	1383	1226	0.8	1.1	2.820	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	567	142	999	1679	0.338	566	854	0.4	0.6	3.556	A
2	1228	307	435	2087	0.588	1225	1130	1.0	1.6	4.584	A
3	1696	424	160	2767	0.613	1693	1500	1.1	1.7	3.676	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	567	142	1001	1678	0.338	567	855	0.6	0.6	3.562	A
2	1228	307	436	2087	0.588	1228	1132	1.6	1.6	4.609	A
3	1696	424	161	2767	0.613	1696	1503	1.7	1.7	3.694	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	463	116	819	1781	0.260	464	700	0.6	0.4	3.009	A
2	1002	251	357	2132	0.470	1005	926	1.6	1.0	3.523	A
3	1384	346	132	2786	0.497	1387	1230	1.7	1.1	2.837	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	388	97	685	1856	0.209	388	586	0.4	0.3	2.697	A
2	839	210	298	2164	0.388	841	775	1.0	0.7	2.995	A
3	1159	290	110	2800	0.414	1161	1029	1.1	0.8	2.419	A

2036 WoD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.09	A

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
D9	2036 WoD	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 (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	785	100.000
2		ONE HOUR	✓	1089	100.000
3		ONE HOUR	✓	1175	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	1	239	545
	2	69	2	1018
	3	207	968	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	10	10	10
	2	10	10	10
	3	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.53	5.10	1.2	A	720	1080
2	0.60	4.99	1.6	A	999	1499
3	0.46	2.59	0.9	A	1078	1617

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	591	148	729	1832	0.323	589	208	0.0	0.5	3.181	A
2	820	205	410	2102	0.390	817	908	0.0	0.7	3.076	A
3	885	221	54	2836	0.312	883	1173	0.0	0.5	2.026	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	706	176	871	1751	0.403	705	249	0.5	0.7	3.780	A
2	979	245	490	2056	0.476	978	1086	0.7	1.0	3.670	A
3	1056	264	65	2829	0.373	1056	1403	0.5	0.7	2.233	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	864	216	1067	1641	0.527	862	305	0.7	1.2	5.073	A
2	1199	300	600	1994	0.601	1196	1330	1.0	1.6	4.949	A
3	1294	323	79	2819	0.459	1293	1717	0.7	0.9	2.592	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	864	216	1068	1641	0.527	864	305	1.2	1.2	5.100	A
2	1199	300	601	1993	0.602	1199	1331	1.6	1.6	4.985	A
3	1294	323	79	2819	0.459	1294	1721	0.9	0.9	2.595	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	706	176	873	1750	0.403	708	249	1.2	0.7	3.803	A
2	979	245	492	2055	0.476	982	1088	1.6	1.0	3.700	A
3	1056	264	65	2829	0.373	1057	1409	0.9	0.7	2.236	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	591	148	731	1830	0.323	592	209	0.7	0.5	3.198	A
2	820	205	412	2100	0.390	821	911	1.0	0.7	3.097	A
3	885	221	54	2835	0.312	885	1178	0.7	0.5	2.030	A

2036 WoD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.81	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.81	A

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
D10	2036 WoD	PM	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 (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	485	100.000
2		ONE HOUR	✓	1386	100.000
3		ONE HOUR	✓	1465	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	160	325
	2	206	0	1180
	3	481	984	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	10	10	10
	2	10	10	10
	3	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.33	3.61	0.5	A	445	668
2	0.72	6.54	2.7	A	1272	1908
3	0.59	3.56	1.6	A	1344	2016

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	365	91	739	1826	0.200	364	516	0.0	0.3	2.708	A
2	1043	261	244	2195	0.475	1039	859	0.0	1.0	3.415	A
3	1103	276	154	2771	0.398	1100	1129	0.0	0.7	2.366	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	436	109	884	1744	0.250	436	617	0.3	0.4	3.026	A
2	1246	311	292	2168	0.575	1244	1028	1.0	1.5	4.277	A
3	1317	329	185	2752	0.479	1316	1351	0.7	1.0	2.754	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	534	133	1082	1633	0.327	533	755	0.4	0.5	3.600	A
2	1526	382	357	2131	0.716	1521	1258	1.5	2.7	6.438	A
3	1613	403	226	2725	0.592	1611	1652	1.0	1.6	3.546	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	534	133	1083	1632	0.327	534	756	0.5	0.5	3.605	A
2	1526	382	358	2131	0.716	1526	1260	2.7	2.7	6.541	A
3	1613	403	227	2725	0.592	1613	1657	1.6	1.6	3.561	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	436	109	886	1743	0.250	437	619	0.5	0.4	3.034	A
2	1246	311	293	2168	0.575	1251	1030	2.7	1.5	4.343	A
3	1317	329	186	2751	0.479	1319	1358	1.6	1.0	2.772	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	365	91	742	1824	0.200	366	518	0.4	0.3	2.716	A
2	1043	261	245	2195	0.475	1045	862	1.5	1.0	3.453	A
3	1103	276	155	2770	0.398	1104	1135	1.0	0.7	2.379	A

2036 WoDWS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.29	A

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
D11	2036 WoDWS	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 (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	882	100.000
2		ONE HOUR	✓	1039	100.000
3		ONE HOUR	✓	1146	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	1	206	675
	2	59	2	978
	3	245	901	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	10	10	10
	2	10	10	10
	3	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.58	5.57	1.5	A	809	1214
2	0.60	5.15	1.6	A	953	1430
3	0.45	2.53	0.9	A	1052	1577

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	664	166	678	1860	0.357	662	229	0.0	0.6	3.297	A
2	782	196	507	2046	0.382	780	833	0.0	0.7	3.119	A
3	863	216	47	2840	0.304	861	1240	0.0	0.5	1.998	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	793	198	811	1785	0.444	792	274	0.6	0.9	3.983	A
2	934	234	607	1990	0.469	933	996	0.7	1.0	3.743	A
3	1030	258	56	2835	0.363	1030	1484	0.5	0.6	2.194	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	971	243	993	1683	0.577	969	335	0.9	1.5	5.528	A
2	1144	286	742	1913	0.598	1141	1220	1.0	1.6	5.112	A
3	1262	315	68	2827	0.446	1261	1816	0.6	0.9	2.528	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	971	243	994	1682	0.577	971	336	1.5	1.5	5.568	A
2	1144	286	744	1912	0.598	1144	1221	1.6	1.6	5.153	A
3	1262	315	68	2826	0.446	1262	1820	0.9	0.9	2.530	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	793	198	813	1784	0.444	795	275	1.5	0.9	4.014	A
2	934	234	610	1988	0.470	937	998	1.6	1.0	3.773	A
3	1030	258	56	2834	0.363	1031	1490	0.9	0.6	2.198	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	664	166	680	1859	0.357	665	230	0.9	0.6	3.322	A
2	782	196	510	2045	0.383	783	836	1.0	0.7	3.143	A
3	863	216	47	2840	0.304	863	1246	0.6	0.5	2.003	A

2036 WoDWS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.42	A

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
D12	2036 WoDWS	PM	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 (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	551	100.000
2		ONE HOUR	✓	1226	100.000
3		ONE HOUR	✓	1561	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	121	430
	2	144	0	1082
	3	619	942	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	10	10	10
	2	10	10	10
	3	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.37	3.77	0.6	A	506	758
2	0.65	5.53	2.1	A	1125	1687
3	0.62	3.77	1.8	A	1432	2149

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	415	104	707	1844	0.225	414	573	0.0	0.3	2.766	A
2	923	231	323	2151	0.429	920	798	0.0	0.8	3.209	A
3	1175	294	108	2801	0.420	1172	1134	0.0	0.8	2.427	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	495	124	846	1766	0.281	495	685	0.3	0.4	3.116	A
2	1102	276	386	2115	0.521	1101	955	0.8	1.2	3.899	A
3	1403	351	129	2787	0.503	1402	1358	0.8	1.1	2.856	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	607	152	1036	1659	0.366	606	839	0.4	0.6	3.761	A
2	1350	337	473	2066	0.653	1346	1169	1.2	2.0	5.478	A
3	1719	430	158	2769	0.621	1716	1661	1.1	1.8	3.752	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	607	152	1037	1658	0.366	607	840	0.6	0.6	3.765	A
2	1350	337	473	2065	0.654	1350	1170	2.0	2.1	5.533	A
3	1719	430	159	2768	0.621	1719	1665	1.8	1.8	3.771	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	495	124	848	1764	0.281	496	687	0.6	0.4	3.124	A
2	1102	276	387	2114	0.521	1106	957	2.1	1.2	3.938	A
3	1403	351	130	2787	0.504	1406	1363	1.8	1.1	2.874	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	415	104	710	1842	0.225	415	575	0.4	0.3	2.777	A
2	923	231	324	2150	0.429	925	801	1.2	0.8	3.237	A
3	1175	294	109	2801	0.420	1176	1140	1.1	0.8	2.439	A

2036 WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.54	A

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
D13	2036 WD	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 (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	921	100.000
2		ONE HOUR	✓	1061	100.000
3		ONE HOUR	✓	1160	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	1	230	690
	2	63	2	996
	3	238	922	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	10	10	10
	2	10	10	10
	3	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.61	6.04	1.7	A	845	1268
2	0.61	5.39	1.7	A	974	1460
3	0.45	2.56	0.9	A	1064	1597

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	693	173	694	1851	0.375	691	227	0.0	0.7	3.406	A
2	799	200	518	2040	0.392	796	867	0.0	0.7	3.176	A
3	873	218	50	2839	0.308	871	1265	0.0	0.5	2.011	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	828	207	830	1774	0.467	827	271	0.7	1.0	4.173	A
2	954	238	620	1982	0.481	953	1037	0.7	1.0	3.840	A
3	1043	261	59	2832	0.368	1042	1514	0.5	0.6	2.212	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1014	254	1016	1670	0.607	1011	332	1.0	1.7	5.988	A
2	1168	292	759	1904	0.614	1165	1269	1.0	1.7	5.340	A
3	1277	319	72	2824	0.452	1276	1852	0.6	0.9	2.558	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1014	254	1017	1669	0.608	1014	333	1.7	1.7	6.044	A
2	1168	292	761	1903	0.614	1168	1271	1.7	1.7	5.389	A
3	1277	319	73	2824	0.452	1277	1856	0.9	0.9	2.560	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	828	207	831	1774	0.467	831	272	1.7	1.0	4.212	A
2	954	238	623	1981	0.482	957	1039	1.7	1.0	3.878	A
3	1043	261	60	2832	0.368	1044	1520	0.9	0.6	2.217	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	693	173	696	1850	0.375	695	228	1.0	0.7	3.433	A
2	799	200	521	2038	0.392	800	870	1.0	0.7	3.202	A
3	873	218	50	2838	0.308	874	1271	0.6	0.5	2.016	A

2036 WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.61	A

Junction Network

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2036 WD	PM	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 (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	520	100.000
2		ONE HOUR	✓	1286	100.000
3		ONE HOUR	✓	1572	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	131	389
	2	169	0	1117
	3	599	973	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	10	10	10
	2	10	10	10
	3	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.35	3.71	0.6	A	477	716
2	0.68	5.86	2.3	A	1180	1770
3	0.63	3.88	1.9	A	1442	2164

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	391	98	731	1831	0.214	390	576	0.0	0.3	2.746	A
2	968	242	292	2168	0.447	965	829	0.0	0.9	3.281	A
3	1183	296	127	2789	0.424	1180	1130	0.0	0.8	2.456	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	467	117	874	1750	0.267	467	690	0.3	0.4	3.087	A
2	1156	289	349	2136	0.541	1154	992	0.9	1.3	4.029	A
3	1413	353	152	2773	0.510	1412	1352	0.8	1.1	2.907	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	573	143	1070	1640	0.349	572	844	0.4	0.6	3.706	A
2	1416	354	428	2091	0.677	1412	1214	1.3	2.3	5.796	A
3	1731	433	186	2751	0.629	1728	1654	1.1	1.8	3.859	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	573	143	1071	1639	0.349	573	846	0.6	0.6	3.713	A
2	1416	354	428	2091	0.677	1416	1215	2.3	2.3	5.862	A
3	1731	433	186	2751	0.629	1731	1658	1.8	1.9	3.882	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	467	117	876	1748	0.267	468	692	0.6	0.4	3.094	A
2	1156	289	350	2135	0.541	1160	994	2.3	1.3	4.076	A
3	1413	353	152	2772	0.510	1416	1358	1.9	1.2	2.925	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	391	98	733	1829	0.214	392	579	0.4	0.3	2.755	A
2	968	242	293	2167	0.447	970	832	1.3	0.9	3.310	A
3	1183	296	127	2788	0.424	1185	1136	1.2	0.8	2.471	A

<h1>Junctions 10</h1>
<h2>ARCADY 10 - Roundabout Module</h2>
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Filename: 220708 The Common Barwell_A47_B4668 Leicester Road (Existing).j10

Path: X:\NTT\NTT2814_Hinckley Rail Freight Interchange\02. Project Delivery\01. WIP\Design and Calculations\T&I Planning\04 Junction Modelling\JTC 29 - The Common Barwell - A47 - B4668 Leicester Rd

Report generation date: 08/07/2022 18:35:00

-
- »2018 Base, AM
 - »2018 Base, PM
 - »2026 WoD, AM
 - »2026 WoD, PM
 - »2026 WoDWS, AM
 - »2026 WoDWS, PM
 - »2026 WD, AM
 - »2026 WD, PM
 - »2036 WoD, AM
 - »2036 WoD, PM
 - »2036 WoDWS, AM
 - »2036 WoDWS, PM
 - »2036 WD, AM
 - »2036 WD, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2018 Base										
A - The Common Barwell	D1	0.4	4.09	0.30	A	D2	0.3	4.37	0.22	A
B - A47 (East)		1.3	2.89	0.56	A		1.0	2.42	0.49	A
C - B4668		0.4	3.25	0.29	A		0.9	4.41	0.49	A
D - A47 (West)		0.7	3.40	0.40	A		1.6	5.94	0.61	A
2026 WoD										
A - The Common Barwell	D3	0.3	3.79	0.24	A	D4	0.2	4.18	0.19	A
B - A47 (East)		1.2	2.73	0.55	A		1.0	2.47	0.51	A
C - B4668		0.5	3.34	0.34	A		1.3	4.98	0.56	A
D - A47 (West)		0.6	3.28	0.36	A		1.2	5.40	0.55	A
2026 WoDWS										
A - The Common Barwell	D5	0.7	4.99	0.40	A	D6	0.4	5.21	0.28	A
B - A47 (East)		1.6	3.45	0.61	A		1.0	2.54	0.51	A
C - B4668		0.8	3.81	0.44	A		5.5	14.50	0.85	B
D - A47 (West)		0.8	3.87	0.44	A		1.6	7.55	0.62	A
2026 WD										
A - The Common Barwell	D7	0.8	5.63	0.43	A	D8	0.4	6.06	0.31	A
B - A47 (East)		1.9	3.97	0.65	A		1.2	2.81	0.54	A
C - B4668		0.9	4.16	0.48	A		8.9	22.53	0.91	C
D - A47 (West)		1.1	4.53	0.52	A		3.0	11.88	0.76	B
2036 WoD										
A - The Common Barwell	D9	0.7	4.92	0.40	A	D10	0.5	5.18	0.33	A
B - A47 (East)		1.5	3.17	0.60	A		1.3	2.82	0.56	A
C - B4668		0.7	3.92	0.41	A		2.2	7.49	0.69	A
D - A47 (West)		0.7	3.74	0.41	A		1.7	7.38	0.64	A
2036 WoDWS										
A - The Common Barwell	D11	1.4	7.43	0.58	A	D12	0.8	6.75	0.44	A
B - A47 (East)		2.3	4.56	0.70	A		1.4	3.12	0.59	A
C - B4668		1.2	5.01	0.55	A		12.8	32.72	0.94	D
D - A47 (West)		1.0	4.67	0.50	A		3.0	12.51	0.76	B
2036 WD										
A - The Common Barwell	D13	1.5	8.27	0.61	A	D14	0.9	7.81	0.48	A
B - A47 (East)		2.6	5.20	0.73	A		1.5	3.39	0.61	A
C - B4668		1.4	5.43	0.58	A		26.6	60.68	1.00	F
D - A47 (West)		1.2	5.23	0.56	A		4.5	17.85	0.83	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	J29 - The Common Barwell/ A47/ B4668
Location	
Site number	J29
Date	18/12/2020
Version	V0.1
Status	Existing
Identifier	
Client	
Jobnumber	NTT2814
Enumerator	BWB
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2018 Base	AM	ONE HOUR	07:45	09:15	15
D2	2018 Base	PM	ONE HOUR	16:45	18:15	15
D3	2026 WoD	AM	ONE HOUR	07:45	09:15	15
D4	2026 WoD	PM	ONE HOUR	16:45	18:15	15
D5	2026 WoDWS	AM	ONE HOUR	07:45	09:15	15
D6	2026 WoDWS	PM	ONE HOUR	16:45	18:15	15
D7	2026 WD	AM	ONE HOUR	07:45	09:15	15
D8	2026 WD	PM	ONE HOUR	16:45	18:15	15
D9	2036 WoD	AM	ONE HOUR	07:45	09:15	15
D10	2036 WoD	PM	ONE HOUR	16:45	18:15	15
D11	2036 WoDWS	AM	ONE HOUR	07:45	09:15	15
D12	2036 WoDWS	PM	ONE HOUR	16:45	18:15	15
D13	2036 WD	AM	ONE HOUR	07:45	09:15	15
D14	2036 WD	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2018 Base, AM

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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
29	The Common Barwell/ A47/ B4668	Standard Roundabout		A, B, C, D	3.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.20	A

Arms

Arms

Arm	Name	Description	No give-way line
A	The Common Barwell		
B	A47 (East)		
C	B4668		
D	A47 (West)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - The Common Barwell	2.80	8.00	20.0	20.0	80.0	26.5		
B - A47 (East)	7.43	10.88	12.0	73.0	80.0	12.0		
C - B4668	3.25	10.00	23.3	31.0	80.0	22.0		
D - A47 (West)	3.65	9.32	16.0	74.0	80.0	16.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - The Common Barwell	0.479	1729
B - A47 (East)	0.695	3070
C - B4668	0.547	2138
D - A47 (West)	0.546	2072

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)
D1	2018 Base	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - The Common Barwell		✓	338	100.000
B - A47 (East)		✓	1469	100.000
C - B4668		✓	415	100.000
D - A47 (West)		✓	651	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	1	116	177	44
	B - A47 (East)	104	3	562	800
	C - B4668	106	273	5	31
	D - A47 (West)	29	579	43	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	0	0	0	0
	B - A47 (East)	0	0	0	0
	C - B4668	0	0	0	0
	D - A47 (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - The Common Barwell	0.30	4.09	0.4	A
B - A47 (East)	0.56	2.89	1.3	A
C - B4668	0.29	3.25	0.4	A
D - A47 (West)	0.40	3.40	0.7	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	254	678	1404	0.181	254	0.2	3.127	A
B - A47 (East)	1106	203	2929	0.378	1104	0.6	1.970	A
C - B4668	312	715	1747	0.179	312	0.2	2.507	A
D - A47 (West)	490	369	1870	0.262	489	0.4	2.603	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	304	811	1340	0.227	304	0.3	3.471	A
B - A47 (East)	1321	243	2901	0.455	1320	0.8	2.275	A
C - B4668	373	855	1670	0.223	373	0.3	2.774	A
D - A47 (West)	585	442	1831	0.320	585	0.5	2.889	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	372	993	1253	0.297	372	0.4	4.082	A
B - A47 (East)	1617	297	2863	0.565	1616	1.3	2.882	A
C - B4668	457	1047	1566	0.292	456	0.4	3.244	A
D - A47 (West)	717	541	1777	0.403	716	0.7	3.393	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	372	994	1253	0.297	372	0.4	4.087	A
B - A47 (East)	1617	297	2863	0.565	1617	1.3	2.889	A
C - B4668	457	1048	1565	0.292	457	0.4	3.248	A
D - A47 (West)	717	542	1776	0.403	717	0.7	3.396	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	304	813	1340	0.227	304	0.3	3.478	A
B - A47 (East)	1321	243	2901	0.455	1322	0.8	2.285	A
C - B4668	373	857	1669	0.223	374	0.3	2.778	A
D - A47 (West)	585	443	1830	0.320	586	0.5	2.894	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	254	680	1403	0.181	255	0.2	3.137	A
B - A47 (East)	1106	203	2928	0.378	1107	0.6	1.977	A
C - B4668	312	717	1746	0.179	313	0.2	2.512	A
D - A47 (West)	490	371	1870	0.262	491	0.4	2.612	A

2018 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
29	The Common Barwell/ A47/ B4668	Standard Roundabout		A, B, C, D	4.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.00	A

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)
D2	2018 Base	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - The Common Barwell		✓	211	100.000
B - A47 (East)		✓	1316	100.000
C - B4668		✓	705	100.000
D - A47 (West)		✓	878	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	0	86	98	27
	B - A47 (East)	167	3	438	708
	C - B4668	194	467	0	44
	D - A47 (West)	73	756	47	2

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	0	0	0	0
	B - A47 (East)	0	0	0	0
	C - B4668	0	0	0	0
	D - A47 (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - The Common Barwell	0.22	4.37	0.3	A
B - A47 (East)	0.49	2.42	1.0	A
C - B4668	0.49	4.41	0.9	A
D - A47 (West)	0.61	5.94	1.6	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	159	956	1271	0.125	158	0.1	3.234	A
B - A47 (East)	991	131	2979	0.333	989	0.5	1.807	A
C - B4668	531	681	1765	0.301	529	0.4	2.908	A
D - A47 (West)	661	624	1732	0.382	659	0.6	3.348	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	190	1145	1181	0.161	189	0.2	3.631	A
B - A47 (East)	1183	156	2961	0.400	1182	0.7	2.024	A
C - B4668	634	815	1692	0.375	633	0.6	3.397	A
D - A47 (West)	789	746	1665	0.474	788	0.9	4.101	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	232	1400	1058	0.220	232	0.3	4.355	A
B - A47 (East)	1449	191	2937	0.493	1448	1.0	2.415	A
C - B4668	776	998	1592	0.487	775	0.9	4.396	A
D - A47 (West)	967	913	1574	0.614	964	1.6	5.879	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	232	1404	1057	0.220	232	0.3	4.367	A
B - A47 (East)	1449	192	2936	0.493	1449	1.0	2.419	A
C - B4668	776	999	1592	0.488	776	0.9	4.412	A
D - A47 (West)	967	915	1573	0.615	967	1.6	5.938	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	190	1150	1178	0.161	190	0.2	3.645	A
B - A47 (East)	1183	157	2961	0.400	1184	0.7	2.027	A
C - B4668	634	816	1692	0.375	635	0.6	3.413	A
D - A47 (West)	789	748	1664	0.474	792	0.9	4.143	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	159	961	1269	0.125	159	0.1	3.247	A
B - A47 (East)	991	131	2978	0.333	991	0.5	1.814	A
C - B4668	531	683	1764	0.301	531	0.4	2.921	A
D - A47 (West)	661	626	1730	0.382	662	0.6	3.373	A

2026 WoD, AM

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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
29	The Common Barwell/ A47/ B4668	Standard Roundabout		A, B, C, D	3.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.06	A

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)
D3	2026 WoD	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - The Common Barwell		✓	278	100.000
B - A47 (East)		✓	1448	100.000
C - B4668		✓	513	100.000
D - A47 (West)		✓	559	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	1	107	141	29
	B - A47 (East)	114	3	652	679
	C - B4668	123	359	1	30
	D - A47 (West)	25	501	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	0	0	0	0
	B - A47 (East)	0	0	0	0
	C - B4668	0	0	0	0
	D - A47 (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - The Common Barwell	0.24	3.79	0.3	A
B - A47 (East)	0.55	2.73	1.2	A
C - B4668	0.34	3.34	0.5	A
D - A47 (West)	0.36	3.28	0.6	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	209	673	1407	0.149	209	0.2	3.003	A
B - A47 (East)	1090	154	2963	0.368	1088	0.6	1.917	A
C - B4668	386	621	1799	0.215	385	0.3	2.546	A
D - A47 (West)	421	451	1826	0.230	420	0.3	2.557	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	250	806	1343	0.186	250	0.2	3.292	A
B - A47 (East)	1302	184	2942	0.443	1301	0.8	2.193	A
C - B4668	461	742	1732	0.266	461	0.4	2.831	A
D - A47 (West)	503	540	1777	0.283	502	0.4	2.823	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	306	987	1256	0.244	306	0.3	3.784	A
B - A47 (East)	1594	225	2913	0.547	1593	1.2	2.723	A
C - B4668	565	908	1641	0.344	564	0.5	3.341	A
D - A47 (West)	615	661	1711	0.360	615	0.6	3.281	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	306	988	1256	0.244	306	0.3	3.789	A
B - A47 (East)	1594	226	2913	0.547	1594	1.2	2.729	A
C - B4668	565	909	1641	0.344	565	0.5	3.345	A
D - A47 (West)	615	662	1711	0.360	615	0.6	3.285	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	250	807	1342	0.186	250	0.2	3.297	A
B - A47 (East)	1302	185	2941	0.443	1303	0.8	2.201	A
C - B4668	461	743	1731	0.266	462	0.4	2.838	A
D - A47 (West)	503	541	1777	0.283	503	0.4	2.829	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	209	676	1405	0.149	210	0.2	3.012	A
B - A47 (East)	1090	154	2962	0.368	1091	0.6	1.924	A
C - B4668	386	622	1798	0.215	387	0.3	2.553	A
D - A47 (West)	421	453	1825	0.231	421	0.3	2.564	A

2026 WoD, 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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
29	The Common Barwell/ A47/ B4668	Standard Roundabout		A, B, C, D	3.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.92	A

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)
D4	2026 WoD	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - The Common Barwell		✓	180	100.000
B - A47 (East)		✓	1374	100.000
C - B4668		✓	829	100.000
D - A47 (West)		✓	731	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
A - The Common Barwell	0	84	80	16
B - A47 (East)	202	3	556	613
C - B4668	201	593	0	35
D - A47 (West)	56	641	33	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
From		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
	A - The Common Barwell	0	0	0	0
	B - A47 (East)	0	0	0	0
	C - B4668	0	0	0	0
	D - A47 (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - The Common Barwell	0.19	4.18	0.2	A
B - A47 (East)	0.51	2.47	1.0	A
C - B4668	0.56	4.98	1.3	A
D - A47 (West)	0.55	5.40	1.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	136	954	1272	0.107	135	0.1	3.163	A
B - A47 (East)	1034	98	3002	0.345	1032	0.5	1.826	A
C - B4668	624	627	1795	0.348	622	0.5	3.064	A
D - A47 (West)	550	750	1663	0.331	548	0.5	3.224	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	162	1141	1182	0.137	162	0.2	3.526	A
B - A47 (East)	1235	117	2988	0.413	1234	0.7	2.051	A
C - B4668	745	750	1728	0.431	744	0.8	3.657	A
D - A47 (West)	657	897	1583	0.415	656	0.7	3.883	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	198	1396	1060	0.187	198	0.2	4.174	A
B - A47 (East)	1513	143	2970	0.509	1511	1.0	2.465	A
C - B4668	913	919	1636	0.558	911	1.2	4.954	A
D - A47 (West)	805	1098	1473	0.546	803	1.2	5.357	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	198	1399	1059	0.187	198	0.2	4.183	A
B - A47 (East)	1513	143	2970	0.509	1513	1.0	2.469	A
C - B4668	913	919	1635	0.558	913	1.3	4.982	A
D - A47 (West)	805	1100	1472	0.547	805	1.2	5.395	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	162	1146	1180	0.137	162	0.2	3.539	A
B - A47 (East)	1235	117	2988	0.413	1237	0.7	2.056	A
C - B4668	745	751	1727	0.432	747	0.8	3.680	A
D - A47 (West)	657	900	1581	0.416	659	0.7	3.914	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	136	958	1270	0.107	136	0.1	3.175	A
B - A47 (East)	1034	98	3001	0.345	1035	0.5	1.830	A
C - B4668	624	629	1794	0.348	625	0.5	3.081	A
D - A47 (West)	550	753	1661	0.331	551	0.5	3.245	A

2026 WoDWS, AM

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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
29	The Common Barwell/ A47/ B4668	Standard Roundabout		A, B, C, D	3.81	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.81	A

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)
D5	2026 WoDWS	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - The Common Barwell		✓	428	100.000
B - A47 (East)		✓	1509	100.000
C - B4668		✓	680	100.000
D - A47 (West)		✓	657	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	1	77	312	38
	B - A47 (East)	84	3	809	613
	C - B4668	214	375	20	71
	D - A47 (West)	38	511	108	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	0	0	0	0
	B - A47 (East)	0	0	0	0
	C - B4668	0	0	0	0
	D - A47 (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - The Common Barwell	0.40	4.99	0.7	A
B - A47 (East)	0.61	3.45	1.6	A
C - B4668	0.44	3.81	0.8	A
D - A47 (West)	0.44	3.87	0.8	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	322	763	1363	0.236	321	0.3	3.448	A
B - A47 (East)	1136	359	2820	0.403	1133	0.7	2.131	A
C - B4668	512	555	1834	0.279	510	0.4	2.717	A
D - A47 (West)	495	523	1787	0.277	493	0.4	2.779	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	385	913	1291	0.298	384	0.4	3.966	A
B - A47 (East)	1357	430	2771	0.490	1355	1.0	2.541	A
C - B4668	611	664	1775	0.344	611	0.5	3.090	A
D - A47 (West)	591	626	1730	0.341	590	0.5	3.155	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	471	1118	1193	0.395	470	0.6	4.972	A
B - A47 (East)	1661	526	2704	0.615	1659	1.6	3.437	A
C - B4668	749	812	1694	0.442	748	0.8	3.802	A
D - A47 (West)	723	766	1654	0.437	722	0.8	3.860	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	471	1120	1193	0.395	471	0.7	4.989	A
B - A47 (East)	1661	527	2703	0.615	1661	1.6	3.455	A
C - B4668	749	814	1693	0.442	749	0.8	3.811	A
D - A47 (West)	723	767	1653	0.438	723	0.8	3.870	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	385	916	1290	0.298	386	0.4	3.982	A
B - A47 (East)	1357	432	2770	0.490	1359	1.0	2.558	A
C - B4668	611	666	1774	0.345	612	0.5	3.101	A
D - A47 (West)	591	628	1730	0.341	592	0.5	3.165	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	322	766	1362	0.237	323	0.3	3.467	A
B - A47 (East)	1136	361	2819	0.403	1137	0.7	2.142	A
C - B4668	512	557	1833	0.279	512	0.4	2.726	A
D - A47 (West)	495	525	1785	0.277	495	0.4	2.790	A

2026 WoDWS, 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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
29	The Common Barwell/ A47/ B4668	Standard Roundabout		A, B, C, D	8.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.03	A

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)
D6	2026 WoDWS	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - The Common Barwell		✓	241	100.000
B - A47 (East)		✓	1333	100.000
C - B4668		✓	1287	100.000
D - A47 (West)		✓	716	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	0	73	143	25
	B - A47 (East)	143	3	568	619
	C - B4668	390	809	0	88
	D - A47 (West)	62	580	73	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	0	0	0	0
	B - A47 (East)	0	0	0	0
	C - B4668	0	0	0	0
	D - A47 (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - The Common Barwell	0.28	5.21	0.4	A
B - A47 (East)	0.51	2.54	1.0	A
C - B4668	0.85	14.50	5.5	B
D - A47 (West)	0.62	7.55	1.6	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	181	1099	1203	0.151	181	0.2	3.521	A
B - A47 (East)	1004	181	2943	0.341	1001	0.5	1.851	A
C - B4668	969	594	1813	0.534	964	1.1	4.220	A
D - A47 (West)	539	1008	1522	0.354	537	0.5	3.647	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	217	1315	1099	0.197	216	0.2	4.077	A
B - A47 (East)	1198	217	2919	0.411	1198	0.7	2.090	A
C - B4668	1157	711	1749	0.661	1154	1.9	6.015	A
D - A47 (West)	644	1206	1414	0.455	643	0.8	4.660	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	265	1603	961	0.276	265	0.4	5.170	A
B - A47 (East)	1468	266	2885	0.509	1466	1.0	2.535	A
C - B4668	1417	870	1662	0.853	1404	5.3	13.288	B
D - A47 (West)	788	1468	1271	0.620	785	1.6	7.365	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	265	1613	956	0.278	265	0.4	5.211	A
B - A47 (East)	1468	266	2884	0.509	1468	1.0	2.540	A
C - B4668	1417	871	1662	0.853	1416	5.5	14.502	B
D - A47 (West)	788	1480	1265	0.623	788	1.6	7.552	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	217	1330	1092	0.198	217	0.2	4.117	A
B - A47 (East)	1198	218	2918	0.411	1200	0.7	2.096	A
C - B4668	1157	712	1749	0.662	1171	2.0	6.377	A
D - A47 (West)	644	1222	1405	0.458	647	0.9	4.765	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	181	1107	1199	0.151	182	0.2	3.542	A
B - A47 (East)	1004	183	2943	0.341	1004	0.5	1.856	A
C - B4668	969	596	1812	0.535	972	1.2	4.305	A
D - A47 (West)	539	1016	1518	0.355	540	0.6	3.686	A

2026 WD, AM

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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
29	The Common Barwell/ A47/ B4668	Standard Roundabout		A, B, C, D	4.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.34	A

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)
D7	2026 WD	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - The Common Barwell		✓	440	100.000
B - A47 (East)		✓	1535	100.000
C - B4668		✓	738	100.000
D - A47 (West)		✓	776	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	1	67	326	46
	B - A47 (East)	75	1	818	641
	C - B4668	217	382	28	111
	D - A47 (West)	39	521	216	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	0	0	0	0
	B - A47 (East)	0	0	0	0
	C - B4668	0	0	0	0
	D - A47 (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - The Common Barwell	0.43	5.63	0.8	A
B - A47 (East)	0.65	3.97	1.9	A
C - B4668	0.48	4.16	0.9	A
D - A47 (West)	0.52	4.53	1.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	331	861	1316	0.252	330	0.3	3.644	A
B - A47 (East)	1156	463	2748	0.421	1153	0.7	2.253	A
C - B4668	556	574	1824	0.305	554	0.4	2.830	A
D - A47 (West)	584	528	1784	0.328	582	0.5	2.991	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	396	1031	1235	0.320	395	0.5	4.282	A
B - A47 (East)	1380	554	2685	0.514	1379	1.1	2.754	A
C - B4668	663	686	1763	0.376	663	0.6	3.271	A
D - A47 (West)	698	632	1727	0.404	697	0.7	3.493	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	484	1262	1125	0.431	483	0.7	5.603	A
B - A47 (East)	1690	678	2598	0.650	1687	1.8	3.936	A
C - B4668	813	840	1679	0.484	811	0.9	4.143	A
D - A47 (West)	854	774	1650	0.518	853	1.1	4.507	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	484	1264	1124	0.431	484	0.8	5.632	A
B - A47 (East)	1690	679	2597	0.651	1690	1.9	3.967	A
C - B4668	813	841	1678	0.484	813	0.9	4.159	A
D - A47 (West)	854	775	1649	0.518	854	1.1	4.529	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	396	1034	1234	0.321	397	0.5	4.308	A
B - A47 (East)	1380	556	2683	0.514	1383	1.1	2.777	A
C - B4668	663	688	1761	0.377	665	0.6	3.285	A
D - A47 (West)	698	634	1726	0.404	699	0.7	3.512	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	331	865	1315	0.252	332	0.3	3.664	A
B - A47 (East)	1156	465	2746	0.421	1157	0.7	2.268	A
C - B4668	556	576	1823	0.305	556	0.4	2.842	A
D - A47 (West)	584	531	1783	0.328	585	0.5	3.009	A

2026 WD, 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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
29	The Common Barwell/ A47/ B4668	Standard Roundabout		A, B, C, D	12.14	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.14	B

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)
D8	2026 WD	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - The Common Barwell		✓	240	100.000
B - A47 (East)		✓	1351	100.000
C - B4668		✓	1375	100.000
D - A47 (West)		✓	852	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	0	58	156	26
	B - A47 (East)	119	3	590	639
	C - B4668	404	863	0	108
	D - A47 (West)	65	577	209	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	0	0	0	0
	B - A47 (East)	0	0	0	0
	C - B4668	0	0	0	0
	D - A47 (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - The Common Barwell	0.31	6.06	0.4	A
B - A47 (East)	0.54	2.81	1.2	A
C - B4668	0.91	22.53	8.9	C
D - A47 (West)	0.76	11.88	3.0	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	181	1238	1136	0.159	180	0.2	3.761	A
B - A47 (East)	1017	294	2865	0.355	1015	0.5	1.942	A
C - B4668	1035	592	1814	0.571	1030	1.3	4.561	A
D - A47 (West)	641	1041	1504	0.426	638	0.7	4.144	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	216	1482	1019	0.212	215	0.3	4.476	A
B - A47 (East)	1215	352	2825	0.430	1214	0.8	2.233	A
C - B4668	1236	708	1751	0.706	1232	2.3	6.883	A
D - A47 (West)	766	1245	1393	0.550	764	1.2	5.707	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	264	1799	867	0.305	264	0.4	5.960	A
B - A47 (East)	1487	429	2771	0.537	1486	1.2	2.797	A
C - B4668	1514	867	1664	0.910	1491	8.1	18.695	C
D - A47 (West)	938	1508	1249	0.751	931	2.9	11.095	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	264	1817	858	0.308	264	0.4	6.059	A
B - A47 (East)	1487	431	2770	0.537	1487	1.2	2.807	A
C - B4668	1514	868	1664	0.910	1511	8.9	22.534	C
D - A47 (West)	938	1526	1239	0.757	938	3.0	11.885	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	216	1509	1006	0.214	216	0.3	4.563	A
B - A47 (East)	1215	355	2823	0.430	1216	0.8	2.242	A
C - B4668	1236	709	1750	0.706	1262	2.5	7.750	A
D - A47 (West)	766	1273	1378	0.556	773	1.3	6.018	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	181	1249	1131	0.160	181	0.2	3.794	A
B - A47 (East)	1017	296	2864	0.355	1018	0.6	1.952	A
C - B4668	1035	594	1813	0.571	1040	1.3	4.681	A
D - A47 (West)	641	1050	1499	0.428	643	0.8	4.218	A

2036 WoD, AM

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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
29	The Common Barwell/ A47/ B4668	Standard Roundabout		A, B, C, D	3.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.66	A

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)
D9	2036 WoD	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - The Common Barwell		✓	443	100.000
B - A47 (East)		✓	1549	100.000
C - B4668		✓	591	100.000
D - A47 (West)		✓	608	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	2	175	222	44
	B - A47 (East)	168	3	650	728
	C - B4668	174	387	1	29
	D - A47 (West)	33	544	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	0	0	0	0
	B - A47 (East)	0	0	0	0
	C - B4668	0	0	0	0
	D - A47 (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - The Common Barwell	0.40	4.92	0.7	A
B - A47 (East)	0.60	3.17	1.5	A
C - B4668	0.41	3.92	0.7	A
D - A47 (West)	0.41	3.74	0.7	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	334	725	1382	0.241	332	0.3	3.425	A
B - A47 (East)	1166	225	2913	0.400	1164	0.7	2.055	A
C - B4668	445	710	1750	0.254	444	0.3	2.754	A
D - A47 (West)	458	552	1771	0.258	456	0.3	2.736	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	398	868	1313	0.303	398	0.4	3.930	A
B - A47 (East)	1393	269	2882	0.483	1391	0.9	2.414	A
C - B4668	531	849	1674	0.317	531	0.5	3.147	A
D - A47 (West)	547	660	1712	0.319	546	0.5	3.086	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	488	1062	1220	0.400	487	0.7	4.902	A
B - A47 (East)	1705	330	2840	0.600	1703	1.5	3.158	A
C - B4668	651	1039	1570	0.415	650	0.7	3.908	A
D - A47 (West)	669	808	1631	0.410	669	0.7	3.736	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	488	1064	1220	0.400	488	0.7	4.918	A
B - A47 (East)	1705	330	2840	0.601	1705	1.5	3.172	A
C - B4668	651	1040	1569	0.415	651	0.7	3.919	A
D - A47 (West)	669	809	1631	0.411	669	0.7	3.744	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	398	870	1312	0.303	399	0.4	3.945	A
B - A47 (East)	1393	270	2882	0.483	1395	0.9	2.424	A
C - B4668	531	851	1673	0.318	532	0.5	3.161	A
D - A47 (West)	547	662	1711	0.319	547	0.5	3.098	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	334	728	1380	0.242	334	0.3	3.441	A
B - A47 (East)	1166	226	2912	0.400	1167	0.7	2.063	A
C - B4668	445	712	1749	0.254	445	0.3	2.763	A
D - A47 (West)	458	554	1770	0.259	458	0.4	2.745	A

2036 WoD, 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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
29	The Common Barwell/ A47/ B4668	Standard Roundabout		A, B, C, D	5.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.31	A

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)
D10	2036 WoD	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - The Common Barwell		✓	308	100.000
B - A47 (East)		✓	1487	100.000
C - B4668		✓	981	100.000
D - A47 (West)		✓	771	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
A - The Common Barwell	0	139	140	29
B - A47 (East)	281	3	557	646
C - B4668	318	623	0	40
D - A47 (West)	79	654	37	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	0	0	0	0
	B - A47 (East)	0	0	0	0
	C - B4668	0	0	0	0
	D - A47 (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - The Common Barwell	0.33	5.18	0.5	A
B - A47 (East)	0.56	2.82	1.3	A
C - B4668	0.69	7.49	2.2	A
D - A47 (West)	0.64	7.38	1.7	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	232	988	1256	0.185	231	0.2	3.510	A
B - A47 (East)	1119	155	2962	0.378	1117	0.6	1.949	A
C - B4668	739	721	1744	0.424	736	0.7	3.561	A
D - A47 (West)	580	919	1571	0.370	578	0.6	3.620	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	277	1183	1162	0.238	277	0.3	4.064	A
B - A47 (East)	1337	186	2940	0.455	1336	0.8	2.242	A
C - B4668	882	862	1666	0.529	880	1.1	4.570	A
D - A47 (West)	693	1100	1472	0.471	692	0.9	4.608	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	339	1445	1037	0.327	338	0.5	5.151	A
B - A47 (East)	1637	227	2912	0.562	1635	1.3	2.817	A
C - B4668	1080	1056	1561	0.692	1076	2.2	7.358	A
D - A47 (West)	849	1344	1339	0.634	846	1.7	7.255	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	339	1451	1034	0.328	339	0.5	5.180	A
B - A47 (East)	1637	228	2911	0.562	1637	1.3	2.825	A
C - B4668	1080	1057	1560	0.692	1080	2.2	7.494	A
D - A47 (West)	849	1349	1336	0.635	849	1.7	7.383	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	277	1191	1159	0.239	278	0.3	4.088	A
B - A47 (East)	1337	187	2940	0.455	1339	0.8	2.250	A
C - B4668	882	864	1665	0.530	886	1.1	4.646	A
D - A47 (West)	693	1106	1469	0.472	696	0.9	4.680	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	232	994	1253	0.185	232	0.2	3.530	A
B - A47 (East)	1119	156	2961	0.378	1120	0.6	1.958	A
C - B4668	739	723	1742	0.424	740	0.7	3.599	A
D - A47 (West)	580	924	1568	0.370	582	0.6	3.653	A

2036 WoDWS, AM

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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
29	The Common Barwell/ A47/ B4668	Standard Roundabout		A, B, C, D	5.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.14	A

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)
D11	2036 WoDWS	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - The Common Barwell		✓	608	100.000
B - A47 (East)		✓	1640	100.000
C - B4668		✓	813	100.000
D - A47 (West)		✓	707	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	3	114	432	59
	B - A47 (East)	124	3	830	683
	C - B4668	308	411	21	73
	D - A47 (West)	51	550	106	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	0	0	0	0
	B - A47 (East)	0	0	0	0
	C - B4668	0	0	0	0
	D - A47 (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - The Common Barwell	0.58	7.43	1.4	A
B - A47 (East)	0.70	4.56	2.3	A
C - B4668	0.55	5.01	1.2	A
D - A47 (West)	0.50	4.67	1.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	458	819	1337	0.342	456	0.5	4.076	A
B - A47 (East)	1235	466	2746	0.450	1231	0.8	2.372	A
C - B4668	612	655	1780	0.344	610	0.5	3.072	A
D - A47 (West)	532	653	1716	0.310	530	0.4	3.033	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	547	980	1260	0.434	546	0.8	5.033	A
B - A47 (East)	1474	557	2682	0.550	1473	1.2	2.972	A
C - B4668	731	783	1710	0.427	730	0.7	3.670	A
D - A47 (West)	636	781	1646	0.386	635	0.6	3.559	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	669	1199	1155	0.580	667	1.4	7.347	A
B - A47 (East)	1806	682	2596	0.696	1802	2.2	4.509	A
C - B4668	895	958	1614	0.555	893	1.2	4.980	A
D - A47 (West)	778	956	1551	0.502	777	1.0	4.645	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	669	1201	1154	0.580	669	1.4	7.431	A
B - A47 (East)	1806	684	2594	0.696	1806	2.3	4.562	A
C - B4668	895	960	1613	0.555	895	1.2	5.014	A
D - A47 (West)	778	958	1549	0.502	778	1.0	4.668	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	547	983	1258	0.434	549	0.8	5.095	A
B - A47 (East)	1474	560	2680	0.550	1478	1.2	3.005	A
C - B4668	731	786	1708	0.428	733	0.8	3.697	A
D - A47 (West)	636	784	1644	0.387	637	0.6	3.578	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	458	823	1335	0.343	459	0.5	4.112	A
B - A47 (East)	1235	468	2744	0.450	1236	0.8	2.391	A
C - B4668	612	657	1778	0.344	613	0.5	3.093	A
D - A47 (West)	532	656	1714	0.311	533	0.5	3.051	A

2036 WoDWS, 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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
29	The Common Barwell/ A47/ B4668	Standard Roundabout		A, B, C, D	15.32	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.32	C

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)
D12	2036 WoDWS	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - The Common Barwell		✓	378	100.000
B - A47 (East)		✓	1499	100.000
C - B4668		✓	1367	100.000
D - A47 (West)		✓	803	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	0	110	229	39
	B - A47 (East)	217	3	637	642
	C - B4668	516	772	0	79
	D - A47 (West)	96	629	77	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	0	0	0	0
	B - A47 (East)	0	0	0	0
	C - B4668	0	0	0	0
	D - A47 (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - The Common Barwell	0.44	6.75	0.8	A
B - A47 (East)	0.59	3.12	1.4	A
C - B4668	0.94	32.72	12.8	D
D - A47 (West)	0.76	12.51	3.0	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	285	1110	1197	0.238	283	0.3	3.935	A
B - A47 (East)	1129	259	2889	0.391	1126	0.6	2.039	A
C - B4668	1029	677	1767	0.582	1024	1.4	4.805	A
D - A47 (West)	605	1130	1456	0.415	602	0.7	4.202	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	340	1328	1093	0.311	339	0.4	4.774	A
B - A47 (East)	1348	310	2854	0.472	1347	0.9	2.387	A
C - B4668	1229	810	1695	0.725	1224	2.6	7.571	A
D - A47 (West)	722	1351	1335	0.541	720	1.2	5.837	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	416	1607	959	0.434	415	0.8	6.600	A
B - A47 (East)	1650	379	2806	0.588	1648	1.4	3.105	A
C - B4668	1505	992	1596	0.943	1471	11.0	24.288	C
D - A47 (West)	884	1628	1184	0.747	878	2.8	11.518	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	416	1627	950	0.438	416	0.8	6.748	A
B - A47 (East)	1650	381	2805	0.588	1650	1.4	3.117	A
C - B4668	1505	993	1595	0.944	1498	12.8	32.719	D
D - A47 (West)	884	1653	1170	0.756	883	3.0	12.506	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	340	1361	1077	0.316	341	0.5	4.899	A
B - A47 (East)	1348	313	2852	0.472	1350	0.9	2.400	A
C - B4668	1229	812	1694	0.726	1269	2.7	9.253	A
D - A47 (West)	722	1394	1311	0.550	729	1.2	6.252	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	285	1121	1192	0.239	285	0.3	3.972	A
B - A47 (East)	1129	261	2888	0.391	1130	0.6	2.048	A
C - B4668	1029	680	1766	0.583	1034	1.4	4.955	A
D - A47 (West)	605	1140	1450	0.417	607	0.7	4.279	A

2036 WD, AM

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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
29	The Common Barwell/ A47/ B4668	Standard Roundabout		A, B, C, D	5.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.74	A

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)
D13	2036 WD	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - The Common Barwell		✓	611	100.000
B - A47 (East)		✓	1674	100.000
C - B4668		✓	820	100.000
D - A47 (West)		✓	782	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	3	123	416	69
	B - A47 (East)	130	1	796	747
	C - B4668	293	417	26	84
	D - A47 (West)	48	549	185	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	0	0	0	0
	B - A47 (East)	0	0	0	0
	C - B4668	0	0	0	0
	D - A47 (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - The Common Barwell	0.61	8.27	1.5	A
B - A47 (East)	0.73	5.20	2.6	A
C - B4668	0.58	5.43	1.4	A
D - A47 (West)	0.56	5.23	1.2	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	460	884	1306	0.352	458	0.5	4.236	A
B - A47 (East)	1260	524	2705	0.466	1257	0.9	2.479	A
C - B4668	617	713	1748	0.353	615	0.5	3.173	A
D - A47 (West)	589	653	1716	0.343	587	0.5	3.183	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	549	1058	1222	0.449	548	0.8	5.331	A
B - A47 (East)	1505	627	2634	0.571	1503	1.3	3.178	A
C - B4668	737	853	1672	0.441	736	0.8	3.845	A
D - A47 (West)	703	781	1646	0.427	702	0.7	3.811	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	673	1294	1109	0.607	670	1.5	8.143	A
B - A47 (East)	1843	767	2537	0.727	1838	2.6	5.116	A
C - B4668	903	1043	1568	0.576	901	1.3	5.378	A
D - A47 (West)	861	955	1551	0.555	859	1.2	5.190	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	673	1297	1108	0.607	673	1.5	8.270	A
B - A47 (East)	1843	770	2535	0.727	1843	2.6	5.203	A
C - B4668	903	1046	1566	0.576	903	1.4	5.427	A
D - A47 (West)	861	958	1549	0.556	861	1.2	5.228	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	549	1062	1220	0.450	552	0.8	5.409	A
B - A47 (East)	1505	631	2631	0.572	1510	1.3	3.225	A
C - B4668	737	857	1669	0.442	739	0.8	3.880	A
D - A47 (West)	703	785	1644	0.428	705	0.8	3.842	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	460	888	1304	0.353	461	0.5	4.280	A
B - A47 (East)	1260	527	2703	0.466	1262	0.9	2.501	A
C - B4668	617	716	1746	0.354	618	0.5	3.196	A
D - A47 (West)	589	656	1714	0.343	590	0.5	3.203	A

2036 WD, 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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
29	The Common Barwell/ A47/ B4668	Standard Roundabout		A, B, C, D	26.47	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	26.47	D

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)
D14	2036 WD	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - The Common Barwell		✓	383	100.000
B - A47 (East)		✓	1494	100.000
C - B4668		✓	1436	100.000
D - A47 (West)		✓	869	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	0	108	234	41
	B - A47 (East)	202	3	619	670
	C - B4668	513	837	0	86
	D - A47 (West)	86	582	200	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	0	0	0	0
	B - A47 (East)	0	0	0	0
	C - B4668	0	0	0	0
	D - A47 (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - The Common Barwell	0.48	7.81	0.9	A
B - A47 (East)	0.61	3.39	1.5	A
C - B4668	1.00	60.68	26.6	F
D - A47 (West)	0.83	17.85	4.5	C

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	288	1215	1147	0.251	287	0.3	4.181	A
B - A47 (East)	1125	357	2822	0.399	1122	0.7	2.116	A
C - B4668	1081	689	1761	0.614	1075	1.6	5.198	A
D - A47 (West)	654	1164	1437	0.455	651	0.8	4.562	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	344	1453	1033	0.333	344	0.5	5.219	A
B - A47 (East)	1343	427	2773	0.484	1342	0.9	2.515	A
C - B4668	1291	824	1688	0.765	1285	3.1	8.799	A
D - A47 (West)	781	1392	1313	0.595	779	1.4	6.712	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	422	1740	895	0.471	420	0.9	7.554	A
B - A47 (East)	1645	521	2708	0.607	1643	1.5	3.373	A
C - B4668	1581	1008	1587	0.996	1518	19.0	36.059	E
D - A47 (West)	957	1652	1171	0.817	946	4.1	15.363	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	422	1768	882	0.478	422	0.9	7.813	A
B - A47 (East)	1645	524	2706	0.608	1645	1.5	3.393	A
C - B4668	1581	1010	1586	0.997	1551	26.6	60.684	F
D - A47 (West)	957	1684	1153	0.829	955	4.5	17.846	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	344	1523	999	0.345	346	0.5	5.523	A
B - A47 (East)	1343	432	2770	0.485	1345	0.9	2.531	A
C - B4668	1291	826	1686	0.766	1384	3.4	15.475	C
D - A47 (West)	781	1485	1262	0.619	793	1.7	7.856	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	288	1229	1140	0.253	289	0.3	4.233	A
B - A47 (East)	1125	360	2820	0.399	1126	0.7	2.128	A
C - B4668	1081	691	1760	0.614	1088	1.6	5.418	A
D - A47 (West)	654	1178	1430	0.458	657	0.9	4.681	A

<h1>Junctions 10</h1>
<h2>ARCADY 10 - Roundabout Module</h2>
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Filename: 220708 The Common Barwell_A47_B4668 Leicester Road (Miti).j10

Path: X:\NTT\NTT2814_Hinckley Rail Freight Interchange\02. Project Delivery\01. WIP\Design and Calculations\T&I Planning\04 Junction Modelling\JTC 29 - The Common Barwell - A47 - B4668 Leicester Rd

Report generation date: 08/07/2022 18:48:51

-
- »2018 Base, AM
 - »2018 Base, PM
 - »2026 WoD, AM
 - »2026 WoD, PM
 - »2026 WoDWS, AM
 - »2026 WoDWS, PM
 - »2026 WD, AM
 - »2026 WD, PM
 - »2036 WoD, AM
 - »2036 WoD, PM
 - »2036 WoDWS, AM
 - »2036 WoDWS, PM
 - »2036 WD, AM
 - »2036 WD, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2018 Base										
A - The Common Barwell	D1	0.4	4.09	0.30	A	D2	0.3	4.37	0.22	A
B - A47 (East)		1.3	2.89	0.56	A		1.0	2.42	0.49	A
C - B4668		0.3	2.68	0.25	A		0.7	3.42	0.42	A
D - A47 (West)		0.7	3.40	0.40	A		1.6	5.94	0.61	A
2026 WoD										
A - The Common Barwell	D3	0.3	3.79	0.24	A	D4	0.2	4.18	0.19	A
B - A47 (East)		1.2	2.73	0.55	A		1.0	2.47	0.51	A
C - B4668		0.4	2.74	0.30	A		0.9	3.74	0.49	A
D - A47 (West)		0.6	3.28	0.36	A		1.2	5.40	0.55	A
2026 WoDWS										
A - The Common Barwell	D5	0.7	4.99	0.40	A	D6	0.4	5.21	0.28	A
B - A47 (East)		1.6	3.45	0.61	A		1.0	2.54	0.51	A
C - B4668		0.6	3.03	0.39	A		2.9	7.39	0.74	A
D - A47 (West)		0.8	3.87	0.44	A		1.6	7.56	0.62	A
2026 WD										
A - The Common Barwell	D7	0.8	5.63	0.43	A	D8	0.4	6.07	0.31	A
B - A47 (East)		1.9	3.97	0.65	A		1.2	2.81	0.54	A
C - B4668		0.7	3.25	0.42	A		3.8	9.16	0.79	A
D - A47 (West)		1.1	4.53	0.52	A		3.0	11.95	0.76	B
2036 WoD										
A - The Common Barwell	D9	0.7	4.92	0.40	A	D10	0.5	5.18	0.33	A
B - A47 (East)		1.5	3.17	0.60	A		1.3	2.82	0.56	A
C - B4668		0.6	3.12	0.36	A		1.5	5.05	0.60	A
D - A47 (West)		0.7	3.74	0.41	A		1.7	7.38	0.64	A
2036 WoDWS										
A - The Common Barwell	D11	1.4	7.43	0.58	A	D12	0.8	6.77	0.44	A
B - A47 (East)		2.3	4.56	0.70	A		1.4	3.12	0.59	A
C - B4668		0.9	3.77	0.48	A		4.5	10.99	0.82	B
D - A47 (West)		1.0	4.67	0.50	A		3.0	12.68	0.76	B
2036 WD										
A - The Common Barwell	D13	1.5	8.27	0.61	A	D14	0.9	7.96	0.48	A
B - A47 (East)		2.6	5.20	0.73	A		1.5	3.39	0.61	A
C - B4668		1.0	4.02	0.50	A		6.2	14.75	0.87	B
D - A47 (West)		1.2	5.23	0.56	A		4.9	19.31	0.84	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	J29 - The Common Barwell/ A47/ B4668
Location	
Site number	J29
Date	18/12/2020
Version	V0.1
Status	Existing
Identifier	
Client	
Jobnumber	NTT2814
Enumerator	BWB
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2018 Base	AM	ONE HOUR	07:45	09:15	15
D2	2018 Base	PM	ONE HOUR	16:45	18:15	15
D3	2026 WoD	AM	ONE HOUR	07:45	09:15	15
D4	2026 WoD	PM	ONE HOUR	16:45	18:15	15
D5	2026 WoDWS	AM	ONE HOUR	07:45	09:15	15
D6	2026 WoDWS	PM	ONE HOUR	16:45	18:15	15
D7	2026 WD	AM	ONE HOUR	07:45	09:15	15
D8	2026 WD	PM	ONE HOUR	16:45	18:15	15
D9	2036 WoD	AM	ONE HOUR	07:45	09:15	15
D10	2036 WoD	PM	ONE HOUR	16:45	18:15	15
D11	2036 WoDWS	AM	ONE HOUR	07:45	09:15	15
D12	2036 WoDWS	PM	ONE HOUR	16:45	18:15	15
D13	2036 WD	AM	ONE HOUR	07:45	09:15	15
D14	2036 WD	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2018 Base, AM

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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
29	The Common Barwell/ A47/ B4668	Standard Roundabout		A, B, C, D	3.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.12	A

Arms

Arms

Arm	Name	Description	No give-way line
A	The Common Barwell		
B	A47 (East)		
C	B4668		
D	A47 (West)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - The Common Barwell	2.80	8.00	20.0	20.0	80.0	26.5		
B - A47 (East)	7.43	10.88	12.0	73.0	80.0	12.0		
C - B4668	3.25	12.00	25.0	74.0	80.0	16.0		
D - A47 (West)	3.65	9.32	16.0	74.0	80.0	16.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - The Common Barwell	0.479	1729
B - A47 (East)	0.695	3070
C - B4668	0.597	2424
D - A47 (West)	0.546	2072

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)
D1	2018 Base	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - The Common Barwell		✓	338	100.000
B - A47 (East)		✓	1469	100.000
C - B4668		✓	415	100.000
D - A47 (West)		✓	651	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	1	116	177	44
	B - A47 (East)	104	3	562	800
	C - B4668	106	273	5	31
	D - A47 (West)	29	579	43	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	0	0	0	0
	B - A47 (East)	0	0	0	0
	C - B4668	0	0	0	0
	D - A47 (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - The Common Barwell	0.30	4.09	0.4	A
B - A47 (East)	0.56	2.89	1.3	A
C - B4668	0.25	2.68	0.3	A
D - A47 (West)	0.40	3.40	0.7	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	254	678	1404	0.181	254	0.2	3.127	A
B - A47 (East)	1106	203	2929	0.378	1104	0.6	1.970	A
C - B4668	312	715	1997	0.156	312	0.2	2.135	A
D - A47 (West)	490	370	1870	0.262	489	0.4	2.603	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	304	811	1340	0.227	304	0.3	3.471	A
B - A47 (East)	1321	243	2901	0.455	1320	0.8	2.275	A
C - B4668	373	855	1913	0.195	373	0.2	2.337	A
D - A47 (West)	585	442	1831	0.320	585	0.5	2.889	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	372	993	1253	0.297	372	0.4	4.082	A
B - A47 (East)	1617	297	2863	0.565	1616	1.3	2.882	A
C - B4668	457	1047	1798	0.254	457	0.3	2.683	A
D - A47 (West)	717	541	1777	0.403	716	0.7	3.394	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	372	994	1253	0.297	372	0.4	4.087	A
B - A47 (East)	1617	297	2863	0.565	1617	1.3	2.889	A
C - B4668	457	1048	1798	0.254	457	0.3	2.684	A
D - A47 (West)	717	542	1776	0.403	717	0.7	3.396	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	304	813	1340	0.227	304	0.3	3.480	A
B - A47 (East)	1321	243	2901	0.455	1322	0.8	2.285	A
C - B4668	373	857	1912	0.195	373	0.2	2.342	A
D - A47 (West)	585	443	1830	0.320	586	0.5	2.894	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	254	680	1403	0.181	255	0.2	3.137	A
B - A47 (East)	1106	203	2928	0.378	1107	0.6	1.977	A
C - B4668	312	717	1995	0.157	313	0.2	2.141	A
D - A47 (West)	490	371	1870	0.262	491	0.4	2.612	A

2018 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
29	The Common Barwell/ A47/ B4668	Standard Roundabout		A, B, C, D	3.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.77	A

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)
D2	2018 Base	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - The Common Barwell		✓	211	100.000
B - A47 (East)		✓	1316	100.000
C - B4668		✓	705	100.000
D - A47 (West)		✓	878	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	0	86	98	27
	B - A47 (East)	167	3	438	708
	C - B4668	194	467	0	44
	D - A47 (West)	73	756	47	2

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	0	0	0	0
	B - A47 (East)	0	0	0	0
	C - B4668	0	0	0	0
	D - A47 (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - The Common Barwell	0.22	4.37	0.3	A
B - A47 (East)	0.49	2.42	1.0	A
C - B4668	0.42	3.42	0.7	A
D - A47 (West)	0.61	5.94	1.6	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	159	957	1271	0.125	158	0.1	3.234	A
B - A47 (East)	991	131	2979	0.333	989	0.5	1.807	A
C - B4668	531	681	2017	0.263	529	0.4	2.418	A
D - A47 (West)	661	624	1732	0.382	659	0.6	3.348	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	190	1145	1181	0.161	189	0.2	3.632	A
B - A47 (East)	1183	156	2961	0.400	1182	0.7	2.024	A
C - B4668	634	815	1937	0.327	633	0.5	2.759	A
D - A47 (West)	789	746	1665	0.474	788	0.9	4.102	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	232	1401	1058	0.220	232	0.3	4.356	A
B - A47 (East)	1449	191	2937	0.493	1448	1.0	2.415	A
C - B4668	776	998	1828	0.425	775	0.7	3.417	A
D - A47 (West)	967	914	1573	0.614	964	1.6	5.881	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	232	1404	1057	0.220	232	0.3	4.367	A
B - A47 (East)	1449	192	2936	0.493	1449	1.0	2.419	A
C - B4668	776	999	1827	0.425	776	0.7	3.424	A
D - A47 (West)	967	915	1573	0.615	967	1.6	5.938	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	190	1149	1178	0.161	190	0.2	3.642	A
B - A47 (East)	1183	157	2961	0.400	1184	0.7	2.027	A
C - B4668	634	816	1936	0.327	635	0.5	2.767	A
D - A47 (West)	789	748	1664	0.474	792	0.9	4.141	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	159	961	1269	0.125	159	0.1	3.247	A
B - A47 (East)	991	131	2978	0.333	991	0.5	1.814	A
C - B4668	531	683	2016	0.263	531	0.4	2.425	A
D - A47 (West)	661	626	1730	0.382	662	0.6	3.372	A

2026 WoD, AM

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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
29	The Common Barwell/ A47/ B4668	Standard Roundabout		A, B, C, D	2.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.95	A

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)
D3	2026 WoD	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - The Common Barwell		✓	278	100.000
B - A47 (East)		✓	1448	100.000
C - B4668		✓	513	100.000
D - A47 (West)		✓	559	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
A - The Common Barwell	1	107	141	29
B - A47 (East)	114	3	652	679
C - B4668	123	359	1	30
D - A47 (West)	25	501	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	0	0	0	0
	B - A47 (East)	0	0	0	0
	C - B4668	0	0	0	0
	D - A47 (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - The Common Barwell	0.24	3.79	0.3	A
B - A47 (East)	0.55	2.73	1.2	A
C - B4668	0.30	2.74	0.4	A
D - A47 (West)	0.36	3.28	0.6	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	209	674	1406	0.149	209	0.2	3.004	A
B - A47 (East)	1090	154	2963	0.368	1088	0.6	1.917	A
C - B4668	386	621	2053	0.188	385	0.2	2.157	A
D - A47 (West)	421	451	1826	0.231	420	0.3	2.557	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	250	806	1343	0.186	250	0.2	3.292	A
B - A47 (East)	1302	184	2942	0.443	1301	0.8	2.193	A
C - B4668	461	742	1980	0.233	461	0.3	2.369	A
D - A47 (West)	503	540	1777	0.283	502	0.4	2.823	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	306	987	1256	0.244	306	0.3	3.784	A
B - A47 (East)	1594	225	2913	0.547	1593	1.2	2.723	A
C - B4668	565	908	1881	0.300	564	0.4	2.734	A
D - A47 (West)	615	661	1711	0.360	615	0.6	3.281	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	306	988	1256	0.244	306	0.3	3.789	A
B - A47 (East)	1594	226	2913	0.547	1594	1.2	2.729	A
C - B4668	565	909	1881	0.300	565	0.4	2.735	A
D - A47 (West)	615	662	1711	0.360	615	0.6	3.285	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	250	807	1342	0.186	250	0.2	3.296	A
B - A47 (East)	1302	185	2941	0.443	1303	0.8	2.201	A
C - B4668	461	743	1980	0.233	462	0.3	2.371	A
D - A47 (West)	503	541	1777	0.283	503	0.4	2.829	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	209	676	1405	0.149	210	0.2	3.012	A
B - A47 (East)	1090	154	2962	0.368	1091	0.6	1.925	A
C - B4668	386	622	2052	0.188	387	0.2	2.163	A
D - A47 (West)	421	453	1825	0.231	421	0.3	2.566	A

2026 WoD, 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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
29	The Common Barwell/ A47/ B4668	Standard Roundabout		A, B, C, D	3.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.59	A

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)
D4	2026 WoD	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - The Common Barwell		✓	180	100.000
B - A47 (East)		✓	1374	100.000
C - B4668		✓	829	100.000
D - A47 (West)		✓	731	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	0	84	80	16
	B - A47 (East)	202	3	556	613
	C - B4668	201	593	0	35
	D - A47 (West)	56	641	33	1

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
A - The Common Barwell	0	0	0	0
B - A47 (East)	0	0	0	0
C - B4668	0	0	0	0
D - A47 (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - The Common Barwell	0.19	4.18	0.2	A
B - A47 (East)	0.51	2.47	1.0	A
C - B4668	0.49	3.74	0.9	A
D - A47 (West)	0.55	5.40	1.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	136	954	1272	0.107	135	0.1	3.164	A
B - A47 (East)	1034	98	3002	0.345	1032	0.5	1.826	A
C - B4668	624	627	2049	0.305	622	0.4	2.520	A
D - A47 (West)	550	750	1663	0.331	548	0.5	3.225	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	162	1141	1182	0.137	162	0.2	3.526	A
B - A47 (East)	1235	117	2988	0.413	1234	0.7	2.051	A
C - B4668	745	750	1976	0.377	745	0.6	2.922	A
D - A47 (West)	657	897	1582	0.415	656	0.7	3.884	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	198	1397	1060	0.187	198	0.2	4.175	A
B - A47 (East)	1513	143	2970	0.509	1511	1.0	2.465	A
C - B4668	913	919	1875	0.487	911	0.9	3.731	A
D - A47 (West)	805	1098	1473	0.546	803	1.2	5.360	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	198	1399	1059	0.187	198	0.2	4.183	A
B - A47 (East)	1513	143	2970	0.509	1513	1.0	2.469	A
C - B4668	913	919	1875	0.487	913	0.9	3.741	A
D - A47 (West)	805	1100	1472	0.547	805	1.2	5.396	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	162	1145	1180	0.137	162	0.2	3.535	A
B - A47 (East)	1235	117	2988	0.413	1237	0.7	2.057	A
C - B4668	745	751	1975	0.377	747	0.6	2.933	A
D - A47 (West)	657	900	1581	0.416	659	0.7	3.913	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	136	958	1270	0.107	136	0.1	3.173	A
B - A47 (East)	1034	98	3001	0.345	1035	0.5	1.833	A
C - B4668	624	629	2048	0.305	625	0.4	2.530	A
D - A47 (West)	550	753	1661	0.331	551	0.5	3.247	A

2026 WoDWS, AM

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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
29	The Common Barwell/ A47/ B4668	Standard Roundabout		A, B, C, D	3.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.65	A

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)
D5	2026 WoDWS	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - The Common Barwell		✓	428	100.000
B - A47 (East)		✓	1509	100.000
C - B4668		✓	680	100.000
D - A47 (West)		✓	657	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	1	77	312	38
	B - A47 (East)	84	3	809	613
	C - B4668	214	375	20	71
	D - A47 (West)	38	511	108	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
From		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
	A - The Common Barwell	0	0	0	0
	B - A47 (East)	0	0	0	0
	C - B4668	0	0	0	0
	D - A47 (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - The Common Barwell	0.40	4.99	0.7	A
B - A47 (East)	0.61	3.45	1.6	A
C - B4668	0.39	3.03	0.6	A
D - A47 (West)	0.44	3.87	0.8	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	322	763	1363	0.236	321	0.3	3.448	A
B - A47 (East)	1136	359	2820	0.403	1133	0.7	2.131	A
C - B4668	512	555	2092	0.245	511	0.3	2.274	A
D - A47 (West)	495	523	1786	0.277	493	0.4	2.779	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	385	914	1291	0.298	384	0.4	3.967	A
B - A47 (East)	1357	430	2771	0.490	1355	1.0	2.541	A
C - B4668	611	664	2027	0.302	611	0.4	2.541	A
D - A47 (West)	591	626	1730	0.341	590	0.5	3.155	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	471	1118	1193	0.395	470	0.6	4.973	A
B - A47 (East)	1661	526	2704	0.615	1659	1.6	3.437	A
C - B4668	749	812	1938	0.386	748	0.6	3.022	A
D - A47 (West)	723	767	1654	0.437	722	0.8	3.861	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	471	1120	1193	0.395	471	0.7	4.989	A
B - A47 (East)	1661	527	2703	0.615	1661	1.6	3.455	A
C - B4668	749	814	1938	0.386	749	0.6	3.026	A
D - A47 (West)	723	767	1653	0.438	723	0.8	3.870	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	385	916	1290	0.298	386	0.4	3.982	A
B - A47 (East)	1357	432	2770	0.490	1359	1.0	2.556	A
C - B4668	611	666	2026	0.302	612	0.4	2.548	A
D - A47 (West)	591	627	1730	0.341	592	0.5	3.165	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	322	766	1362	0.237	323	0.3	3.464	A
B - A47 (East)	1136	361	2819	0.403	1137	0.7	2.142	A
C - B4668	512	557	2091	0.245	512	0.3	2.282	A
D - A47 (West)	495	525	1785	0.277	495	0.4	2.790	A

2026 WoDWS, 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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
29	The Common Barwell/ A47/ B4668	Standard Roundabout		A, B, C, D	5.47	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.47	A

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)
D6	2026 WoDWS	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - The Common Barwell		✓	241	100.000
B - A47 (East)		✓	1333	100.000
C - B4668		✓	1287	100.000
D - A47 (West)		✓	716	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	0	73	143	25
	B - A47 (East)	143	3	568	619
	C - B4668	390	809	0	88
	D - A47 (West)	62	580	73	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	0	0	0	0
	B - A47 (East)	0	0	0	0
	C - B4668	0	0	0	0
	D - A47 (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - The Common Barwell	0.28	5.21	0.4	A
B - A47 (East)	0.51	2.54	1.0	A
C - B4668	0.74	7.39	2.9	A
D - A47 (West)	0.62	7.56	1.6	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	181	1099	1202	0.151	181	0.2	3.522	A
B - A47 (East)	1004	181	2943	0.341	1001	0.5	1.851	A
C - B4668	969	594	2069	0.468	965	0.9	3.251	A
D - A47 (West)	539	1009	1521	0.354	537	0.5	3.649	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	217	1316	1099	0.197	216	0.2	4.079	A
B - A47 (East)	1198	217	2919	0.411	1198	0.7	2.090	A
C - B4668	1157	711	1999	0.579	1155	1.4	4.255	A
D - A47 (West)	644	1207	1413	0.455	643	0.8	4.663	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	265	1608	959	0.277	265	0.4	5.179	A
B - A47 (East)	1468	266	2885	0.509	1466	1.0	2.535	A
C - B4668	1417	870	1904	0.744	1411	2.8	7.220	A
D - A47 (West)	788	1475	1267	0.622	785	1.6	7.420	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	265	1614	956	0.278	265	0.4	5.213	A
B - A47 (East)	1468	266	2884	0.509	1468	1.0	2.540	A
C - B4668	1417	871	1904	0.744	1417	2.9	7.389	A
D - A47 (West)	788	1481	1264	0.624	788	1.6	7.561	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	217	1324	1095	0.198	217	0.2	4.107	A
B - A47 (East)	1198	218	2918	0.411	1200	0.7	2.096	A
C - B4668	1157	712	1999	0.579	1163	1.4	4.339	A
D - A47 (West)	644	1215	1409	0.457	647	0.8	4.740	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	181	1106	1199	0.151	182	0.2	3.538	A
B - A47 (East)	1004	183	2943	0.341	1004	0.5	1.859	A
C - B4668	969	596	2068	0.469	971	0.9	3.289	A
D - A47 (West)	539	1015	1519	0.355	540	0.6	3.686	A

2026 WD, AM

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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
29	The Common Barwell/ A47/ B4668	Standard Roundabout		A, B, C, D	4.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.15	A

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)
D7	2026 WD	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - The Common Barwell		✓	440	100.000
B - A47 (East)		✓	1535	100.000
C - B4668		✓	738	100.000
D - A47 (West)		✓	776	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	1	67	326	46
	B - A47 (East)	75	1	818	641
	C - B4668	217	382	28	111
	D - A47 (West)	39	521	216	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	0	0	0	0
	B - A47 (East)	0	0	0	0
	C - B4668	0	0	0	0
	D - A47 (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - The Common Barwell	0.43	5.63	0.8	A
B - A47 (East)	0.65	3.97	1.9	A
C - B4668	0.42	3.25	0.7	A
D - A47 (West)	0.52	4.53	1.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	331	862	1316	0.252	330	0.3	3.645	A
B - A47 (East)	1156	463	2748	0.421	1153	0.7	2.253	A
C - B4668	556	574	2081	0.267	554	0.4	2.355	A
D - A47 (West)	584	529	1784	0.328	582	0.5	2.991	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	396	1031	1235	0.320	395	0.5	4.282	A
B - A47 (East)	1380	554	2685	0.514	1379	1.1	2.754	A
C - B4668	663	686	2014	0.329	663	0.5	2.665	A
D - A47 (West)	698	632	1727	0.404	697	0.7	3.493	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	484	1262	1124	0.431	483	0.7	5.604	A
B - A47 (East)	1690	678	2598	0.650	1687	1.8	3.936	A
C - B4668	813	840	1922	0.423	812	0.7	3.238	A
D - A47 (West)	854	774	1650	0.518	853	1.1	4.508	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	484	1264	1124	0.431	484	0.8	5.632	A
B - A47 (East)	1690	679	2597	0.651	1690	1.9	3.967	A
C - B4668	813	841	1921	0.423	813	0.7	3.246	A
D - A47 (West)	854	775	1649	0.518	854	1.1	4.529	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	396	1034	1234	0.321	397	0.5	4.307	A
B - A47 (East)	1380	556	2683	0.514	1383	1.1	2.777	A
C - B4668	663	688	2013	0.330	664	0.5	2.673	A
D - A47 (West)	698	634	1726	0.404	699	0.7	3.509	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	331	865	1315	0.252	332	0.3	3.667	A
B - A47 (East)	1156	465	2746	0.421	1157	0.7	2.266	A
C - B4668	556	576	2080	0.267	556	0.4	2.364	A
D - A47 (West)	584	531	1783	0.328	585	0.5	3.009	A

2026 WD, 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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
29	The Common Barwell/ A47/ B4668	Standard Roundabout		A, B, C, D	7.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.34	A

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)
D8	2026 WD	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - The Common Barwell		✓	240	100.000
B - A47 (East)		✓	1351	100.000
C - B4668		✓	1375	100.000
D - A47 (West)		✓	852	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From				
A - The Common Barwell	0	58	156	26
B - A47 (East)	119	3	590	639
C - B4668	404	863	0	108
D - A47 (West)	65	577	209	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	0	0	0	0
	B - A47 (East)	0	0	0	0
	C - B4668	0	0	0	0
	D - A47 (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - The Common Barwell	0.31	6.07	0.4	A
B - A47 (East)	0.54	2.81	1.2	A
C - B4668	0.79	9.16	3.8	A
D - A47 (West)	0.76	11.95	3.0	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	181	1239	1135	0.159	180	0.2	3.762	A
B - A47 (East)	1017	294	2865	0.355	1015	0.5	1.942	A
C - B4668	1035	592	2070	0.500	1031	1.0	3.452	A
D - A47 (West)	641	1042	1504	0.427	638	0.7	4.147	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	216	1483	1019	0.212	215	0.3	4.478	A
B - A47 (East)	1215	352	2825	0.430	1214	0.8	2.233	A
C - B4668	1236	708	2001	0.618	1234	1.6	4.677	A
D - A47 (West)	766	1246	1392	0.550	764	1.2	5.715	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	264	1808	863	0.306	264	0.4	6.003	A
B - A47 (East)	1487	429	2771	0.537	1486	1.2	2.797	A
C - B4668	1514	867	1906	0.794	1506	3.7	8.807	A
D - A47 (West)	938	1521	1242	0.755	931	2.9	11.339	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	264	1819	857	0.308	264	0.4	6.069	A
B - A47 (East)	1487	431	2770	0.537	1487	1.2	2.807	A
C - B4668	1514	868	1906	0.794	1514	3.8	9.163	A
D - A47 (West)	938	1529	1238	0.758	938	3.0	11.955	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	216	1498	1011	0.213	216	0.3	4.532	A
B - A47 (East)	1215	355	2823	0.430	1216	0.8	2.243	A
C - B4668	1236	709	2000	0.618	1245	1.6	4.819	A
D - A47 (West)	766	1257	1386	0.552	773	1.3	5.935	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	181	1248	1131	0.160	181	0.2	3.791	A
B - A47 (East)	1017	296	2864	0.355	1018	0.6	1.952	A
C - B4668	1035	594	2069	0.500	1038	1.0	3.500	A
D - A47 (West)	641	1048	1500	0.428	643	0.8	4.212	A

2036 WoD, AM

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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
29	The Common Barwell/ A47/ B4668	Standard Roundabout		A, B, C, D	3.51	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.51	A

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)
D9	2036 WoD	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - The Common Barwell		✓	443	100.000
B - A47 (East)		✓	1549	100.000
C - B4668		✓	591	100.000
D - A47 (West)		✓	608	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	2	175	222	44
	B - A47 (East)	168	3	650	728
	C - B4668	174	387	1	29
	D - A47 (West)	33	544	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	0	0	0	0
	B - A47 (East)	0	0	0	0
	C - B4668	0	0	0	0
	D - A47 (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - The Common Barwell	0.40	4.92	0.7	A
B - A47 (East)	0.60	3.17	1.5	A
C - B4668	0.36	3.12	0.6	A
D - A47 (West)	0.41	3.74	0.7	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	334	725	1382	0.241	332	0.3	3.425	A
B - A47 (East)	1166	225	2913	0.400	1164	0.7	2.055	A
C - B4668	445	710	2000	0.222	444	0.3	2.313	A
D - A47 (West)	458	552	1771	0.258	456	0.3	2.736	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	398	868	1313	0.303	398	0.4	3.930	A
B - A47 (East)	1393	269	2882	0.483	1391	0.9	2.414	A
C - B4668	531	849	1917	0.277	531	0.4	2.597	A
D - A47 (West)	547	660	1712	0.319	546	0.5	3.086	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	488	1062	1220	0.400	487	0.7	4.903	A
B - A47 (East)	1705	330	2840	0.600	1703	1.5	3.158	A
C - B4668	651	1039	1803	0.361	650	0.6	3.120	A
D - A47 (West)	669	808	1631	0.410	669	0.7	3.736	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	488	1064	1220	0.400	488	0.7	4.919	A
B - A47 (East)	1705	330	2840	0.601	1705	1.5	3.172	A
C - B4668	651	1040	1802	0.361	651	0.6	3.125	A
D - A47 (West)	669	809	1631	0.411	669	0.7	3.744	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	398	870	1312	0.303	399	0.4	3.945	A
B - A47 (East)	1393	270	2882	0.483	1395	0.9	2.424	A
C - B4668	531	851	1915	0.277	532	0.4	2.605	A
D - A47 (West)	547	662	1711	0.319	547	0.5	3.098	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	334	728	1380	0.242	334	0.3	3.441	A
B - A47 (East)	1166	226	2912	0.400	1167	0.7	2.063	A
C - B4668	445	712	1998	0.223	445	0.3	2.320	A
D - A47 (West)	458	554	1770	0.259	458	0.4	2.747	A

2036 WoD, 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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
29	The Common Barwell/ A47/ B4668	Standard Roundabout		A, B, C, D	4.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.64	A

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)
D10	2036 WoD	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - The Common Barwell		✓	308	100.000
B - A47 (East)		✓	1487	100.000
C - B4668		✓	981	100.000
D - A47 (West)		✓	771	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
A - The Common Barwell	0	139	140	29
B - A47 (East)	281	3	557	646
C - B4668	318	623	0	40
D - A47 (West)	79	654	37	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	0	0	0	0
	B - A47 (East)	0	0	0	0
	C - B4668	0	0	0	0
	D - A47 (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - The Common Barwell	0.33	5.18	0.5	A
B - A47 (East)	0.56	2.82	1.3	A
C - B4668	0.60	5.05	1.5	A
D - A47 (West)	0.64	7.38	1.7	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	232	989	1255	0.185	231	0.2	3.510	A
B - A47 (East)	1119	155	2962	0.378	1117	0.6	1.949	A
C - B4668	739	721	1993	0.371	736	0.6	2.860	A
D - A47 (West)	580	920	1570	0.370	578	0.6	3.621	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	277	1183	1162	0.238	277	0.3	4.064	A
B - A47 (East)	1337	186	2940	0.455	1336	0.8	2.242	A
C - B4668	882	862	1909	0.462	881	0.9	3.499	A
D - A47 (West)	693	1100	1472	0.471	692	0.9	4.609	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	339	1447	1036	0.327	338	0.5	5.155	A
B - A47 (East)	1637	227	2912	0.562	1635	1.3	2.817	A
C - B4668	1080	1056	1793	0.602	1078	1.5	5.012	A
D - A47 (West)	849	1346	1338	0.635	846	1.7	7.268	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	339	1451	1034	0.328	339	0.5	5.181	A
B - A47 (East)	1637	228	2911	0.562	1637	1.3	2.825	A
C - B4668	1080	1057	1792	0.603	1080	1.5	5.053	A
D - A47 (West)	849	1349	1336	0.635	849	1.7	7.383	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	277	1189	1159	0.239	278	0.3	4.087	A
B - A47 (East)	1337	187	2940	0.455	1339	0.8	2.251	A
C - B4668	882	864	1908	0.462	884	0.9	3.529	A
D - A47 (West)	693	1104	1470	0.472	696	0.9	4.676	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	232	994	1253	0.185	232	0.2	3.530	A
B - A47 (East)	1119	156	2961	0.378	1120	0.6	1.956	A
C - B4668	739	723	1992	0.371	740	0.6	2.877	A
D - A47 (West)	580	923	1568	0.370	582	0.6	3.652	A

2036 WoDWS, AM

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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
29	The Common Barwell/ A47/ B4668	Standard Roundabout		A, B, C, D	4.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.87	A

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)
D11	2036 WoDWS	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - The Common Barwell		✓	608	100.000
B - A47 (East)		✓	1640	100.000
C - B4668		✓	813	100.000
D - A47 (West)		✓	707	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
A - The Common Barwell	3	114	432	59
B - A47 (East)	124	3	830	683
C - B4668	308	411	21	73
D - A47 (West)	51	550	106	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	0	0	0	0
	B - A47 (East)	0	0	0	0
	C - B4668	0	0	0	0
	D - A47 (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - The Common Barwell	0.58	7.43	1.4	A
B - A47 (East)	0.70	4.56	2.3	A
C - B4668	0.48	3.77	0.9	A
D - A47 (West)	0.50	4.67	1.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	458	819	1337	0.342	456	0.5	4.077	A
B - A47 (East)	1235	466	2746	0.450	1231	0.8	2.372	A
C - B4668	612	655	2033	0.301	610	0.4	2.527	A
D - A47 (West)	532	653	1716	0.310	530	0.4	3.034	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	547	980	1260	0.434	546	0.8	5.033	A
B - A47 (East)	1474	557	2682	0.550	1473	1.2	2.972	A
C - B4668	731	783	1956	0.374	730	0.6	2.935	A
D - A47 (West)	636	781	1646	0.386	635	0.6	3.560	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	669	1199	1155	0.580	667	1.4	7.349	A
B - A47 (East)	1806	682	2596	0.696	1802	2.2	4.509	A
C - B4668	895	958	1852	0.483	894	0.9	3.753	A
D - A47 (West)	778	956	1550	0.502	777	1.0	4.647	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	669	1201	1154	0.580	669	1.4	7.431	A
B - A47 (East)	1806	684	2594	0.696	1806	2.3	4.562	A
C - B4668	895	960	1850	0.484	895	0.9	3.767	A
D - A47 (West)	778	958	1549	0.502	778	1.0	4.668	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	547	983	1258	0.434	549	0.8	5.092	A
B - A47 (East)	1474	560	2680	0.550	1478	1.2	3.008	A
C - B4668	731	786	1954	0.374	732	0.6	2.948	A
D - A47 (West)	636	784	1644	0.386	637	0.6	3.580	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	458	822	1335	0.343	459	0.5	4.113	A
B - A47 (East)	1235	468	2744	0.450	1236	0.8	2.389	A
C - B4668	612	657	2031	0.301	613	0.4	2.538	A
D - A47 (West)	532	656	1714	0.310	533	0.5	3.048	A

2036 WoDWS, 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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
29	The Common Barwell/ A47/ B4668	Standard Roundabout		A, B, C, D	8.02	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.02	A

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)
D12	2036 WoDWS	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - The Common Barwell		✓	378	100.000
B - A47 (East)		✓	1499	100.000
C - B4668		✓	1367	100.000
D - A47 (West)		✓	803	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	0	110	229	39
	B - A47 (East)	217	3	637	642
	C - B4668	516	772	0	79
	D - A47 (West)	96	629	77	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	0	0	0	0
	B - A47 (East)	0	0	0	0
	C - B4668	0	0	0	0
	D - A47 (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - The Common Barwell	0.44	6.77	0.8	A
B - A47 (East)	0.59	3.12	1.4	A
C - B4668	0.82	10.99	4.5	B
D - A47 (West)	0.76	12.68	3.0	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	285	1111	1197	0.238	283	0.3	3.936	A
B - A47 (East)	1129	259	2889	0.391	1126	0.6	2.039	A
C - B4668	1029	677	2019	0.510	1025	1.0	3.607	A
D - A47 (West)	605	1131	1455	0.416	602	0.7	4.206	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	340	1329	1092	0.311	339	0.4	4.778	A
B - A47 (East)	1348	310	2854	0.472	1347	0.9	2.387	A
C - B4668	1229	810	1940	0.634	1226	1.7	5.026	A
D - A47 (West)	722	1353	1334	0.541	720	1.2	5.847	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	416	1620	953	0.437	415	0.8	6.672	A
B - A47 (East)	1650	379	2806	0.588	1648	1.4	3.105	A
C - B4668	1505	992	1831	0.822	1495	4.3	10.378	B
D - A47 (West)	884	1650	1172	0.755	877	2.9	11.943	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	416	1631	948	0.439	416	0.8	6.773	A
B - A47 (East)	1650	381	2805	0.588	1650	1.4	3.117	A
C - B4668	1505	993	1831	0.822	1505	4.5	10.993	B
D - A47 (West)	884	1660	1166	0.758	884	3.0	12.683	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	340	1345	1085	0.313	341	0.5	4.848	A
B - A47 (East)	1348	313	2852	0.472	1350	0.9	2.398	A
C - B4668	1229	812	1939	0.634	1240	1.8	5.230	A
D - A47 (West)	722	1366	1327	0.544	729	1.2	6.098	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	285	1119	1193	0.239	285	0.3	3.967	A
B - A47 (East)	1129	261	2888	0.391	1130	0.6	2.048	A
C - B4668	1029	680	2018	0.510	1032	1.0	3.664	A
D - A47 (West)	605	1138	1451	0.417	607	0.7	4.271	A

2036 WD, AM

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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
29	The Common Barwell/ A47/ B4668	Standard Roundabout		A, B, C, D	5.44	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.44	A

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)
D13	2036 WD	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - The Common Barwell		✓	611	100.000
B - A47 (East)		✓	1674	100.000
C - B4668		✓	820	100.000
D - A47 (West)		✓	782	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	3	123	416	69
	B - A47 (East)	130	1	796	747
	C - B4668	293	417	26	84
	D - A47 (West)	48	549	185	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	0	0	0	0
	B - A47 (East)	0	0	0	0
	C - B4668	0	0	0	0
	D - A47 (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - The Common Barwell	0.61	8.27	1.5	A
B - A47 (East)	0.73	5.20	2.6	A
C - B4668	0.50	4.02	1.0	A
D - A47 (West)	0.56	5.23	1.2	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	460	884	1306	0.352	458	0.5	4.236	A
B - A47 (East)	1260	524	2705	0.466	1257	0.9	2.479	A
C - B4668	617	713	1998	0.309	616	0.4	2.601	A
D - A47 (West)	589	653	1716	0.343	587	0.5	3.183	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	549	1058	1222	0.449	548	0.8	5.331	A
B - A47 (East)	1505	627	2634	0.571	1503	1.3	3.178	A
C - B4668	737	853	1914	0.385	736	0.6	3.055	A
D - A47 (West)	703	781	1646	0.427	702	0.7	3.811	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	673	1294	1109	0.607	670	1.5	8.147	A
B - A47 (East)	1843	767	2537	0.727	1838	2.6	5.116	A
C - B4668	903	1043	1801	0.501	901	1.0	3.996	A
D - A47 (West)	861	956	1550	0.555	859	1.2	5.192	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	673	1297	1108	0.607	673	1.5	8.271	A
B - A47 (East)	1843	770	2535	0.727	1843	2.6	5.203	A
C - B4668	903	1046	1799	0.502	903	1.0	4.016	A
D - A47 (West)	861	958	1549	0.556	861	1.2	5.228	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	549	1062	1220	0.450	552	0.8	5.409	A
B - A47 (East)	1505	631	2631	0.572	1510	1.3	3.225	A
C - B4668	737	857	1912	0.386	739	0.6	3.074	A
D - A47 (West)	703	784	1644	0.428	705	0.8	3.841	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	460	888	1304	0.353	461	0.5	4.278	A
B - A47 (East)	1260	527	2703	0.466	1262	0.9	2.501	A
C - B4668	617	716	1996	0.309	618	0.4	2.613	A
D - A47 (West)	589	656	1714	0.343	590	0.5	3.202	A

2036 WD, 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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
29	The Common Barwell/ A47/ B4668	Standard Roundabout		A, B, C, D	11.02	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.02	B

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)
D14	2036 WD	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - The Common Barwell		✓	383	100.000
B - A47 (East)		✓	1494	100.000
C - B4668		✓	1436	100.000
D - A47 (West)		✓	869	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
A - The Common Barwell	0	108	234	41
B - A47 (East)	202	3	619	670
C - B4668	513	837	0	86
D - A47 (West)	86	582	200	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - The Common Barwell	B - A47 (East)	C - B4668	D - A47 (West)
From	A - The Common Barwell	0	0	0	0
	B - A47 (East)	0	0	0	0
	C - B4668	0	0	0	0
	D - A47 (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - The Common Barwell	0.48	7.96	0.9	A
B - A47 (East)	0.61	3.39	1.5	A
C - B4668	0.87	14.75	6.2	B
D - A47 (West)	0.84	19.31	4.9	C

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	288	1216	1146	0.252	287	0.3	4.183	A
B - A47 (East)	1125	357	2822	0.399	1122	0.7	2.116	A
C - B4668	1081	689	2012	0.537	1076	1.2	3.829	A
D - A47 (West)	654	1166	1436	0.456	651	0.8	4.567	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	344	1455	1032	0.334	344	0.5	5.225	A
B - A47 (East)	1343	427	2773	0.484	1342	0.9	2.515	A
C - B4668	1291	824	1932	0.668	1288	2.0	5.559	A
D - A47 (West)	781	1395	1311	0.596	779	1.4	6.731	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	422	1767	883	0.478	420	0.9	7.756	A
B - A47 (East)	1645	520	2708	0.607	1643	1.5	3.372	A
C - B4668	1581	1008	1822	0.868	1565	5.9	13.303	B
D - A47 (West)	957	1697	1146	0.835	944	4.5	16.912	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	422	1785	874	0.483	422	0.9	7.957	A
B - A47 (East)	1645	524	2706	0.608	1645	1.5	3.393	A
C - B4668	1581	1010	1821	0.868	1580	6.2	14.751	B
D - A47 (West)	957	1711	1139	0.840	955	4.9	19.315	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	344	1481	1020	0.338	346	0.5	5.358	A
B - A47 (East)	1343	432	2769	0.485	1345	0.9	2.532	A
C - B4668	1291	826	1930	0.669	1308	2.1	5.928	A
D - A47 (West)	781	1414	1301	0.601	795	1.5	7.296	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	288	1226	1142	0.253	289	0.3	4.227	A
B - A47 (East)	1125	359	2820	0.399	1126	0.7	2.128	A
C - B4668	1081	691	2011	0.538	1085	1.2	3.900	A
D - A47 (West)	654	1174	1431	0.457	657	0.8	4.664	A

<h1>Junctions 9</h1>
<h2>ARCADY 9 - Roundabout Module</h2>
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
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Filename: J47 - A5_A426_Gibbet Lane_PRTM2.2.j9

Path: X:\NTT\NTT2814_Hinckley Rail Freight Interchange\02. Project Delivery\01. WIP\Design and Calculations\T&I Planning\04 Junction Modelling\JTC 47 - A5 - A426 - Gibbet Lane

Report generation date: 03/08/2021 18:04:15

-
- »2018, AM
 - »2018, PM
 - »2026 WoD, AM
 - »2026 WoD, PM
 - »2026 WD, AM
 - »2026 WD, PM
 - »2036 WoD, AM
 - »2036 WoD, PM
 - »2036 WD, AM
 - »2036 WD, PM

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2018										
A - Rugby Road	2.0	8.71	0.67	A	-1 % [B - Gibbet Lane]	0.7	4.02	0.41	A	14 % [D - A426]
B - Gibbet Lane	1.4	38.55	0.60	E		0.3	9.93	0.23	A	
C - A5 (South)	1.4	7.49	0.58	A		2.0	8.01	0.67	A	
D - A426	2.2	8.09	0.69	A		3.3	12.23	0.77	B	
E - A5 (North)	3.4	11.20	0.78	B		0.8	4.75	0.46	A	
2026 WoD										
A - Rugby Road	2.4	10.55	0.71	B	7 % [C - A5 (South)]	0.8	4.42	0.44	A	6 % [C - A5 (South)]
B - Gibbet Lane	0.1	20.82	0.07	C		0.3	11.26	0.25	B	
C - A5 (South)	4.6	17.41	0.83	C		5.4	18.35	0.85	C	
D - A426	4.7	15.84	0.83	C		2.4	10.41	0.71	B	
E - A5 (North)	4.0	13.08	0.81	B		1.1	5.31	0.52	A	
2026 WD										
A - Rugby Road	2.5	10.97	0.72	B	-3 % [B - Gibbet Lane]	1.1	5.49	0.53	A	3 % [C - A5 (South)]
B - Gibbet Lane	1.2	44.44	0.57	E		0.4	15.01	0.31	C	
C - A5 (South)	7.7	27.67	0.90	D		7.3	23.53	0.89	C	
D - A426	4.3	15.53	0.82	C		3.8	15.04	0.80	C	
E - A5 (North)	4.0	12.86	0.81	B		1.5	6.51	0.60	A	
2036 WoD										
A - Rugby Road	2.3	9.88	0.70	A	-10 % [B - Gibbet Lane]	1.0	5.01	0.49	A	-12 % [C - A5 (South)]
B - Gibbet Lane	7.3	132.82	0.95	F		0.4	13.00	0.27	B	
C - A5 (South)	37.2	107.77	1.04	F		80.0	180.55	1.11	F	
D - A426	3.6	12.96	0.79	B		1.4	7.10	0.58	A	
E - A5 (North)	2.2	8.36	0.69	A		1.3	5.93	0.56	A	
2036 WD										
A - Rugby Road	2.4	10.61	0.71	B	-17 % [B - Gibbet Lane]	1.4	6.52	0.59	A	-12 % [C - A5 (South)]
B - Gibbet Lane	35.0	449.56	1.33	F		1.3	26.56	0.57	D	
C - A5 (South)	50.2	139.26	1.07	F		77.1	171.38	1.10	F	
D - A426	3.7	13.66	0.80	B		1.6	7.78	0.61	A	
E - A5 (North)	3.3	11.37	0.77	B		1.5	6.36	0.60	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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

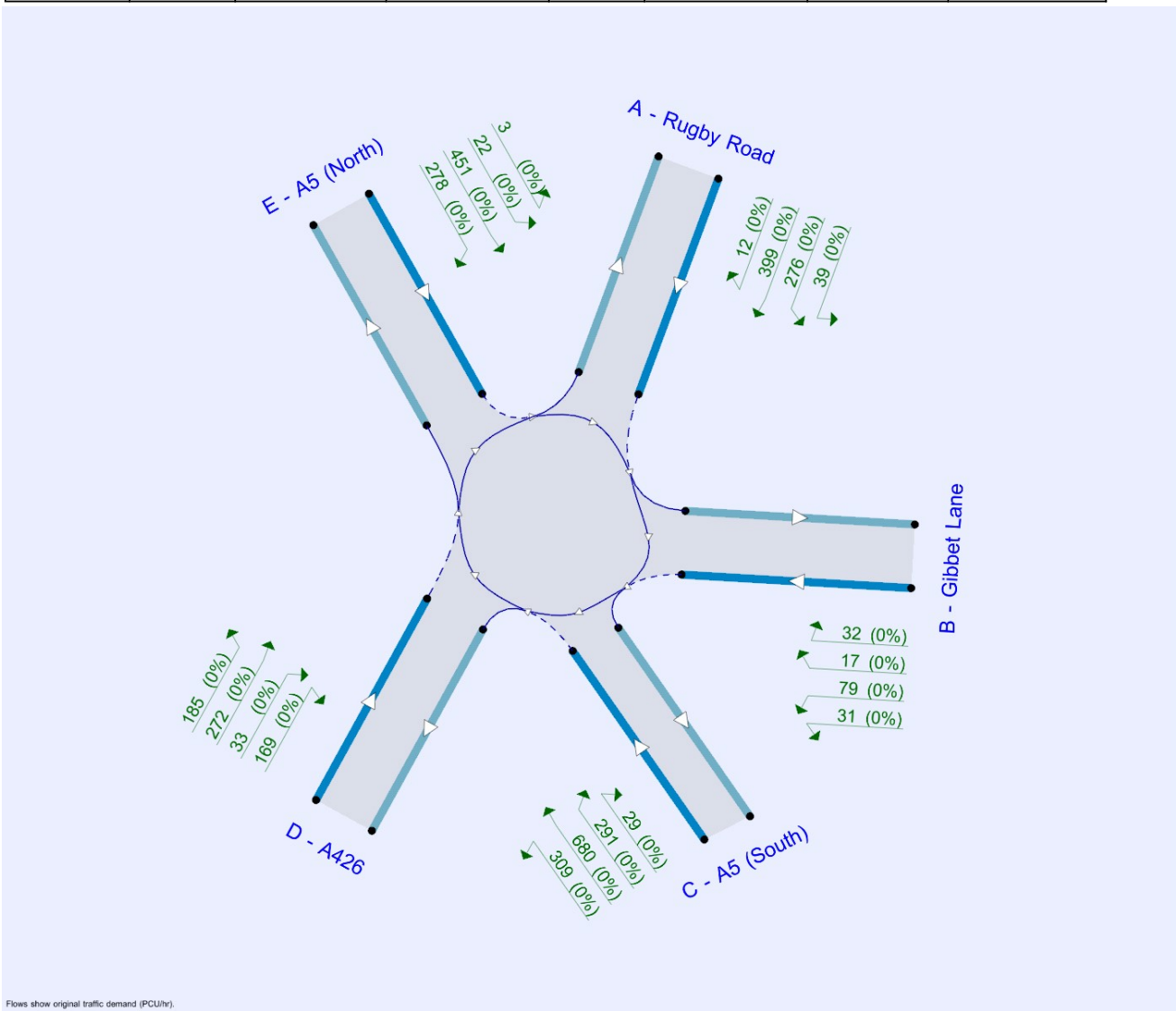
File summary

File Description

Title	J47 - A5/A426/Gibbet Lane
Location	
Site number	J47
Date	18/12/2020
Version	V0.1
Status	Existing
Identifier	
Client	
Jobnumber	NTT2814
Enumerator	BWB
Description	

Units

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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	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	2018	AM	Observed Flows	ONE HOUR	07:45	09:15	15	✓
D2	2018	PM	Observed Flows	ONE HOUR	16:45	18:15	15	✓
D3	2026 WoD	AM	PRTM 2.2 Demand Flows	ONE HOUR	07:45	09:15	15	✓
D4	2026 WoD	PM	PRTM 2.2 Demand Flows	ONE HOUR	16:45	18:15	15	✓
D5	2026 WD	AM	PRTM 2.2 Demand Flows	ONE HOUR	07:45	09:15	15	✓
D6	2026 WD	PM	PRTM 2.2 Demand Flows	ONE HOUR	16:45	18:15	15	✓
D7	2036 WoD	AM	PRTM 2.2 Demand Flows	ONE HOUR	07:45	09:15	15	✓
D8	2036 WoD	PM	PRTM 2.2 Demand Flows	ONE HOUR	16:45	18:15	15	✓
D9	2036 WD	AM	PRTM 2.2 Demand Flows	ONE HOUR	07:45	09:15	15	✓
D10	2036 WD	PM	PRTM 2.2 Demand Flows	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

2018, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - Rugby Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J47	A5/A426/Gibbet Lane	Standard Roundabout		A, B, C, D, E	10.17	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-1	B - Gibbet Lane

Arms

Arms

Arm	Name	Description
A	Rugby Road	
B	Gibbet Lane	
C	A5 (South)	
D	A426	
E	A5 (North)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - Rugby Road	3.20	6.69	54.0	45.0	71.0	20.0	
B - Gibbet Lane	2.65	5.50	3.2	7.7	73.0	33.0	
C - A5 (South)	3.95	7.46	17.0	30.0	70.0	44.0	
D - A426	3.42	6.38	25.8	35.0	71.0	27.0	
E - A5 (North)	3.86	8.86	15.8	28.0	70.0	43.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Rugby Road	0.556	1960
B - Gibbet Lane	0.356	936
C - A5 (South)	0.510	1778
D - A426	0.516	1745
E - A5 (North)	0.524	1862

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	2018	AM	Observed Flows	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 (PCU/hr)	Scaling Factor (%)
A - Rugby Road		ONE HOUR	✓	750	100.000
B - Gibbet Lane		ONE HOUR	✓	125	100.000
C - A5 (South)		ONE HOUR	✓	597	100.000
D - A426		ONE HOUR	✓	913	100.000
E - A5 (North)		ONE HOUR	✓	1003	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Rugby Road	B - Gibbet Lane	C - A5 (South)	D - A426	E - A5 (North)
From	A - Rugby Road	0	38	151	556	5
	B - Gibbet Lane	33	0	16	48	28
	C - A5 (South)	106	33	17	142	299
	D - A426	440	23	108	0	342
	E - A5 (North)	6	29	497	471	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - Rugby Road	B - Gibbet Lane	C - A5 (South)	D - A426	E - A5 (North)
From	A - Rugby Road	0	0	0	0	0
	B - Gibbet Lane	0	0	0	0	0
	C - A5 (South)	0	0	0	0	0
	D - A426	0	0	0	0	0
	E - A5 (North)	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Rugby Road	0.67	8.71	2.0	A	688	1032
B - Gibbet Lane	0.60	38.55	1.4	E	115	172
C - A5 (South)	0.58	7.49	1.4	A	548	822
D - A426	0.69	8.09	2.2	A	838	1257
E - A5 (North)	0.78	11.20	3.4	B	920	1381

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	565	141	883	1469	0.384	562	438	0.0	0.6	3.960	A
B - Gibbet Lane	94	24	1353	455	0.207	93	92	0.0	0.3	9.910	A
C - A5 (South)	449	112	855	1342	0.335	447	591	0.0	0.5	4.015	A
D - A426	687	172	390	1544	0.445	684	912	0.0	0.8	4.171	A
E - A5 (North)	755	189	569	1564	0.483	751	505	0.0	0.9	4.410	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	674	169	1057	1372	0.491	673	525	0.6	1.0	5.139	A
B - Gibbet Lane	112	28	1619	361	0.312	112	110	0.3	0.4	14.417	B
C - A5 (South)	537	134	1023	1256	0.427	536	708	0.5	0.7	4.992	A
D - A426	821	205	467	1504	0.546	819	1092	0.8	1.2	5.243	A
E - A5 (North)	902	225	682	1505	0.599	899	605	0.9	1.5	5.920	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	826	206	1289	1243	0.664	822	641	1.0	1.9	8.476	A
B - Gibbet Lane	138	34	1976	234	0.589	134	135	0.4	1.3	35.075	E
C - A5 (South)	657	164	1247	1142	0.576	655	863	0.7	1.3	7.359	A
D - A426	1005	251	570	1451	0.693	1001	1332	1.2	2.2	7.926	A
E - A5 (North)	1104	276	833	1426	0.774	1097	739	1.5	3.3	10.708	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	826	206	1297	1239	0.667	826	644	1.9	2.0	8.710	A
B - Gibbet Lane	138	34	1987	230	0.599	137	135	1.3	1.4	38.545	E
C - A5 (South)	657	164	1256	1137	0.578	657	868	1.3	1.4	7.494	A
D - A426	1005	251	573	1450	0.693	1005	1339	2.2	2.2	8.090	A
E - A5 (North)	1104	276	837	1424	0.775	1104	742	3.3	3.4	11.202	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	674	169	1067	1366	0.493	678	529	2.0	1.0	5.260	A
B - Gibbet Lane	112	28	1634	355	0.316	116	111	1.4	0.5	15.272	C
C - A5 (South)	537	134	1035	1250	0.429	539	715	1.4	0.8	5.081	A
D - A426	821	205	472	1502	0.546	825	1102	2.2	1.2	5.347	A
E - A5 (North)	902	225	687	1502	0.600	909	609	3.4	1.5	6.137	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	565	141	889	1465	0.385	566	442	1.0	0.6	4.011	A
B - Gibbet Lane	94	24	1363	452	0.208	95	93	0.5	0.3	10.113	B
C - A5 (South)	449	112	862	1338	0.336	450	596	0.8	0.5	4.060	A
D - A426	687	172	393	1542	0.446	689	919	1.2	0.8	4.227	A
E - A5 (North)	755	189	574	1562	0.483	757	509	1.5	0.9	4.488	A

2018, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - Rugby Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J47	A5/A426/Gibbet Lane	Standard Roundabout		A, B, C, D, E	7.98	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	14	D - A426

Traffic Demand

Demand Set Details

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	2018	PM	Observed Flows	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 (PCU/hr)	Scaling Factor (%)
A - Rugby Road		ONE HOUR	✓	555	100.000
B - Gibbet Lane		ONE HOUR	✓	98	100.000
C - A5 (South)		ONE HOUR	✓	833	100.000
D - A426		ONE HOUR	✓	907	100.000
E - A5 (North)		ONE HOUR	✓	578	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Rugby Road	B - Gibbet Lane	C - A5 (South)	D - A426	E - A5 (North)
From	A - Rugby Road	2	29	151	350	23
	B - Gibbet Lane	29	1	10	32	26
	C - A5 (South)	181	13	3	118	518
	D - A426	430	34	117	2	324
	E - A5 (North)	6	30	274	265	3

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	A - Rugby Road	B - Gibbet Lane	C - A5 (South)	D - A426	E - A5 (North)	
A - Rugby Road	0	0	0	0	0	
B - Gibbet Lane	0	0	0	0	0	
C - A5 (South)	0	0	0	0	0	
D - A426	0	0	0	0	0	
E - A5 (North)	0	0	0	0	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Rugby Road	0.41	4.02	0.7	A	509	764
B - Gibbet Lane	0.23	9.93	0.3	A	90	135
C - A5 (South)	0.67	8.01	2.0	A	764	1147
D - A426	0.77	12.23	3.3	B	832	1248
E - A5 (North)	0.46	4.75	0.8	A	530	796

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	418	104	556	1650	0.253	416	485	0.0	0.3	2.915	A
B - Gibbet Lane	74	18	893	619	0.119	73	80	0.0	0.1	6.593	A
C - A5 (South)	627	157	550	1498	0.419	624	416	0.0	0.7	4.109	A
D - A426	683	171	599	1437	0.475	679	575	0.0	0.9	4.732	A
E - A5 (North)	435	109	608	1544	0.282	434	670	0.0	0.4	3.238	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	499	125	666	1589	0.314	498	581	0.3	0.5	3.297	A
B - Gibbet Lane	88	22	1069	556	0.158	88	96	0.1	0.2	7.681	A
C - A5 (South)	749	187	658	1442	0.519	747	498	0.7	1.1	5.171	A
D - A426	815	204	717	1376	0.593	813	689	0.9	1.4	6.377	A
E - A5 (North)	520	130	728	1481	0.351	519	802	0.4	0.5	3.740	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	611	153	815	1507	0.406	610	709	0.5	0.7	4.010	A
B - Gibbet Lane	108	27	1307	471	0.229	107	117	0.2	0.3	9.876	A
C - A5 (South)	917	229	806	1367	0.671	913	609	1.1	2.0	7.873	A
D - A426	999	250	876	1293	0.772	992	843	1.4	3.2	11.655	B
E - A5 (North)	636	159	888	1397	0.455	635	979	0.5	0.8	4.718	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	611	153	817	1506	0.406	611	713	0.7	0.7	4.024	A
B - Gibbet Lane	108	27	1310	470	0.229	108	118	0.3	0.3	9.929	A
C - A5 (South)	917	229	807	1366	0.671	917	611	2.0	2.0	8.009	A
D - A426	999	250	880	1292	0.773	998	844	3.2	3.3	12.225	B
E - A5 (North)	636	159	894	1394	0.456	636	984	0.8	0.8	4.748	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	499	125	669	1588	0.314	500	587	0.7	0.5	3.314	A
B - Gibbet Lane	88	22	1073	555	0.159	89	97	0.3	0.2	7.727	A
C - A5 (South)	749	187	660	1441	0.520	753	501	2.0	1.1	5.255	A
D - A426	815	204	722	1373	0.594	823	691	3.3	1.5	6.622	A
E - A5 (North)	520	130	736	1477	0.352	521	809	0.8	0.5	3.770	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	418	104	560	1649	0.253	418	489	0.5	0.3	2.928	A
B - Gibbet Lane	74	18	897	617	0.120	74	81	0.2	0.1	6.628	A
C - A5 (South)	627	157	553	1496	0.419	629	419	1.1	0.7	4.158	A
D - A426	683	171	603	1434	0.476	685	578	1.5	0.9	4.820	A
E - A5 (North)	435	109	613	1541	0.282	436	675	0.5	0.4	3.259	A

2026 WoD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - Rugby Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	O-D data		O-D matrix contains negative demand. Matrix should only be used as a development matrix for Demand Set relationships and should not be run on its own.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J47	A5/A426/Gibbet Lane	Standard Roundabout		A, B, C, D, E	14.39	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	7	C - A5 (South)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 WoD	AM	PRTM 2.2 Demand Flows	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 (PCU/hr)	Scaling Factor (%)
A - Rugby Road		ONE HOUR	✓	752	100.000
B - Gibbet Lane		ONE HOUR	✓	11	100.000
C - A5 (South)		ONE HOUR	✓	904	100.000
D - A426		ONE HOUR	✓	1002	100.000
E - A5 (North)		ONE HOUR	✓	1031	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Rugby Road	B - Gibbet Lane	C - A5 (South)	D - A426	E - A5 (North)
From	A - Rugby Road	0	35	164	546	7
	B - Gibbet Lane	17	0	8	-9	-5
	C - A5 (South)	131	45	29	180	519
	D - A426	386	23	170	0	423
	E - A5 (North)	5	22	534	470	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		A - Rugby Road	B - Gibbet Lane	C - A5 (South)	D - A426	E - A5 (North)
	A - Rugby Road	0	0	0	0	0
	B - Gibbet Lane	0	0	0	0	0
	C - A5 (South)	0	0	0	0	0
	D - A426	0	0	0	0	0
	E - A5 (North)	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Rugby Road	0.71	10.55	2.4	B	690	1035
B - Gibbet Lane	0.07	20.82	0.1	C	10	15
C - A5 (South)	0.83	17.41	4.6	C	830	1244
D - A426	0.83	15.84	4.7	C	919	1379
E - A5 (North)	0.81	13.08	4.0	B	946	1419

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	566	142	968	1421	0.398	564	394	0.0	0.7	4.185	A
B - Gibbet Lane	8	2	1438	425	0.019	8	94	0.0	0.0	8.640	A
C - A5 (South)	681	170	773	1384	0.492	677	674	0.0	1.0	5.065	A
D - A426	754	189	552	1461	0.516	750	898	0.0	1.1	5.038	A
E - A5 (North)	776	194	591	1553	0.500	772	712	0.0	1.0	4.587	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	676	169	1159	1315	0.514	674	472	0.7	1.0	5.606	A
B - Gibbet Lane	10	2	1722	324	0.031	10	112	0.0	0.0	11.453	B
C - A5 (South)	813	203	925	1306	0.622	810	806	1.0	1.6	7.220	A
D - A426	901	225	661	1405	0.641	898	1075	1.1	1.8	7.065	A
E - A5 (North)	927	232	707	1492	0.621	924	852	1.0	1.6	6.311	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	828	207	1412	1174	0.705	823	574	1.0	2.3	10.099	B
B - Gibbet Lane	12	3	2098	190	0.064	12	136	0.0	0.1	20.170	C
C - A5 (South)	995	249	1128	1202	0.828	984	982	1.6	4.4	15.765	C
D - A426	1103	276	803	1331	0.829	1093	1310	1.8	4.4	14.463	B
E - A5 (North)	1135	284	860	1412	0.804	1126	1036	1.6	3.8	12.223	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	828	207	1423	1168	0.709	828	579	2.3	2.4	10.545	B
B - Gibbet Lane	12	3	2113	185	0.065	12	138	0.1	0.1	20.819	C
C - A5 (South)	995	249	1135	1199	0.830	994	989	4.4	4.6	17.405	C
D - A426	1103	276	811	1327	0.831	1102	1319	4.4	4.7	15.842	C
E - A5 (North)	1135	284	868	1408	0.806	1134	1045	3.8	4.0	13.085	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	676	169	1175	1306	0.517	681	480	2.4	1.1	5.806	A
B - Gibbet Lane	10	2	1742	317	0.031	10	114	0.1	0.0	11.740	B
C - A5 (South)	813	203	936	1301	0.625	824	817	4.6	1.7	7.735	A
D - A426	901	225	672	1399	0.644	912	1088	4.7	1.8	7.561	A
E - A5 (North)	927	232	718	1486	0.624	936	866	4.0	1.7	6.651	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	566	142	977	1416	0.400	568	398	1.1	0.7	4.251	A
B - Gibbet Lane	8	2	1450	421	0.020	8	94	0.0	0.0	8.734	A
C - A5 (South)	681	170	779	1380	0.493	683	679	1.7	1.0	5.187	A
D - A426	754	189	557	1458	0.517	757	905	1.8	1.1	5.163	A
E - A5 (North)	776	194	596	1550	0.501	779	718	1.7	1.0	4.683	A

2026 WoD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - Rugby Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J47	A5/A426/Gibbet Lane	Standard Roundabout		A, B, C, D, E	10.79	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	6	C - A5 (South)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 WoD	PM	PRTM 2.2 Demand Flows	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 (PCU/hr)	Scaling Factor (%)
A - Rugby Road		ONE HOUR	✓	584	100.000
B - Gibbet Lane		ONE HOUR	✓	95	100.000
C - A5 (South)		ONE HOUR	✓	1014	100.000
D - A426		ONE HOUR	✓	781	100.000
E - A5 (North)		ONE HOUR	✓	674	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Rugby Road	B - Gibbet Lane	C - A5 (South)	D - A426	E - A5 (North)
From	A - Rugby Road	4	24	151	384	21
	B - Gibbet Lane	25	1	7	39	23
	C - A5 (South)	220	15	5	138	636
	D - A426	369	28	100	2	282
	E - A5 (North)	5	28	304	334	3

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	A - Rugby Road	B - Gibbet Lane	C - A5 (South)	D - A426	E - A5 (North)	
A - Rugby Road	0	0	0	0	0	
B - Gibbet Lane	0	0	0	0	0	
C - A5 (South)	0	0	0	0	0	
D - A426	0	0	0	0	0	
E - A5 (North)	0	0	0	0	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Rugby Road	0.44	4.42	0.8	A	536	804
B - Gibbet Lane	0.25	11.26	0.3	B	87	131
C - A5 (South)	0.85	18.35	5.4	C	930	1396
D - A426	0.71	10.41	2.4	B	717	1075
E - A5 (North)	0.52	5.31	1.1	A	618	928

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	440	110	615	1618	0.272	438	467	0.0	0.4	3.047	A
B - Gibbet Lane	72	18	981	587	0.122	71	72	0.0	0.1	6.963	A
C - A5 (South)	763	191	627	1458	0.524	759	425	0.0	1.1	5.118	A
D - A426	588	147	713	1377	0.427	585	673	0.0	0.7	4.527	A
E - A5 (North)	507	127	576	1561	0.325	506	723	0.0	0.5	3.405	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	525	131	736	1550	0.339	524	559	0.4	0.5	3.507	A
B - Gibbet Lane	85	21	1174	519	0.165	85	86	0.1	0.2	8.299	A
C - A5 (South)	912	228	751	1395	0.653	909	509	1.1	1.8	7.354	A
D - A426	702	176	854	1305	0.538	700	805	0.7	1.1	5.937	A
E - A5 (North)	606	151	689	1501	0.404	605	865	0.5	0.7	4.013	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	643	161	900	1459	0.441	642	681	0.5	0.8	4.400	A
B - Gibbet Lane	105	26	1437	425	0.246	104	105	0.2	0.3	11.186	B
C - A5 (South)	1116	279	918	1309	0.853	1103	623	1.8	5.1	16.495	C
D - A426	860	215	1038	1210	0.711	855	984	1.1	2.4	10.001	B
E - A5 (North)	742	186	840	1422	0.522	740	1052	0.7	1.1	5.266	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	643	161	903	1458	0.441	643	686	0.8	0.8	4.418	A
B - Gibbet Lane	105	26	1440	424	0.247	105	106	0.3	0.3	11.261	B
C - A5 (South)	1116	279	920	1308	0.853	1115	624	5.1	5.4	18.352	C
D - A426	860	215	1048	1205	0.714	860	987	2.4	2.4	10.411	B
E - A5 (North)	742	186	846	1419	0.523	742	1062	1.1	1.1	5.315	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	525	131	740	1548	0.339	526	566	0.8	0.5	3.524	A
B - Gibbet Lane	85	21	1179	517	0.165	86	87	0.3	0.2	8.359	A
C - A5 (South)	912	228	754	1394	0.654	926	511	5.4	1.9	7.915	A
D - A426	702	176	869	1297	0.541	707	810	2.4	1.2	6.151	A
E - A5 (North)	606	151	698	1497	0.405	608	878	1.1	0.7	4.056	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	440	110	618	1616	0.272	440	471	0.5	0.4	3.062	A
B - Gibbet Lane	72	18	986	586	0.122	72	72	0.2	0.1	7.011	A
C - A5 (South)	763	191	630	1456	0.524	767	428	1.9	1.1	5.243	A
D - A426	588	147	720	1374	0.428	590	677	1.2	0.8	4.603	A
E - A5 (North)	507	127	581	1558	0.326	508	729	0.7	0.5	3.430	A

2026 WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - Rugby Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J47	A5/A426/Gibbet Lane	Standard Roundabout		A, B, C, D, E	17.71	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-3	B - Gibbet Lane

Traffic Demand

Demand Set Details

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	2026 WD	AM	PRTM 2.2 Demand Flows	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 (PCU/hr)	Scaling Factor (%)
A - Rugby Road		ONE HOUR	✓	758	100.000
B - Gibbet Lane		ONE HOUR	✓	96	100.000
C - A5 (South)		ONE HOUR	✓	969	100.000
D - A426		ONE HOUR	✓	939	100.000
E - A5 (North)		ONE HOUR	✓	1042	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Rugby Road	B - Gibbet Lane	C - A5 (South)	D - A426	E - A5 (North)
From	A - Rugby Road	0	41	178	532	7
	B - Gibbet Lane	29	0	17	29	21
	C - A5 (South)	128	50	37	173	581
	D - A426	336	25	155	0	423
	E - A5 (North)	5	27	575	435	0

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	A - Rugby Road	B - Gibbet Lane	C - A5 (South)	D - A426	E - A5 (North)	
A - Rugby Road	0	0	0	0	0	
B - Gibbet Lane	0	0	0	0	0	
C - A5 (South)	0	0	0	0	0	
D - A426	0	0	0	0	0	
E - A5 (North)	0	0	0	0	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Rugby Road	0.72	10.97	2.5	B	696	1043
B - Gibbet Lane	0.57	44.44	1.2	E	88	132
C - A5 (South)	0.90	27.67	7.7	D	889	1334
D - A426	0.82	15.53	4.3	C	862	1292
E - A5 (North)	0.81	12.86	4.0	B	956	1434

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	571	143	977	1417	0.403	568	373	0.0	0.7	4.242	A
B - Gibbet Lane	72	18	1438	425	0.170	71	107	0.0	0.2	10.155	B
C - A5 (South)	730	182	789	1376	0.530	725	720	0.0	1.1	5.496	A
D - A426	707	177	638	1416	0.499	703	876	0.0	1.0	5.021	A
E - A5 (North)	784	196	569	1565	0.501	780	772	0.0	1.0	4.569	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	681	170	1169	1310	0.520	680	446	0.7	1.1	5.701	A
B - Gibbet Lane	86	22	1721	324	0.266	86	128	0.2	0.4	15.037	C
C - A5 (South)	871	218	944	1296	0.672	868	862	1.1	2.0	8.327	A
D - A426	844	211	764	1352	0.625	842	1048	1.0	1.6	7.020	A
E - A5 (North)	937	234	681	1506	0.622	934	924	1.0	1.6	6.269	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	835	209	1423	1168	0.715	829	541	1.1	2.4	10.465	B
B - Gibbet Lane	106	26	2097	191	0.554	103	156	0.4	1.1	39.605	E
C - A5 (South)	1067	267	1149	1192	0.895	1047	1050	2.0	6.9	22.462	C
D - A426	1034	258	921	1270	0.814	1024	1275	1.6	4.0	14.116	B
E - A5 (North)	1147	287	826	1430	0.802	1138	1119	1.6	3.8	12.010	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	835	209	1435	1162	0.718	834	547	2.4	2.5	10.967	B
B - Gibbet Lane	106	26	2112	185	0.570	105	157	1.1	1.2	44.445	E
C - A5 (South)	1067	267	1159	1187	0.899	1064	1058	6.9	7.7	27.673	D
D - A426	1034	258	936	1263	0.819	1033	1286	4.0	4.3	15.526	C
E - A5 (North)	1147	287	835	1425	0.805	1147	1134	3.8	4.0	12.858	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	681	170	1185	1300	0.524	687	455	2.5	1.1	5.920	A
B - Gibbet Lane	86	22	1742	317	0.272	90	131	1.2	0.4	16.067	C
C - A5 (South)	871	218	957	1290	0.675	893	874	7.7	2.1	9.567	A
D - A426	844	211	787	1339	0.630	854	1064	4.3	1.7	7.569	A
E - A5 (North)	937	234	695	1499	0.625	946	946	4.0	1.7	6.615	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	571	143	985	1412	0.404	572	377	1.1	0.7	4.297	A
B - Gibbet Lane	72	18	1450	421	0.172	73	108	0.4	0.2	10.370	B
C - A5 (South)	730	182	796	1372	0.532	733	727	2.1	1.2	5.671	A
D - A426	707	177	646	1412	0.501	710	883	1.7	1.0	5.147	A
E - A5 (North)	784	196	575	1561	0.502	787	781	1.7	1.0	4.667	A

2026 WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - Rugby Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J47	A5/A426/Gibbet Lane	Standard Roundabout		A, B, C, D, E	14.01	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	3	C - A5 (South)

Traffic Demand

Demand Set Details

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	2026 WD	PM	PRTM 2.2 Demand Flows	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 (PCU/hr)	Scaling Factor (%)
A - Rugby Road		ONE HOUR	✓	671	100.000
B - Gibbet Lane		ONE HOUR	✓	99	100.000
C - A5 (South)		ONE HOUR	✓	1079	100.000
D - A426		ONE HOUR	✓	858	100.000
E - A5 (North)		ONE HOUR	✓	739	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Rugby Road	B - Gibbet Lane	C - A5 (South)	D - A426	E - A5 (North)
From	A - Rugby Road	2	26	229	394	20
	B - Gibbet Lane	26	1	11	40	21
	C - A5 (South)	241	15	5	157	661
	D - A426	403	27	140	2	286
	E - A5 (North)	5	25	423	283	3

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	A - Rugby Road	B - Gibbet Lane	C - A5 (South)	D - A426	E - A5 (North)	
A - Rugby Road	0	0	0	0	0	
B - Gibbet Lane	0	0	0	0	0	
C - A5 (South)	0	0	0	0	0	
D - A426	0	0	0	0	0	
E - A5 (North)	0	0	0	0	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Rugby Road	0.53	5.49	1.1	A	616	924
B - Gibbet Lane	0.31	15.01	0.4	C	91	136
C - A5 (South)	0.89	23.53	7.3	C	990	1485
D - A426	0.80	15.04	3.8	C	787	1181
E - A5 (North)	0.60	6.51	1.5	A	678	1017

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	505	126	693	1575	0.321	503	507	0.0	0.5	3.354	A
B - Gibbet Lane	75	19	1125	536	0.139	74	70	0.0	0.2	7.776	A
C - A5 (South)	812	203	594	1475	0.551	807	606	0.0	1.2	5.354	A
D - A426	646	161	745	1361	0.474	642	657	0.0	0.9	4.982	A
E - A5 (North)	556	139	645	1525	0.365	554	742	0.0	0.6	3.702	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	603	151	829	1499	0.402	602	607	0.5	0.7	4.013	A
B - Gibbet Lane	89	22	1347	457	0.195	89	84	0.2	0.2	9.759	A
C - A5 (South)	970	242	711	1415	0.685	966	725	1.2	2.1	7.953	A
D - A426	771	193	891	1286	0.600	769	786	0.9	1.5	6.934	A
E - A5 (North)	664	166	772	1458	0.456	663	888	0.6	0.8	4.525	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	739	185	1013	1396	0.529	737	737	0.7	1.1	5.445	A
B - Gibbet Lane	109	27	1647	351	0.311	108	103	0.2	0.4	14.799	B
C - A5 (South)	1188	297	869	1335	0.890	1170	886	2.1	6.7	19.929	C
D - A426	945	236	1079	1189	0.795	936	960	1.5	3.6	13.809	B
E - A5 (North)	814	203	939	1371	0.594	811	1077	0.8	1.4	6.404	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	739	185	1017	1394	0.530	739	744	1.1	1.1	5.492	A
B - Gibbet Lane	109	27	1652	349	0.313	109	103	0.4	0.4	15.008	C
C - A5 (South)	1188	297	872	1333	0.891	1186	889	6.7	7.3	23.527	C
D - A426	945	236	1093	1181	0.800	944	964	3.6	3.8	15.039	C
E - A5 (North)	814	203	948	1366	0.596	814	1089	1.4	1.5	6.514	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	603	151	835	1495	0.403	605	618	1.1	0.7	4.052	A
B - Gibbet Lane	89	22	1355	455	0.196	90	85	0.4	0.2	9.892	A
C - A5 (South)	970	242	715	1413	0.686	990	730	7.3	2.3	8.899	A
D - A426	771	193	912	1275	0.605	780	793	3.8	1.6	7.409	A
E - A5 (North)	664	166	786	1451	0.458	667	907	1.5	0.9	4.605	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	505	126	697	1572	0.321	506	512	0.7	0.5	3.381	A
B - Gibbet Lane	75	19	1132	534	0.140	75	71	0.2	0.2	7.853	A
C - A5 (South)	812	203	597	1473	0.551	816	610	2.3	1.2	5.513	A
D - A426	646	161	753	1357	0.476	649	661	1.6	0.9	5.098	A
E - A5 (North)	556	139	652	1521	0.366	557	749	0.9	0.6	3.741	A

2036 WoD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - Rugby Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J47	A5/A426/Gibbet Lane	Standard Roundabout		A, B, C, D, E	43.38	E

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-10	B - Gibbet Lane

Traffic Demand

Demand Set Details

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	2036 WoD	AM	PRTM 2.2 Demand Flows	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 (PCU/hr)	Scaling Factor (%)
A - Rugby Road		ONE HOUR	✓	764	100.000
B - Gibbet Lane		ONE HOUR	✓	188	100.000
C - A5 (South)		ONE HOUR	✓	1055	100.000
D - A426		ONE HOUR	✓	926	100.000
E - A5 (North)		ONE HOUR	✓	885	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Rugby Road	B - Gibbet Lane	C - A5 (South)	D - A426	E - A5 (North)
From	A - Rugby Road	0	36	141	581	6
	B - Gibbet Lane	33	0	25	101	29
	C - A5 (South)	118	72	41	289	535
	D - A426	298	34	211	0	383
	E - A5 (North)	4	23	421	437	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - Rugby Road	B - Gibbet Lane	C - A5 (South)	D - A426	E - A5 (North)
A - Rugby Road	0	0	0	0	0
B - Gibbet Lane	0	0	0	0	0
C - A5 (South)	0	0	0	0	0
D - A426	0	0	0	0	0
E - A5 (North)	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Rugby Road	0.70	9.88	2.3	A	701	1052
B - Gibbet Lane	0.95	132.82	7.3	F	173	259
C - A5 (South)	1.04	107.77	37.2	F	968	1452
D - A426	0.79	12.96	3.6	B	850	1275
E - A5 (North)	0.69	8.36	2.2	A	812	1218

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	575	144	928	1444	0.398	573	339	0.0	0.7	4.120	A
B - Gibbet Lane	142	35	1377	447	0.317	140	123	0.0	0.5	11.664	B
C - A5 (South)	794	199	889	1325	0.600	788	628	0.0	1.5	6.643	A
D - A426	697	174	623	1424	0.490	693	1054	0.0	0.9	4.901	A
E - A5 (North)	666	167	604	1546	0.431	663	713	0.0	0.8	4.063	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	687	172	1111	1342	0.512	685	405	0.7	1.0	5.471	A
B - Gibbet Lane	169	42	1649	350	0.483	167	148	0.5	0.9	19.500	C
C - A5 (South)	948	237	1064	1235	0.768	942	752	1.5	3.1	11.996	B
D - A426	832	208	744	1361	0.611	830	1261	0.9	1.5	6.743	A
E - A5 (North)	796	199	722	1484	0.536	794	852	0.8	1.1	5.205	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	841	210	1350	1209	0.696	836	485	1.0	2.2	9.544	A
B - Gibbet Lane	207	52	2010	221	0.935	189	176	0.9	5.3	86.315	F
C - A5 (South)	1162	290	1286	1122	1.035	1084	914	3.1	22.6	55.286	F
D - A426	1020	255	856	1304	0.782	1012	1514	1.5	3.4	12.041	B
E - A5 (North)	974	244	864	1410	0.691	970	1004	1.1	2.2	8.111	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	841	210	1358	1205	0.698	841	491	2.2	2.3	9.884	A
B - Gibbet Lane	207	52	2021	218	0.951	199	178	5.3	7.3	132.823	F
C - A5 (South)	1162	290	1300	1115	1.042	1103	920	22.6	37.2	107.771	F
D - A426	1020	255	873	1295	0.787	1019	1530	3.4	3.6	12.964	B
E - A5 (North)	974	244	874	1405	0.694	974	1018	2.2	2.2	8.358	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	687	172	1134	1329	0.517	692	429	2.3	1.1	5.687	A
B - Gibbet Lane	169	42	1668	343	0.492	194	158	7.3	1.0	27.899	D
C - A5 (South)	948	237	1095	1220	0.778	1082	767	37.2	3.9	43.443	E
D - A426	832	208	855	1304	0.638	839	1321	3.6	1.8	7.857	A
E - A5 (North)	796	199	763	1463	0.544	800	931	2.2	1.2	5.463	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	575	144	936	1439	0.400	577	344	1.1	0.7	4.184	A
B - Gibbet Lane	142	35	1388	443	0.320	144	125	1.0	0.5	12.122	B
C - A5 (South)	794	199	898	1320	0.602	804	634	3.9	1.5	7.092	A
D - A426	697	174	635	1418	0.492	700	1066	1.8	1.0	5.041	A
E - A5 (North)	666	167	612	1542	0.432	668	724	1.2	0.8	4.128	A

2036 WoD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - Rugby Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J47	A5/A426/Gibbet Lane	Standard Roundabout		A, B, C, D, E	73.15	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-12	C - A5 (South)

Traffic Demand

Demand Set Details

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	2036 WoD	PM	PRTM 2.2 Demand Flows	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 (PCU/hr)	Scaling Factor (%)
A - Rugby Road		ONE HOUR	✓	638	100.000
B - Gibbet Lane		ONE HOUR	✓	95	100.000
C - A5 (South)		ONE HOUR	✓	1298	100.000
D - A426		ONE HOUR	✓	639	100.000
E - A5 (North)		ONE HOUR	✓	714	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Rugby Road	B - Gibbet Lane	C - A5 (South)	D - A426	E - A5 (North)
From	A - Rugby Road	2	28	170	426	12
	B - Gibbet Lane	22	1	12	48	12
	C - A5 (South)	334	26	6	306	626
	D - A426	318	27	112	2	180
	E - A5 (North)	4	22	342	345	1

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	A - Rugby Road	B - Gibbet Lane	C - A5 (South)	D - A426	E - A5 (North)	
A - Rugby Road	0	0	0	0	0	
B - Gibbet Lane	0	0	0	0	0	
C - A5 (South)	0	0	0	0	0	
D - A426	0	0	0	0	0	
E - A5 (North)	0	0	0	0	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Rugby Road	0.49	5.01	1.0	A	585	878
B - Gibbet Lane	0.27	13.00	0.4	B	87	131
C - A5 (South)	1.11	180.55	80.0	F	1191	1787
D - A426	0.58	7.10	1.4	A	586	880
E - A5 (North)	0.56	5.93	1.3	A	655	983

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	480	120	663	1591	0.302	479	509	0.0	0.4	3.232	A
B - Gibbet Lane	72	18	1063	558	0.128	71	78	0.0	0.1	7.379	A
C - A5 (South)	977	244	653	1445	0.676	969	481	0.0	2.0	7.445	A
D - A426	481	120	778	1344	0.358	479	844	0.0	0.6	4.151	A
E - A5 (North)	538	134	636	1529	0.351	535	621	0.0	0.5	3.614	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	574	143	793	1519	0.378	573	608	0.4	0.6	3.805	A
B - Gibbet Lane	85	21	1273	484	0.177	85	93	0.1	0.2	9.028	A
C - A5 (South)	1167	292	782	1379	0.846	1155	576	2.0	5.0	15.326	C
D - A426	574	144	928	1267	0.453	573	1009	0.6	0.8	5.191	A
E - A5 (North)	642	160	760	1464	0.438	641	741	0.5	0.8	4.367	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	702	176	967	1422	0.494	701	707	0.6	1.0	4.983	A
B - Gibbet Lane	105	26	1557	383	0.273	104	111	0.2	0.4	12.885	B
C - A5 (South)	1429	357	956	1290	1.108	1272	704	5.0	44.2	80.723	F
D - A426	704	176	1027	1216	0.579	701	1202	0.8	1.3	6.970	A
E - A5 (North)	786	197	890	1396	0.563	784	838	0.8	1.3	5.861	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	702	176	970	1420	0.495	702	712	1.0	1.0	5.013	A
B - Gibbet Lane	105	26	1560	381	0.274	105	112	0.4	0.4	13.001	B
C - A5 (South)	1429	357	959	1289	1.109	1286	706	44.2	80.0	180.549	F
D - A426	704	176	1038	1210	0.581	703	1207	1.3	1.4	7.104	A
E - A5 (North)	786	197	895	1394	0.564	786	846	1.3	1.3	5.926	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	574	143	802	1514	0.379	575	662	1.0	0.6	3.838	A
B - Gibbet Lane	85	21	1279	481	0.177	86	98	0.4	0.2	9.117	A
C - A5 (South)	1167	292	785	1377	0.847	1360	580	80.0	31.7	150.596	F
D - A426	574	144	1085	1186	0.484	576	1061	1.4	1.0	5.922	A
E - A5 (North)	642	160	820	1433	0.448	644	841	1.3	0.8	4.573	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	480	120	670	1587	0.303	481	543	0.6	0.4	3.255	A
B - Gibbet Lane	72	18	1070	556	0.129	72	81	0.2	0.1	7.443	A
C - A5 (South)	977	244	657	1443	0.677	1095	485	31.7	2.2	14.378	B
D - A426	481	120	875	1294	0.372	482	877	1.0	0.6	4.444	A
E - A5 (North)	538	134	674	1509	0.356	539	683	0.8	0.6	3.711	A

2036 WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - Rugby Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J47	A5/A426/Gibbet Lane	Standard Roundabout		A, B, C, D, E	72.58	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-17	B - Gibbet Lane

Traffic Demand

Demand Set Details

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	2036 WD	AM	PRTM 2.2 Demand Flows	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 (PCU/hr)	Scaling Factor (%)
A - Rugby Road		ONE HOUR	✓	762	100.000
B - Gibbet Lane		ONE HOUR	✓	237	100.000
C - A5 (South)		ONE HOUR	✓	1078	100.000
D - A426		ONE HOUR	✓	924	100.000
E - A5 (North)		ONE HOUR	✓	973	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Rugby Road	B - Gibbet Lane	C - A5 (South)	D - A426	E - A5 (North)
From	A - Rugby Road	0	37	152	567	6
	B - Gibbet Lane	39	0	31	128	39
	C - A5 (South)	149	65	44	262	558
	D - A426	349	28	180	0	367
	E - A5 (North)	4	23	481	465	0

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	A - Rugby Road	B - Gibbet Lane	C - A5 (South)	D - A426	E - A5 (North)	
A - Rugby Road	0	0	0	0	0	
B - Gibbet Lane	0	0	0	0	0	
C - A5 (South)	0	0	0	0	0	
D - A426	0	0	0	0	0	
E - A5 (North)	0	0	0	0	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Rugby Road	0.71	10.61	2.4	B	699	1049
B - Gibbet Lane	1.33	449.56	35.0	F	217	326
C - A5 (South)	1.07	139.26	50.2	F	989	1484
D - A426	0.80	13.66	3.7	B	848	1272
E - A5 (North)	0.77	11.37	3.3	B	893	1339

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	574	143	963	1424	0.403	571	404	0.0	0.7	4.207	A
B - Gibbet Lane	178	45	1420	432	0.413	176	114	0.0	0.7	13.927	B
C - A5 (South)	812	203	930	1303	0.623	805	665	0.0	1.6	7.136	A
D - A426	696	174	672	1399	0.497	692	1064	0.0	1.0	5.064	A
E - A5 (North)	733	183	639	1528	0.479	729	725	0.0	0.9	4.484	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	685	171	1152	1319	0.519	683	484	0.7	1.1	5.653	A
B - Gibbet Lane	213	53	1699	332	0.641	209	137	0.7	1.6	28.439	D
C - A5 (South)	969	242	1113	1210	0.801	961	796	1.6	3.7	13.962	B
D - A426	831	208	801	1332	0.624	828	1272	1.0	1.6	7.106	A
E - A5 (North)	875	219	764	1463	0.598	873	866	0.9	1.5	6.077	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	839	210	1397	1183	0.709	834	568	1.1	2.4	10.173	B
B - Gibbet Lane	261	65	2069	201	1.301	193	162	1.6	18.5	221.088	F
C - A5 (South)	1187	297	1304	1113	1.067	1085	959	3.7	29.1	67.019	F
D - A426	1017	254	892	1285	0.791	1010	1497	1.6	3.6	12.706	B
E - A5 (North)	1071	268	900	1391	0.770	1064	1001	1.5	3.2	10.799	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	839	210	1407	1177	0.713	839	573	2.4	2.4	10.612	B
B - Gibbet Lane	261	65	2082	196	1.332	195	163	18.5	35.0	449.563	F
C - A5 (South)	1187	297	1312	1109	1.071	1102	965	29.1	50.2	139.261	F
D - A426	1017	254	905	1278	0.796	1017	1509	3.6	3.7	13.665	B
E - A5 (North)	1071	268	909	1387	0.773	1071	1013	3.2	3.3	11.365	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	685	171	1181	1303	0.526	690	529	2.4	1.1	5.925	A
B - Gibbet Lane	213	53	1723	324	0.659	315	148	35.0	9.6	262.721	F
C - A5 (South)	969	242	1214	1159	0.836	1137	824	50.2	8.2	99.441	F
D - A426	831	208	970	1245	0.667	837	1381	3.7	2.1	8.968	A
E - A5 (North)	875	219	829	1428	0.612	881	978	3.3	1.6	6.659	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	574	143	974	1418	0.405	575	418	1.1	0.7	4.281	A
B - Gibbet Lane	178	45	1433	427	0.418	214	117	9.6	0.7	19.770	C
C - A5 (South)	812	203	970	1283	0.633	837	677	8.2	1.8	8.524	A
D - A426	696	174	709	1380	0.504	700	1099	2.1	1.0	5.326	A
E - A5 (North)	733	183	657	1518	0.483	735	751	1.6	0.9	4.614	A

2036 WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - Rugby Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J47	A5/A426/Gibbet Lane	Standard Roundabout		A, B, C, D, E	67.57	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-12	C - A5 (South)

Traffic Demand

Demand Set Details

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	2036 WD	PM	PRTM 2.2 Demand Flows	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 (PCU/hr)	Scaling Factor (%)
A - Rugby Road		ONE HOUR	✓	728	100.000
B - Gibbet Lane		ONE HOUR	✓	160	100.000
C - A5 (South)		ONE HOUR	✓	1317	100.000
D - A426		ONE HOUR	✓	661	100.000
E - A5 (North)		ONE HOUR	✓	755	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Rugby Road	B - Gibbet Lane	C - A5 (South)	D - A426	E - A5 (North)
From	A - Rugby Road	2	39	276	399	12
	B - Gibbet Lane	32	1	31	79	17
	C - A5 (South)	291	29	8	309	680
	D - A426	272	33	169	2	185
	E - A5 (North)	3	22	451	278	1

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	A - Rugby Road	B - Gibbet Lane	C - A5 (South)	D - A426	E - A5 (North)	
A - Rugby Road	0	0	0	0	0	
B - Gibbet Lane	0	0	0	0	0	
C - A5 (South)	0	0	0	0	0	
D - A426	0	0	0	0	0	
E - A5 (North)	0	0	0	0	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Rugby Road	0.59	6.52	1.4	A	668	1002
B - Gibbet Lane	0.57	26.56	1.3	D	147	220
C - A5 (South)	1.10	171.38	77.1	F	1209	1813
D - A426	0.61	7.78	1.6	A	607	910
E - A5 (North)	0.60	6.36	1.5	A	693	1039

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	548	137	745	1545	0.355	546	449	0.0	0.5	3.594	A
B - Gibbet Lane	120	30	1198	510	0.236	119	93	0.0	0.3	9.178	A
C - A5 (South)	992	248	617	1463	0.678	983	701	0.0	2.0	7.379	A
D - A426	498	124	801	1332	0.374	495	799	0.0	0.6	4.289	A
E - A5 (North)	568	142	628	1534	0.371	566	669	0.0	0.6	3.710	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	654	164	892	1464	0.447	653	536	0.5	0.8	4.437	A
B - Gibbet Lane	144	36	1434	426	0.337	143	111	0.3	0.5	12.673	B
C - A5 (South)	1184	296	738	1401	0.845	1172	839	2.0	4.9	15.016	C
D - A426	594	149	956	1253	0.474	593	955	0.6	0.9	5.448	A
E - A5 (North)	679	170	750	1470	0.462	678	798	0.6	0.9	4.541	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	802	200	1087	1355	0.591	799	626	0.8	1.4	6.445	A
B - Gibbet Lane	176	44	1753	313	0.563	173	133	0.5	1.2	25.297	D
C - A5 (South)	1450	363	902	1318	1.100	1299	1025	4.9	42.8	77.195	F
D - A426	728	182	1065	1196	0.608	725	1136	0.9	1.5	7.602	A
E - A5 (North)	831	208	884	1400	0.594	829	906	0.9	1.4	6.280	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	802	200	1090	1353	0.592	801	630	1.4	1.4	6.521	A
B - Gibbet Lane	176	44	1758	311	0.566	176	133	1.2	1.3	26.560	D
C - A5 (South)	1450	363	906	1316	1.102	1313	1028	42.8	77.1	171.385	F
D - A426	728	182	1076	1190	0.611	728	1142	1.5	1.6	7.777	A
E - A5 (North)	831	208	889	1397	0.595	831	914	1.4	1.5	6.364	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	654	164	902	1458	0.449	657	584	1.4	0.8	4.508	A
B - Gibbet Lane	144	36	1443	423	0.340	147	116	1.3	0.5	13.150	B
C - A5 (South)	1184	296	744	1398	0.847	1380	845	77.1	28.0	140.265	F
D - A426	594	149	1116	1170	0.508	596	1009	1.6	1.0	6.300	A
E - A5 (North)	679	170	805	1441	0.471	681	907	1.5	0.9	4.753	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Rugby Road	548	137	753	1541	0.356	549	475	0.8	0.6	3.632	A
B - Gibbet Lane	120	30	1206	507	0.237	121	96	0.5	0.3	9.344	A
C - A5 (South)	992	248	621	1461	0.679	1095	706	28.0	2.2	12.900	B
D - A426	498	124	887	1288	0.386	499	829	1.0	0.6	4.576	A
E - A5 (North)	568	142	659	1517	0.375	570	728	0.9	0.6	3.801	A

<h1>Junctions 10</h1>
<h2>ARCADY 10 - Roundabout Module</h2>
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Filename: 221010 J47 - A5_A426_Gibbet Lane (Mitigation).j10

Path: X:\NTT\NTT2814_Hinckley Rail Freight Interchange\02. Project Delivery\01. WIP\Design and Calculations\T&I Planning\04 Junction Modelling\JTC 47 - A5 - A426 - Gibbet Lane

Report generation date: 10/10/2022 15:59:41

-
- »2018, AM
 - »2018, PM
 - »2026 WoD, AM
 - »2026 WoD, PM
 - »2026 WoDWS, AM
 - »2026 WoDWS, PM
 - »2026 WD, AM
 - »2026 WD, PM
 - »2036 WoD, AM
 - »2036 WoD, PM
 - »2036 WoDWS, AM
 - »2036 WoDWS, PM
 - »2036 WD, AM
 - »2036 WD, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2018												
A - A5 (North)	D1	3.6	11.77	0.79	B	7 % [C - Gibbet Lane]	D2	0.9	4.81	0.46	A	13 % [E - A426]
B - Rugby Road		2.1	9.01	0.68	A			0.7	4.06	0.41	A	
C - Gibbet Lane		0.8	21.98	0.46	C			0.2	8.03	0.19	A	
D - A5 (South)		1.2	6.55	0.55	A			1.8	6.88	0.64	A	
E - A426		2.3	8.30	0.70	A			3.5	12.87	0.78	B	
2026 WoD												
A - A5 (North)	D3	2.1	7.86	0.69	A	-5 % [C - Gibbet Lane]	D4	0.7	4.48	0.42	A	10 % [D - A5 (South)]
B - Rugby Road		1.3	6.95	0.58	A			0.8	4.37	0.46	A	
C - Gibbet Lane		4.7	60.25	0.85	F			0.3	8.49	0.21	A	
D - A5 (South)		5.7	21.42	0.86	C			4.4	13.84	0.82	B	
E - A426		1.5	6.66	0.60	A			2.4	10.33	0.71	B	
2026 WoDWS												
A - A5 (North)	D5	2.1	7.64	0.68	A	-4 % [C - Gibbet Lane]	D6	0.7	4.45	0.42	A	12 % [D - A5 (South)]
B - Rugby Road		1.3	6.84	0.57	A			0.9	4.40	0.46	A	
C - Gibbet Lane		4.1	53.56	0.83	F			0.3	8.55	0.21	A	
D - A5 (South)		5.4	20.41	0.86	C			4.0	12.62	0.80	B	
E - A426		1.4	6.45	0.59	A			2.3	9.86	0.70	A	
2026 WD												
A - A5 (North)	D7	2.1	7.69	0.69	A	-6 % [C - Gibbet Lane]	D8	0.8	4.76	0.45	A	6 % [D - A5 (South)]
B - Rugby Road		1.4	7.20	0.59	A			0.9	4.68	0.49	A	
C - Gibbet Lane		6.0	74.75	0.89	F			0.3	9.11	0.23	A	
D - A5 (South)		5.9	22.02	0.87	C			6.0	18.03	0.87	C	
E - A426		1.3	6.36	0.58	A			2.8	12.04	0.74	B	
2026 WoD												
A - A5 (North)	D9	1.8	7.19	0.65	A	-14 % [C - Gibbet Lane]	D10	1.0	5.62	0.50	A	-2 % [D - A5 (South)]
B - Rugby Road		1.5	7.49	0.61	A			1.2	5.42	0.54	A	
C - Gibbet Lane		33.3	264.68	1.15	F			0.6	12.70	0.39	B	
D - A5 (South)		9.3	34.92	0.92	D			16.6	47.18	0.97	E	
E - A426		2.6	9.90	0.73	A			4.5	16.86	0.83	C	
2026 WoDWS												
A - A5 (North)	D11	1.8	7.05	0.64	A	-14 % [C - Gibbet Lane]	D12	1.0	5.48	0.49	A	-2 % [D - A5 (South)]
B - Rugby Road		1.5	7.44	0.61	A			1.2	5.36	0.54	A	
C - Gibbet Lane		32.2	257.25	1.14	F			0.6	12.57	0.39	B	
D - A5 (South)		9.1	34.16	0.92	D			15.6	44.77	0.96	E	
E - A426		2.5	9.39	0.71	A			4.0	15.49	0.81	C	
2026 WD												
A - A5 (North)	D13	2.1	7.77	0.68	A	-17 % [C - Gibbet Lane]	D14	1.0	5.82	0.51	A	-4 % [D - A5 (South)]
B - Rugby Road		1.7	8.06	0.63	A			1.2	5.56	0.55	A	
C - Gibbet Lane		51.9	400.20	1.28	F			0.8	13.85	0.43	B	
D - A5 (South)		9.6	35.77	0.92	E			22.2	59.24	0.99	F	
E - A426		2.5	9.56	0.72	A			5.5	20.89	0.86	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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

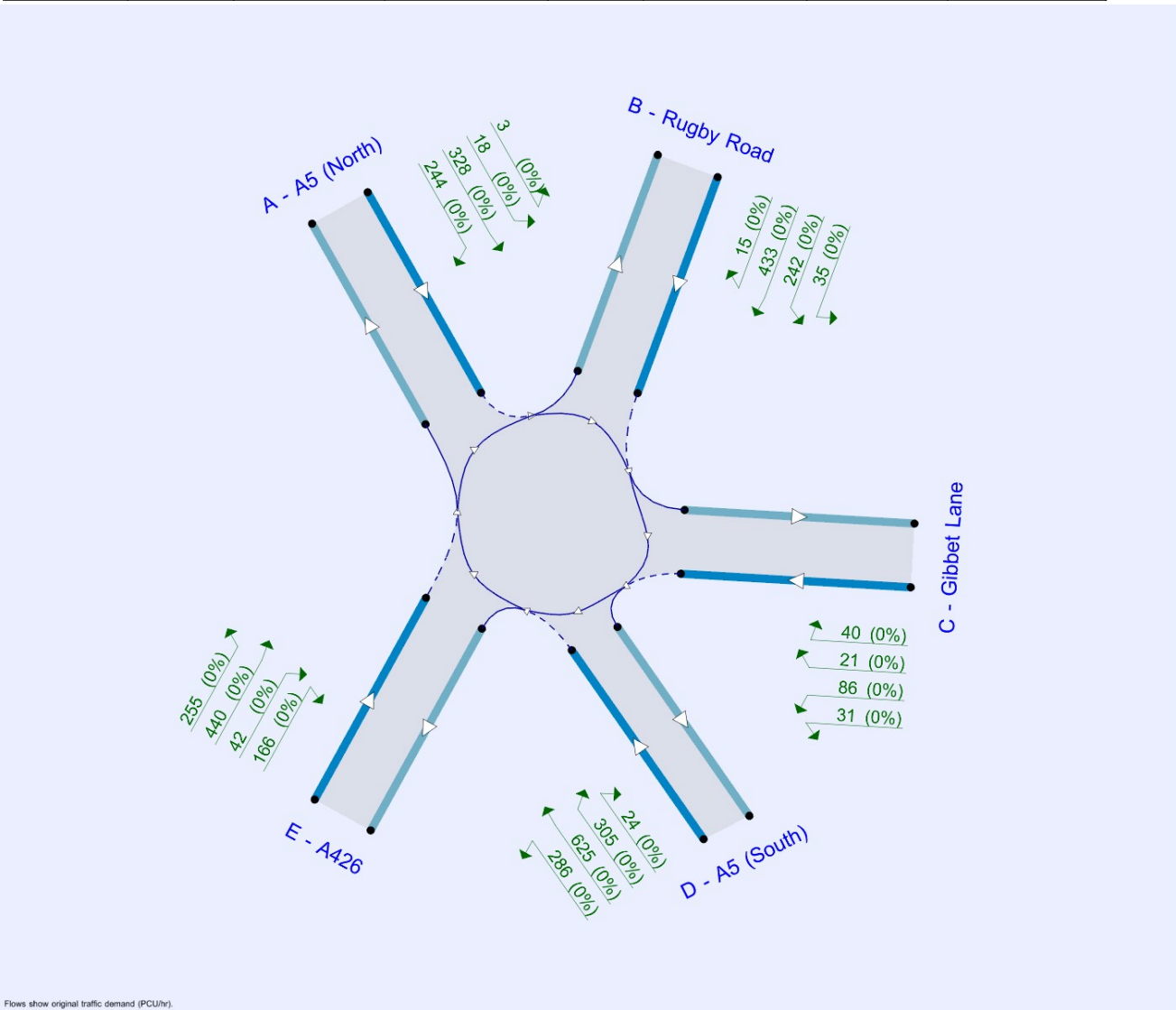
File summary

File Description

Title	J47 - A5/A426/Gibbet Lane
Location	
Site number	J47
Date	18/12/2020
Version	V0.1
Status	Existing
Identifier	
Client	
Jobnumber	NTT2814
Enumerator	BWB
Description	

Units

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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queuing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75					✓	Delay	0.85	36.00	20.00		500

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	2018	AM	Observed Flows	ONE HOUR	07:45	09:15	15	✓
D2	2018	PM	Observed Flows	ONE HOUR	16:45	18:15	15	✓
D3	2026 WoD	AM	PRTM 2.2 Demand Flows	ONE HOUR	07:45	09:15	15	✓
D4	2026 WoD	PM	PRTM 2.2 Demand Flows	ONE HOUR	16:45	18:15	15	✓
D5	2026 WoDWS	AM	PRTM 2.2 Demand Flows	ONE HOUR	07:45	09:15	15	✓
D6	2026 WoDWS	PM	PRTM 2.2 Demand Flows	ONE HOUR	16:45	18:15	15	✓
D7	2026 WD	AM	PRTM 2.2 Demand Flows	ONE HOUR	07:45	09:15	15	✓
D8	2026 WD	PM	PRTM 2.2 Demand Flows	ONE HOUR	16:45	18:15	15	✓
D9	2036 WoD	AM	PRTM 2.2 Demand Flows	ONE HOUR	07:45	09:15	15	✓
D10	2036 WoD	PM	PRTM 2.2 Demand Flows	ONE HOUR	16:45	18:15	15	✓
D11	2036 WoDWS	AM	PRTM 2.2 Demand Flows	ONE HOUR	07:45	09:15	15	✓
D12	2036 WoDWS	PM	PRTM 2.2 Demand Flows	ONE HOUR	16:45	18:15	15	✓
D13	2036 WD	AM	PRTM 2.2 Demand Flows	ONE HOUR	07:45	09:15	15	✓
D14	2036 WD	PM	PRTM 2.2 Demand Flows	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

2018, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Rugby Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J47	A5/A426/Gibbet Lane	Standard Roundabout		A, B, C, D, E	9.68	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	7	C - Gibbet Lane	9.68	A

Arms

Arms

Arm	Name	Description	No give-way line
A	A5 (North)		
B	Rugby Road		
C	Gibbet Lane		
D	A5 (South)		
E	A426		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - A5 (North)	3.86	8.86	15.8	28.0	70.0	43.0		
B - Rugby Road	3.20	6.69	54.0	45.0	71.0	20.0		
C - Gibbet Lane	2.65	7.00	5.0	7.7	73.0	33.0		
D - A5 (South)	3.95	8.00	20.0	30.0	70.0	44.0		
E - A426	3.42	6.38	25.8	35.0	71.0	27.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A5 (North)	0.524	1862
B - Rugby Road	0.556	1960
C - Gibbet Lane	0.373	1049
D - A5 (South)	0.526	1879
E - A426	0.516	1745

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	2018	AM	Observed Flows	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 (PCU/hr)	Scaling Factor (%)
A - A5 (North)		ONE HOUR	✓	1014	100.000
B - Rugby Road		ONE HOUR	✓	756	100.000
C - Gibbet Lane		ONE HOUR	✓	125	100.000
D - A5 (South)		ONE HOUR	✓	603	100.000
E - A426		ONE HOUR	✓	921	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 (North)	B - Rugby Road	C - Gibbet Lane	D - A5 (South)	E - A426
From	A - A5 (North)	0	6	29	504	475
	B - Rugby Road	5	0	38	152	561
	C - Gibbet Lane	28	33	0	16	48
	D - A5 (South)	302	107	33	17	144
	E - A426	345	444	23	109	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - A5 (North)	B - Rugby Road	C - Gibbet Lane	D - A5 (South)	E - A426
From	A - A5 (North)	0	0	0	0	0
	B - Rugby Road	0	0	0	0	0
	C - Gibbet Lane	0	0	0	0	0
	D - A5 (South)	0	0	0	0	0
	E - A426	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 (North)	0.79	11.77	3.6	B	930	1396
B - Rugby Road	0.68	9.01	2.1	A	694	1041
C - Gibbet Lane	0.46	21.98	0.8	C	115	172
D - A5 (South)	0.55	6.55	1.2	A	553	830
E - A426	0.70	8.30	2.3	A	845	1268

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	763	191	574	1562	0.489	760	510	0.0	0.9	4.467	A
B - Rugby Road	569	142	892	1464	0.389	567	442	0.0	0.6	4.000	A
C - Gibbet Lane	94	24	1366	540	0.174	93	92	0.0	0.2	8.046	A
D - A5 (South)	454	113	861	1426	0.318	452	598	0.0	0.5	3.692	A
E - A426	693	173	393	1542	0.450	690	920	0.0	0.8	4.208	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	912	228	687	1503	0.607	909	610	0.9	1.5	6.045	A
B - Rugby Road	680	170	1067	1366	0.497	678	529	0.6	1.0	5.222	A
C - Gibbet Lane	112	28	1635	440	0.256	112	110	0.2	0.3	10.967	B
D - A5 (South)	542	136	1031	1336	0.406	541	716	0.5	0.7	4.523	A
E - A426	828	207	471	1502	0.551	826	1101	0.8	1.2	5.312	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	1116	279	840	1423	0.785	1109	746	1.5	3.4	11.196	B
B - Rugby Road	832	208	1302	1236	0.674	828	647	1.0	2.0	8.749	A
C - Gibbet Lane	138	34	1995	305	0.451	136	135	0.3	0.8	21.029	C
D - A5 (South)	664	166	1258	1217	0.545	662	873	0.7	1.2	6.460	A
E - A426	1014	254	576	1448	0.700	1010	1344	1.2	2.3	8.128	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	1116	279	843	1421	0.786	1116	749	3.4	3.6	11.768	B
B - Rugby Road	832	208	1310	1231	0.676	832	649	2.0	2.1	9.013	A
C - Gibbet Lane	138	34	2007	301	0.457	138	135	0.8	0.8	21.978	C
D - A5 (South)	664	166	1266	1213	0.547	664	878	1.2	1.2	6.555	A
E - A426	1014	254	578	1447	0.701	1014	1352	2.3	2.3	8.299	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	912	228	692	1500	0.608	919	614	3.6	1.6	6.283	A
B - Rugby Road	680	170	1078	1360	0.500	684	533	2.1	1.0	5.355	A
C - Gibbet Lane	112	28	1651	434	0.259	114	111	0.8	0.4	11.333	B
D - A5 (South)	542	136	1042	1331	0.407	544	723	1.2	0.7	4.590	A
E - A426	828	207	474	1501	0.552	832	1112	2.3	1.2	5.418	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	763	191	578	1560	0.489	766	513	1.6	1.0	4.549	A
B - Rugby Road	569	142	899	1460	0.390	571	445	1.0	0.6	4.055	A
C - Gibbet Lane	94	24	1376	536	0.176	95	93	0.4	0.2	8.168	A
D - A5 (South)	454	113	869	1422	0.319	455	603	0.7	0.5	3.724	A
E - A426	693	173	396	1541	0.450	695	927	1.2	0.8	4.265	A

2018, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Rugby Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J47	A5/A426/Gibbet Lane	Standard Roundabout		A, B, C, D, E	7.82	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	13	E - A426	7.82	A

Traffic Demand

Demand Set Details

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	2018	PM	Observed Flows	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 (PCU/hr)	Scaling Factor (%)
A - A5 (North)		ONE HOUR	✓	583	100.000
B - Rugby Road		ONE HOUR	✓	559	100.000
C - Gibbet Lane		ONE HOUR	✓	98	100.000
D - A5 (South)		ONE HOUR	✓	843	100.000
E - A426		ONE HOUR	✓	916	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 (North)	B - Rugby Road	C - Gibbet Lane	D - A5 (South)	E - A426
From	A - A5 (North)	3	6	30	277	267
	B - Rugby Road	23	2	29	152	353
	C - Gibbet Lane	26	29	1	10	32
	D - A5 (South)	525	183	13	3	119
	E - A426	327	434	34	119	2

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		A - A5 (North)	B - Rugby Road	C - Gibbet Lane	D - A5 (South)	E - A426
	A - A5 (North)	0	0	0	0	0
	B - Rugby Road	0	0	0	0	0
	C - Gibbet Lane	0	0	0	0	0
	D - A5 (South)	0	0	0	0	0
	E - A426	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 (North)	0.46	4.81	0.9	A	535	802
B - Rugby Road	0.41	4.06	0.7	A	513	769
C - Gibbet Lane	0.19	8.03	0.2	A	90	135
D - A5 (South)	0.64	6.88	1.8	A	774	1160
E - A426	0.78	12.87	3.5	B	841	1261

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	439	110	614	1541	0.285	437	677	0.0	0.4	3.258	A
B - Rugby Road	421	105	562	1648	0.255	419	490	0.0	0.3	2.929	A
C - Gibbet Lane	74	18	901	713	0.103	73	80	0.0	0.1	5.621	A
D - A5 (South)	635	159	554	1588	0.400	632	421	0.0	0.7	3.755	A
E - A426	690	172	606	1433	0.481	686	580	0.0	0.9	4.797	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	524	131	735	1477	0.355	524	811	0.4	0.5	3.772	A
B - Rugby Road	503	126	672	1586	0.317	502	587	0.3	0.5	3.319	A
C - Gibbet Lane	88	22	1078	647	0.136	88	96	0.1	0.2	6.435	A
D - A5 (South)	758	189	663	1530	0.495	757	504	0.7	1.0	4.645	A
E - A426	823	206	725	1371	0.600	821	694	0.9	1.5	6.518	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	642	160	897	1393	0.461	641	991	0.5	0.8	4.779	A
B - Rugby Road	615	154	822	1503	0.410	615	716	0.5	0.7	4.049	A
C - Gibbet Lane	108	27	1319	557	0.194	108	117	0.2	0.2	7.998	A
D - A5 (South)	928	232	811	1452	0.639	925	616	1.0	1.7	6.791	A
E - A426	1009	252	887	1288	0.783	1001	849	1.5	3.4	12.219	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	642	160	903	1390	0.462	642	995	0.8	0.9	4.813	A
B - Rugby Road	615	154	825	1501	0.410	615	720	0.7	0.7	4.064	A
C - Gibbet Lane	108	27	1322	556	0.194	108	118	0.2	0.2	8.029	A
D - A5 (South)	928	232	813	1451	0.639	928	618	1.7	1.8	6.876	A
E - A426	1009	252	890	1287	0.784	1008	851	3.4	3.5	12.874	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	524	131	743	1473	0.356	525	818	0.9	0.6	3.804	A
B - Rugby Road	503	126	676	1584	0.317	503	592	0.7	0.5	3.333	A
C - Gibbet Lane	88	22	1083	646	0.136	88	97	0.2	0.2	6.464	A
D - A5 (South)	758	189	665	1529	0.496	761	506	1.8	1.0	4.704	A
E - A426	823	206	729	1369	0.601	831	697	3.5	1.5	6.789	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	439	110	619	1538	0.285	440	682	0.6	0.4	3.280	A
B - Rugby Road	421	105	565	1646	0.256	421	494	0.5	0.3	2.940	A
C - Gibbet Lane	74	18	906	712	0.104	74	81	0.2	0.1	5.646	A
D - A5 (South)	635	159	556	1586	0.400	636	423	1.0	0.7	3.792	A
E - A426	690	172	610	1431	0.482	692	583	1.5	0.9	4.888	A

2026 WoD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Rugby Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J47	A5/A426/Gibbet Lane	Standard Roundabout		A, B, C, D, E	15.15	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-5	C - Gibbet Lane	15.15	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 WoD	AM	PRTM 2.2 Demand Flows	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 (PCU/hr)	Scaling Factor (%)
A - A5 (North)		ONE HOUR	✓	905	100.000
B - Rugby Road		ONE HOUR	✓	640	100.000
C - Gibbet Lane		ONE HOUR	✓	274	100.000
D - A5 (South)		ONE HOUR	✓	917	100.000
E - A426		ONE HOUR	✓	736	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 (North)	B - Rugby Road	C - Gibbet Lane	D - A5 (South)	E - A426
From	A - A5 (North)	0	4	21	394	486
	B - Rugby Road	3	0	36	108	493
	C - Gibbet Lane	36	38	0	33	167
	D - A5 (South)	407	108	68	37	297
	E - A426	278	260	26	172	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		A - A5 (North)	B - Rugby Road	C - Gibbet Lane	D - A5 (South)	E - A426
	A - A5 (North)	0	0	0	0	0
	B - Rugby Road	0	0	0	0	0
	C - Gibbet Lane	0	0	0	0	0
	D - A5 (South)	0	0	0	0	0
	E - A426	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 (North)	0.69	7.86	2.1	A	830	1246
B - Rugby Road	0.58	6.95	1.3	A	587	881
C - Gibbet Lane	0.85	60.25	4.7	F	251	377
D - A5 (South)	0.86	21.42	5.7	C	841	1262
E - A426	0.60	6.66	1.5	A	675	1013

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	681	170	531	1584	0.430	678	542	0.0	0.7	3.961	A
B - Rugby Road	482	120	902	1458	0.330	480	307	0.0	0.5	3.672	A
C - Gibbet Lane	206	52	1269	576	0.358	204	113	0.0	0.5	9.622	A
D - A5 (South)	690	173	916	1397	0.494	687	558	0.0	1.0	5.039	A
E - A426	554	139	522	1476	0.375	552	1081	0.0	0.6	3.883	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	814	203	636	1529	0.532	812	649	0.7	1.1	5.008	A
B - Rugby Road	575	144	1080	1359	0.423	574	368	0.5	0.7	4.583	A
C - Gibbet Lane	246	62	1519	483	0.510	244	135	0.5	1.0	14.992	B
D - A5 (South)	824	206	1096	1302	0.633	821	667	1.0	1.7	7.445	A
E - A426	662	165	624	1423	0.465	661	1294	0.6	0.9	4.712	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	996	249	774	1457	0.684	992	788	1.1	2.1	7.684	A
B - Rugby Road	705	176	1319	1226	0.575	702	447	0.7	1.3	6.844	A
C - Gibbet Lane	302	75	1857	357	0.845	290	165	1.0	4.0	47.077	E
D - A5 (South)	1010	252	1332	1178	0.857	995	814	1.7	5.2	18.429	C
E - A426	810	203	755	1356	0.598	808	1573	0.9	1.5	6.537	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	996	249	780	1454	0.685	996	796	2.1	2.1	7.858	A
B - Rugby Road	705	176	1325	1223	0.576	705	451	1.3	1.3	6.946	A
C - Gibbet Lane	302	75	1864	354	0.851	299	166	4.0	4.7	60.245	F
D - A5 (South)	1010	252	1344	1172	0.862	1008	819	5.2	5.7	21.421	C
E - A426	810	203	765	1351	0.600	810	1586	1.5	1.5	6.660	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	814	203	644	1525	0.534	818	661	2.1	1.2	5.118	A
B - Rugby Road	575	144	1089	1354	0.425	578	373	1.3	0.7	4.650	A
C - Gibbet Lane	246	62	1529	479	0.514	261	137	4.7	1.1	17.485	C
D - A5 (South)	824	206	1116	1292	0.638	840	674	5.7	1.8	8.231	A
E - A426	662	165	641	1415	0.468	664	1315	1.5	0.9	4.810	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	681	170	536	1582	0.431	683	547	1.2	0.8	4.012	A
B - Rugby Road	482	120	909	1454	0.331	483	310	0.7	0.5	3.710	A
C - Gibbet Lane	206	52	1277	573	0.360	208	114	1.1	0.6	9.929	A
D - A5 (South)	690	173	924	1393	0.496	694	562	1.8	1.0	5.172	A
E - A426	554	139	528	1473	0.376	555	1090	0.9	0.6	3.927	A

2026 WoD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Rugby Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J47	A5/A426/Gibbet Lane	Standard Roundabout		A, B, C, D, E	9.26	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	10	D - A5 (South)	9.26	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 WoD	PM	PRTM 2.2 Demand Flows	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 (PCU/hr)	Scaling Factor (%)
A - A5 (North)		ONE HOUR	✓	524	100.000
B - Rugby Road		ONE HOUR	✓	635	100.000
C - Gibbet Lane		ONE HOUR	✓	105	100.000
D - A5 (South)		ONE HOUR	✓	1062	100.000
E - A426		ONE HOUR	✓	785	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 (North)	B - Rugby Road	C - Gibbet Lane	D - A5 (South)	E - A426
From	A - A5 (North)	3	5	23	238	255
	B - Rugby Road	18	4	30	178	405
	C - Gibbet Lane	21	30	1	12	41
	D - A5 (South)	600	239	21	3	199
	E - A426	247	368	32	136	2

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		A - A5 (North)	B - Rugby Road	C - Gibbet Lane	D - A5 (South)	E - A426
	A - A5 (North)	0	0	0	0	0
	B - Rugby Road	0	0	0	0	0
	C - Gibbet Lane	0	0	0	0	0
	D - A5 (South)	0	0	0	0	0
	E - A426	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 (North)	0.42	4.48	0.7	A	481	721
B - Rugby Road	0.46	4.37	0.8	A	583	874
C - Gibbet Lane	0.21	8.49	0.3	A	96	145
D - A5 (South)	0.82	13.84	4.4	B	975	1462
E - A426	0.71	10.33	2.4	B	720	1080

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	394	99	626	1535	0.257	393	666	0.0	0.3	3.149	A
B - Rugby Road	478	120	535	1662	0.288	476	484	0.0	0.4	3.032	A
C - Gibbet Lane	79	20	932	702	0.113	79	80	0.0	0.1	5.770	A
D - A5 (South)	800	200	585	1571	0.509	795	425	0.0	1.0	4.618	A
E - A426	591	148	704	1382	0.428	588	676	0.0	0.7	4.517	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	471	118	750	1470	0.320	471	797	0.3	0.5	3.600	A
B - Rugby Road	571	143	641	1603	0.356	570	579	0.4	0.5	3.482	A
C - Gibbet Lane	94	24	1115	633	0.149	94	96	0.1	0.2	6.674	A
D - A5 (South)	955	239	700	1510	0.632	952	509	1.0	1.7	6.416	A
E - A426	706	176	843	1311	0.538	704	810	0.7	1.2	5.919	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	577	144	915	1384	0.417	576	971	0.5	0.7	4.452	A
B - Rugby Road	699	175	784	1524	0.459	698	707	0.5	0.8	4.352	A
C - Gibbet Lane	116	29	1365	540	0.214	115	117	0.2	0.3	8.458	A
D - A5 (South)	1169	292	857	1428	0.819	1159	623	1.7	4.2	12.939	B
E - A426	864	216	1027	1216	0.711	859	990	1.2	2.4	9.964	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	577	144	920	1381	0.418	577	978	0.7	0.7	4.479	A
B - Rugby Road	699	175	786	1523	0.459	699	711	0.8	0.8	4.371	A
C - Gibbet Lane	116	29	1367	539	0.214	116	118	0.3	0.3	8.494	A
D - A5 (South)	1169	292	859	1427	0.819	1169	624	4.2	4.4	13.837	B
E - A426	864	216	1034	1212	0.713	864	993	2.4	2.4	10.333	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	471	118	758	1466	0.321	472	807	0.7	0.5	3.628	A
B - Rugby Road	571	143	644	1602	0.356	572	586	0.8	0.6	3.499	A
C - Gibbet Lane	94	24	1119	632	0.149	95	97	0.3	0.2	6.706	A
D - A5 (South)	955	239	703	1509	0.633	965	511	4.4	1.8	6.740	A
E - A426	706	176	854	1305	0.541	711	814	2.4	1.2	6.105	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	394	99	631	1532	0.258	395	671	0.5	0.3	3.167	A
B - Rugby Road	478	120	538	1660	0.288	479	488	0.6	0.4	3.047	A
C - Gibbet Lane	79	20	936	700	0.113	79	81	0.2	0.1	5.799	A
D - A5 (South)	800	200	588	1569	0.509	802	428	1.8	1.0	4.711	A
E - A426	591	148	710	1379	0.429	593	680	1.2	0.8	4.589	A

2026 WoDWS , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Rugby Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J47	A5/A426/Gibbet Lane	Standard Roundabout		A, B, C, D, E	14.25	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-4	C - Gibbet Lane	14.25	B

Traffic Demand

Demand Set Details

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	2026 WoDWS	AM	PRTM 2.2 Demand Flows	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 (PCU/hr)	Scaling Factor (%)
A - A5 (North)		ONE HOUR	✓	897	100.000
B - Rugby Road		ONE HOUR	✓	638	100.000
C - Gibbet Lane		ONE HOUR	✓	270	100.000
D - A5 (South)		ONE HOUR	✓	917	100.000
E - A426		ONE HOUR	✓	720	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 (North)	B - Rugby Road	C - Gibbet Lane	D - A5 (South)	E - A426
From	A - A5 (North)	0	4	21	394	478
	B - Rugby Road	3	0	36	109	490
	C - Gibbet Lane	35	38	0	34	163
	D - A5 (South)	408	107	68	37	297
	E - A426	268	255	26	171	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - A5 (North)	B - Rugby Road	C - Gibbet Lane	D - A5 (South)	E - A426
A - A5 (North)	0	0	0	0	0
B - Rugby Road	0	0	0	0	0
C - Gibbet Lane	0	0	0	0	0
D - A5 (South)	0	0	0	0	0
E - A426	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 (North)	0.68	7.64	2.1	A	823	1235
B - Rugby Road	0.57	6.84	1.3	A	585	878
C - Gibbet Lane	0.83	53.56	4.1	F	248	372
D - A5 (South)	0.86	20.41	5.4	C	841	1262
E - A426	0.59	6.45	1.4	A	661	991

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	675	169	526	1587	0.426	672	535	0.0	0.7	3.923	A
B - Rugby Road	480	120	896	1462	0.329	478	303	0.0	0.5	3.653	A
C - Gibbet Lane	203	51	1261	579	0.351	201	113	0.0	0.5	9.473	A
D - A5 (South)	690	173	904	1403	0.492	687	558	0.0	1.0	4.996	A
E - A426	542	136	521	1477	0.367	540	1069	0.0	0.6	3.833	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	806	202	630	1533	0.526	805	640	0.7	1.1	4.936	A
B - Rugby Road	574	143	1072	1363	0.421	573	362	0.5	0.7	4.546	A
C - Gibbet Lane	243	61	1509	486	0.499	241	135	0.5	1.0	14.563	B
D - A5 (South)	824	206	1082	1310	0.629	822	668	1.0	1.7	7.333	A
E - A426	647	162	623	1424	0.455	646	1280	0.6	0.8	4.624	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	988	247	767	1461	0.676	984	778	1.1	2.0	7.487	A
B - Rugby Road	702	176	1310	1231	0.571	700	441	0.7	1.3	6.749	A
C - Gibbet Lane	297	74	1845	361	0.823	287	165	1.0	3.6	43.333	E
D - A5 (South)	1010	252	1316	1187	0.851	996	816	1.7	5.0	17.768	C
E - A426	793	198	754	1356	0.584	791	1558	0.8	1.4	6.337	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	988	247	772	1458	0.677	987	785	2.0	2.1	7.645	A
B - Rugby Road	702	176	1315	1228	0.572	702	444	1.3	1.3	6.845	A
C - Gibbet Lane	297	74	1852	359	0.829	295	166	3.6	4.1	53.558	F
D - A5 (South)	1010	252	1327	1181	0.855	1008	820	5.0	5.4	20.409	C
E - A426	793	198	765	1351	0.587	793	1570	1.4	1.4	6.445	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	806	202	638	1529	0.528	810	651	2.1	1.1	5.036	A
B - Rugby Road	574	143	1080	1359	0.422	576	367	1.3	0.7	4.610	A
C - Gibbet Lane	243	61	1519	483	0.503	255	137	4.1	1.0	16.591	C
D - A5 (South)	824	206	1100	1300	0.634	839	674	5.4	1.8	8.042	A
E - A426	647	162	639	1416	0.457	649	1300	1.4	0.9	4.712	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	675	169	530	1585	0.426	677	540	1.1	0.7	3.971	A
B - Rugby Road	480	120	902	1458	0.329	481	305	0.7	0.5	3.690	A
C - Gibbet Lane	203	51	1269	576	0.353	205	114	1.0	0.6	9.757	A
D - A5 (South)	690	173	912	1399	0.493	694	562	1.8	1.0	5.125	A
E - A426	542	136	527	1474	0.368	543	1079	0.9	0.6	3.872	A

2026 WoDWS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Rugby Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J47	A5/A426/Gibbet Lane	Standard Roundabout		A, B, C, D, E	8.70	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	12	D - A5 (South)	8.70	A

Traffic Demand

Demand Set Details

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	2026 WoDWS	PM	PRTM 2.2 Demand Flows	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 (PCU/hr)	Scaling Factor (%)
A - A5 (North)		ONE HOUR	✓	531	100.000
B - Rugby Road		ONE HOUR	✓	636	100.000
C - Gibbet Lane		ONE HOUR	✓	104	100.000
D - A5 (South)		ONE HOUR	✓	1053	100.000
E - A426		ONE HOUR	✓	768	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 (North)	B - Rugby Road	C - Gibbet Lane	D - A5 (South)	E - A426
From	A - A5 (North)	3	5	25	257	241
	B - Rugby Road	20	4	29	191	392
	C - Gibbet Lane	21	29	1	13	40
	D - A5 (South)	607	235	20	3	188
	E - A426	247	350	30	139	2

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		A - A5 (North)	B - Rugby Road	C - Gibbet Lane	D - A5 (South)	E - A426
	A - A5 (North)	0	0	0	0	0
	B - Rugby Road	0	0	0	0	0
	C - Gibbet Lane	0	0	0	0	0
	D - A5 (South)	0	0	0	0	0
	E - A426	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 (North)	0.42	4.45	0.7	A	487	731
B - Rugby Road	0.46	4.40	0.9	A	584	875
C - Gibbet Lane	0.21	8.55	0.3	A	95	143
D - A5 (South)	0.80	12.62	4.0	B	966	1449
E - A426	0.70	9.86	2.3	A	705	1057

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	400	100	609	1544	0.259	398	673	0.0	0.3	3.139	A
B - Rugby Road	479	120	541	1659	0.289	477	467	0.0	0.4	3.042	A
C - Gibbet Lane	78	20	939	699	0.112	78	79	0.0	0.1	5.789	A
D - A5 (South)	793	198	565	1582	0.501	789	452	0.0	1.0	4.517	A
E - A426	578	145	706	1381	0.419	575	647	0.0	0.7	4.453	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	477	119	729	1481	0.322	477	805	0.3	0.5	3.584	A
B - Rugby Road	572	143	647	1600	0.357	571	559	0.4	0.6	3.497	A
C - Gibbet Lane	93	23	1124	630	0.148	93	94	0.1	0.2	6.705	A
D - A5 (South)	947	237	676	1523	0.621	944	541	1.0	1.6	6.193	A
E - A426	690	173	846	1309	0.527	689	775	0.7	1.1	5.789	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	585	146	890	1396	0.419	584	982	0.5	0.7	4.423	A
B - Rugby Road	700	175	792	1520	0.461	699	682	0.6	0.8	4.381	A
C - Gibbet Lane	115	29	1376	536	0.213	114	115	0.2	0.3	8.518	A
D - A5 (South)	1159	290	828	1444	0.803	1151	662	1.6	3.8	11.938	B
E - A426	846	211	1031	1214	0.697	841	947	1.1	2.2	9.547	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	585	146	895	1394	0.419	585	988	0.7	0.7	4.448	A
B - Rugby Road	700	175	794	1518	0.461	700	686	0.8	0.9	4.400	A
C - Gibbet Lane	115	29	1378	535	0.214	114	116	0.3	0.3	8.554	A
D - A5 (South)	1159	290	829	1443	0.804	1159	664	3.8	4.0	12.622	B
E - A426	846	211	1038	1210	0.699	845	950	2.2	2.3	9.857	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	477	119	736	1477	0.323	478	814	0.7	0.5	3.610	A
B - Rugby Road	572	143	650	1598	0.358	573	564	0.9	0.6	3.514	A
C - Gibbet Lane	93	23	1128	629	0.149	94	95	0.3	0.2	6.739	A
D - A5 (South)	947	237	678	1522	0.622	956	544	4.0	1.7	6.458	A
E - A426	690	173	855	1304	0.529	695	779	2.3	1.1	5.954	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	400	100	614	1541	0.259	400	678	0.5	0.4	3.159	A
B - Rugby Road	479	120	544	1657	0.289	479	470	0.6	0.4	3.059	A
C - Gibbet Lane	78	20	944	697	0.112	78	79	0.2	0.1	5.818	A
D - A5 (South)	793	198	568	1580	0.502	795	455	1.7	1.0	4.601	A
E - A426	578	145	712	1378	0.420	580	651	1.1	0.7	4.519	A

2026 WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Rugby Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J47	A5/A426/Gibbet Lane	Standard Roundabout		A, B, C, D, E	16.60	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-6	C - Gibbet Lane	16.60	C

Traffic Demand

Demand Set Details

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	2026 WD	AM	PRTM 2.2 Demand Flows	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 (PCU/hr)	Scaling Factor (%)
A - A5 (North)		ONE HOUR	✓	925	100.000
B - Rugby Road		ONE HOUR	✓	643	100.000
C - Gibbet Lane		ONE HOUR	✓	282	100.000
D - A5 (South)		ONE HOUR	✓	927	100.000
E - A426		ONE HOUR	✓	698	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 (North)	B - Rugby Road	C - Gibbet Lane	D - A5 (South)	E - A426
From	A - A5 (North)	0	3	23	422	477
	B - Rugby Road	5	0	38	113	487
	C - Gibbet Lane	39	38	0	37	168
	D - A5 (South)	439	95	72	39	282
	E - A426	288	215	30	165	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - A5 (North)	B - Rugby Road	C - Gibbet Lane	D - A5 (South)	E - A426
A - A5 (North)	0	0	0	0	0
B - Rugby Road	0	0	0	0	0
C - Gibbet Lane	0	0	0	0	0
D - A5 (South)	0	0	0	0	0
E - A426	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 (North)	0.69	7.69	2.1	A	849	1273
B - Rugby Road	0.59	7.20	1.4	A	590	885
C - Gibbet Lane	0.89	74.75	6.0	F	259	388
D - A5 (South)	0.87	22.02	5.9	C	851	1276
E - A426	0.58	6.36	1.3	A	640	961

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	696	174	490	1606	0.434	693	577	0.0	0.8	3.933	A
B - Rugby Road	484	121	920	1448	0.334	482	263	0.0	0.5	3.719	A
C - Gibbet Lane	212	53	1280	572	0.371	210	122	0.0	0.6	9.886	A
D - A5 (South)	698	174	909	1401	0.498	694	581	0.0	1.0	5.070	A
E - A426	525	131	544	1465	0.359	523	1059	0.0	0.6	3.818	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	832	208	586	1555	0.535	830	691	0.8	1.1	4.953	A
B - Rugby Road	578	145	1102	1347	0.429	577	315	0.5	0.7	4.670	A
C - Gibbet Lane	254	63	1533	478	0.531	251	146	0.6	1.1	15.767	C
D - A5 (South)	833	208	1088	1306	0.638	830	696	1.0	1.7	7.515	A
E - A426	627	157	651	1410	0.445	627	1268	0.6	0.8	4.591	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	1018	255	713	1489	0.684	1015	839	1.1	2.1	7.530	A
B - Rugby Road	708	177	1346	1211	0.585	705	382	0.7	1.4	7.083	A
C - Gibbet Lane	310	78	1873	351	0.885	295	178	1.1	4.9	54.521	F
D - A5 (South)	1021	255	1319	1185	0.861	1006	849	1.7	5.4	18.769	C
E - A426	769	192	786	1340	0.574	766	1539	0.8	1.3	6.254	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	1018	255	719	1486	0.685	1018	847	2.1	2.1	7.693	A
B - Rugby Road	708	177	1352	1208	0.586	708	386	1.4	1.4	7.196	A
C - Gibbet Lane	310	78	1880	348	0.892	306	179	4.9	6.0	74.752	F
D - A5 (South)	1021	255	1333	1178	0.867	1019	854	5.4	5.9	22.017	C
E - A426	769	192	798	1334	0.576	768	1554	1.3	1.3	6.364	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	832	208	595	1551	0.536	835	704	2.1	1.2	5.062	A
B - Rugby Road	578	145	1110	1342	0.431	581	320	1.4	0.8	4.742	A
C - Gibbet Lane	254	63	1543	474	0.535	273	148	6.0	1.2	19.434	C
D - A5 (South)	833	208	1112	1294	0.644	850	704	5.9	1.9	8.384	A
E - A426	627	157	670	1400	0.448	630	1291	1.3	0.8	4.688	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	696	174	494	1604	0.434	698	583	1.2	0.8	3.981	A
B - Rugby Road	484	121	927	1444	0.335	485	265	0.8	0.5	3.758	A
C - Gibbet Lane	212	53	1289	569	0.373	215	123	1.2	0.6	10.233	B
D - A5 (South)	698	174	918	1396	0.500	701	586	1.9	1.0	5.207	A
E - A426	525	131	550	1462	0.360	527	1069	0.8	0.6	3.854	A

2026 WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Rugby Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J47	A5/A426/Gibbet Lane	Standard Roundabout		A, B, C, D, E	11.29	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	6	D - A5 (South)	11.29	B

Traffic Demand

Demand Set Details

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	2026 WD	PM	PRTM 2.2 Demand Flows	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 (PCU/hr)	Scaling Factor (%)
A - A5 (North)		ONE HOUR	✓	558	100.000
B - Rugby Road		ONE HOUR	✓	661	100.000
C - Gibbet Lane		ONE HOUR	✓	105	100.000
D - A5 (South)		ONE HOUR	✓	1136	100.000
E - A426		ONE HOUR	✓	782	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 (North)	B - Rugby Road	C - Gibbet Lane	D - A5 (South)	E - A426
From	A - A5 (North)	2	5	23	294	234
	B - Rugby Road	22	4	29	215	391
	C - Gibbet Lane	21	31	1	12	40
	D - A5 (South)	671	256	21	5	183
	E - A426	247	359	31	143	2

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		A - A5 (North)	B - Rugby Road	C - Gibbet Lane	D - A5 (South)	E - A426
	A - A5 (North)	0	0	0	0	0
	B - Rugby Road	0	0	0	0	0
	C - Gibbet Lane	0	0	0	0	0
	D - A5 (South)	0	0	0	0	0
	E - A426	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 (North)	0.45	4.76	0.8	A	512	768
B - Rugby Road	0.49	4.68	0.9	A	607	910
C - Gibbet Lane	0.23	9.11	0.3	A	96	145
D - A5 (South)	0.87	18.03	6.0	C	1042	1564
E - A426	0.74	12.04	2.8	B	718	1076

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	420	105	639	1528	0.275	419	721	0.0	0.4	3.241	A
B - Rugby Road	498	124	567	1645	0.303	496	490	0.0	0.4	3.130	A
C - Gibbet Lane	79	20	984	682	0.116	79	79	0.0	0.1	5.957	A
D - A5 (South)	855	214	561	1584	0.540	851	502	0.0	1.2	4.881	A
E - A426	589	147	774	1346	0.437	586	637	0.0	0.8	4.716	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	502	125	765	1462	0.343	501	863	0.4	0.5	3.744	A
B - Rugby Road	594	149	679	1582	0.376	594	587	0.4	0.6	3.639	A
C - Gibbet Lane	94	24	1178	610	0.155	94	94	0.1	0.2	6.974	A
D - A5 (South)	1021	255	672	1526	0.669	1018	601	1.2	2.0	7.045	A
E - A426	703	176	927	1267	0.555	701	763	0.8	1.2	6.337	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	614	154	931	1375	0.447	613	1050	0.5	0.8	4.721	A
B - Rugby Road	728	182	830	1498	0.486	726	715	0.6	0.9	4.654	A
C - Gibbet Lane	116	29	1441	512	0.226	115	115	0.2	0.3	9.063	A
D - A5 (South)	1251	313	822	1447	0.865	1236	734	2.0	5.6	16.096	C
E - A426	861	215	1126	1165	0.739	855	932	1.2	2.7	11.414	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	614	154	939	1371	0.448	614	1059	0.8	0.8	4.757	A
B - Rugby Road	728	182	832	1497	0.486	728	721	0.9	0.9	4.679	A
C - Gibbet Lane	116	29	1444	511	0.226	116	116	0.3	0.3	9.111	A
D - A5 (South)	1251	313	824	1446	0.865	1249	736	5.6	6.0	18.031	C
E - A426	861	215	1137	1159	0.743	861	936	2.7	2.8	12.036	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	502	125	775	1457	0.344	503	877	0.8	0.5	3.777	A
B - Rugby Road	594	149	682	1580	0.376	596	595	0.9	0.6	3.662	A
C - Gibbet Lane	94	24	1183	608	0.155	95	95	0.3	0.2	7.017	A
D - A5 (South)	1021	255	674	1524	0.670	1037	604	6.0	2.1	7.615	A
E - A426	703	176	943	1259	0.558	709	768	2.8	1.3	6.615	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	420	105	644	1525	0.275	421	728	0.5	0.4	3.261	A
B - Rugby Road	498	124	570	1643	0.303	498	495	0.6	0.4	3.146	A
C - Gibbet Lane	79	20	989	680	0.116	79	79	0.2	0.1	5.992	A
D - A5 (South)	855	214	564	1582	0.541	859	505	2.1	1.2	5.002	A
E - A426	589	147	782	1342	0.439	591	641	1.3	0.8	4.802	A

2036 WoD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Rugby Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J47	A5/A426/Gibbet Lane	Standard Roundabout		A, B, C, D, E	41.28	E

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-14	C - Gibbet Lane	41.28	E

Traffic Demand

Demand Set Details

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	2036 WoD	AM	PRTM 2.2 Demand Flows	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 (PCU/hr)	Scaling Factor (%)
A - A5 (North)		ONE HOUR	✓	835	100.000
B - Rugby Road		ONE HOUR	✓	683	100.000
C - Gibbet Lane		ONE HOUR	✓	382	100.000
D - A5 (South)		ONE HOUR	✓	934	100.000
E - A426		ONE HOUR	✓	888	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 (North)	B - Rugby Road	C - Gibbet Lane	D - A5 (South)	E - A426
From	A - A5 (North)	0	3	25	332	475
	B - Rugby Road	4	0	40	98	541
	C - Gibbet Lane	53	49	0	38	242
	D - A5 (South)	420	90	90	25	309
	E - A426	366	280	50	192	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		A - A5 (North)	B - Rugby Road	C - Gibbet Lane	D - A5 (South)	E - A426
	A - A5 (North)	0	0	0	0	0
	B - Rugby Road	0	0	0	0	0
	C - Gibbet Lane	0	0	0	0	0
	D - A5 (South)	0	0	0	0	0
	E - A426	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 (North)	0.65	7.19	1.8	A	766	1149
B - Rugby Road	0.61	7.49	1.5	A	627	940
C - Gibbet Lane	1.15	264.68	33.3	F	351	526
D - A5 (South)	0.92	34.92	9.3	D	857	1286
E - A426	0.73	9.90	2.6	A	815	1222

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	629	157	581	1558	0.403	626	631	0.0	0.7	3.850	A
B - Rugby Road	514	129	891	1464	0.351	512	316	0.0	0.5	3.773	A
C - Gibbet Lane	288	72	1250	583	0.493	284	154	0.0	0.9	11.876	B
D - A5 (South)	703	176	1020	1342	0.524	699	513	0.0	1.1	5.560	A
E - A426	669	167	546	1464	0.457	665	1173	0.0	0.8	4.490	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	751	188	695	1498	0.501	749	755	0.7	1.0	4.798	A
B - Rugby Road	614	154	1067	1367	0.449	613	378	0.5	0.8	4.770	A
C - Gibbet Lane	343	86	1496	492	0.699	339	184	0.9	2.1	22.860	C
D - A5 (South)	840	210	1220	1237	0.679	836	614	1.1	2.1	8.889	A
E - A426	798	200	653	1408	0.567	796	1403	0.8	1.3	5.865	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	919	230	838	1424	0.646	916	906	1.0	1.8	7.049	A
B - Rugby Road	752	188	1302	1236	0.609	749	452	0.8	1.5	7.356	A
C - Gibbet Lane	421	105	1828	368	1.144	354	223	2.1	18.8	129.718	F
D - A5 (South)	1028	257	1438	1123	0.916	1005	744	2.1	8.0	26.497	D
E - A426	978	244	771	1348	0.726	973	1671	1.3	2.5	9.475	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	919	230	846	1420	0.648	919	917	1.8	1.8	7.189	A
B - Rugby Road	752	188	1308	1232	0.610	752	457	1.5	1.5	7.494	A
C - Gibbet Lane	421	105	1835	365	1.152	362	225	18.8	33.3	264.676	F
D - A5 (South)	1028	257	1449	1117	0.921	1023	748	8.0	9.3	34.925	D
E - A426	978	244	786	1340	0.730	977	1686	2.5	2.6	9.902	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	751	188	722	1484	0.506	754	789	1.8	1.0	4.947	A
B - Rugby Road	614	154	1077	1361	0.451	617	399	1.5	0.8	4.856	A
C - Gibbet Lane	343	86	1506	488	0.704	464	187	33.3	3.3	143.570	F
D - A5 (South)	840	210	1339	1175	0.715	867	631	9.3	2.6	12.617	B
E - A426	798	200	707	1381	0.578	803	1498	2.6	1.4	6.287	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	629	157	588	1555	0.404	630	639	1.0	0.7	3.901	A
B - Rugby Road	514	129	898	1460	0.352	515	320	0.8	0.5	3.815	A
C - Gibbet Lane	288	72	1258	580	0.496	297	155	3.3	1.0	13.069	B
D - A5 (South)	703	176	1037	1334	0.527	709	518	2.6	1.1	5.820	A
E - A426	669	167	557	1458	0.458	671	1189	1.4	0.9	4.583	A

2036 WoD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Rugby Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J47	A5/A426/Gibbet Lane	Standard Roundabout		A, B, C, D, E	22.77	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-2	D - A5 (South)	22.77	C

Traffic Demand

Demand Set Details

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	2036 WoD	PM	PRTM 2.2 Demand Flows	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 (PCU/hr)	Scaling Factor (%)
A - A5 (North)		ONE HOUR	✓	585	100.000
B - Rugby Road		ONE HOUR	✓	718	100.000
C - Gibbet Lane		ONE HOUR	✓	166	100.000
D - A5 (South)		ONE HOUR	✓	1208	100.000
E - A426		ONE HOUR	✓	904	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 (North)	B - Rugby Road	C - Gibbet Lane	D - A5 (South)	E - A426
From	A - A5 (North)	1	3	17	315	249
	B - Rugby Road	13	4	35	205	461
	C - Gibbet Lane	19	37	1	26	83
	D - A5 (South)	568	286	26	6	322
	E - A426	257	436	44	165	2

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		A - A5 (North)	B - Rugby Road	C - Gibbet Lane	D - A5 (South)	E - A426
	A - A5 (North)	0	0	0	0	0
	B - Rugby Road	0	0	0	0	0
	C - Gibbet Lane	0	0	0	0	0
	D - A5 (South)	0	0	0	0	0
	E - A426	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 (North)	0.50	5.62	1.0	A	537	805
B - Rugby Road	0.54	5.42	1.2	A	659	988
C - Gibbet Lane	0.39	12.70	0.6	B	152	228
D - A5 (South)	0.97	47.18	16.6	E	1108	1663
E - A426	0.83	16.86	4.5	C	830	1244

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	440	110	754	1468	0.300	439	642	0.0	0.4	3.492	A
B - Rugby Road	541	135	619	1616	0.335	539	573	0.0	0.5	3.337	A
C - Gibbet Lane	125	31	1066	652	0.192	124	92	0.0	0.2	6.806	A
D - A5 (South)	909	227	652	1536	0.592	904	537	0.0	1.4	5.645	A
E - A426	681	170	719	1375	0.495	677	837	0.0	1.0	5.135	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	526	131	902	1390	0.378	525	768	0.4	0.6	4.158	A
B - Rugby Road	645	161	741	1548	0.417	645	686	0.5	0.7	3.983	A
C - Gibbet Lane	149	37	1275	574	0.260	149	110	0.2	0.3	8.464	A
D - A5 (South)	1086	271	781	1468	0.740	1081	643	1.4	2.7	9.170	A
E - A426	813	203	860	1302	0.624	810	1002	1.0	1.6	7.280	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	644	161	1090	1291	0.499	643	922	0.6	1.0	5.531	A
B - Rugby Road	791	198	904	1457	0.543	789	828	0.7	1.2	5.373	A
C - Gibbet Lane	183	46	1559	468	0.391	182	134	0.3	0.6	12.520	B
D - A5 (South)	1330	333	955	1376	0.966	1288	786	2.7	13.1	31.711	D
E - A426	995	249	1027	1216	0.819	985	1216	1.6	4.1	15.010	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	644	161	1104	1284	0.502	644	938	1.0	1.0	5.623	A
B - Rugby Road	791	198	909	1454	0.544	790	839	1.2	1.2	5.422	A
C - Gibbet Lane	183	46	1564	466	0.392	183	135	0.6	0.6	12.703	B
D - A5 (South)	1330	333	958	1375	0.967	1316	789	13.1	16.6	47.182	E
E - A426	995	249	1048	1205	0.826	994	1226	4.1	4.5	16.858	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	526	131	928	1377	0.382	527	800	1.0	0.6	4.246	A
B - Rugby Road	645	161	748	1544	0.418	647	707	1.2	0.7	4.025	A
C - Gibbet Lane	149	37	1283	571	0.261	150	112	0.6	0.4	8.583	A
D - A5 (South)	1086	271	785	1466	0.741	1140	648	16.6	3.0	12.818	B
E - A426	813	203	904	1279	0.635	823	1021	4.5	1.8	8.081	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	440	110	762	1463	0.301	441	650	0.6	0.4	3.526	A
B - Rugby Road	541	135	624	1613	0.335	541	580	0.7	0.5	3.361	A
C - Gibbet Lane	125	31	1072	650	0.192	125	93	0.4	0.2	6.876	A
D - A5 (South)	909	227	656	1534	0.593	915	541	3.0	1.5	5.880	A
E - A426	681	170	728	1370	0.497	684	844	1.8	1.0	5.270	A

2036 WoDWS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Rugby Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J47	A5/A426/Gibbet Lane	Standard Roundabout		A, B, C, D, E	40.21	E

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-14	C - Gibbet Lane	40.21	E

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2036 WoDWS	AM	PRTM 2.2 Demand Flows	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 (PCU/hr)	Scaling Factor (%)
A - A5 (North)		ONE HOUR	✓	832	100.000
B - Rugby Road		ONE HOUR	✓	684	100.000
C - Gibbet Lane		ONE HOUR	✓	380	100.000
D - A5 (South)		ONE HOUR	✓	933	100.000
E - A426		ONE HOUR	✓	870	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 (North)	B - Rugby Road	C - Gibbet Lane	D - A5 (South)	E - A426
From	A - A5 (North)	0	3	24	333	472
	B - Rugby Road	4	0	40	99	541
	C - Gibbet Lane	52	49	0	38	241
	D - A5 (South)	423	89	88	25	308
	E - A426	357	274	47	192	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		A - A5 (North)	B - Rugby Road	C - Gibbet Lane	D - A5 (South)	E - A426
	A - A5 (North)	0	0	0	0	0
	B - Rugby Road	0	0	0	0	0
	C - Gibbet Lane	0	0	0	0	0
	D - A5 (South)	0	0	0	0	0
	E - A426	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 (North)	0.64	7.05	1.8	A	763	1145
B - Rugby Road	0.61	7.44	1.5	A	628	941
C - Gibbet Lane	1.14	257.25	32.2	F	349	523
D - A5 (South)	0.92	34.16	9.1	D	856	1284
E - A426	0.71	9.39	2.5	A	798	1197

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	626	157	572	1563	0.401	624	626	0.0	0.7	3.822	A
B - Rugby Road	515	129	885	1468	0.351	513	311	0.0	0.5	3.763	A
C - Gibbet Lane	286	72	1249	584	0.490	282	149	0.0	0.9	11.810	B
D - A5 (South)	702	176	1017	1344	0.523	698	515	0.0	1.1	5.537	A
E - A426	655	164	546	1464	0.447	652	1169	0.0	0.8	4.419	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	748	187	684	1504	0.497	747	748	0.7	1.0	4.745	A
B - Rugby Road	615	154	1060	1370	0.449	614	372	0.5	0.8	4.751	A
C - Gibbet Lane	342	85	1495	492	0.695	337	178	0.9	2.1	22.585	C
D - A5 (South)	839	210	1216	1239	0.677	835	616	1.1	2.0	8.822	A
E - A426	782	196	652	1409	0.555	780	1398	0.8	1.2	5.711	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	916	229	825	1430	0.640	913	899	1.0	1.7	6.917	A
B - Rugby Road	753	188	1293	1240	0.607	750	445	0.8	1.5	7.302	A
C - Gibbet Lane	418	105	1827	368	1.137	354	216	2.1	18.2	126.883	F
D - A5 (South)	1027	257	1434	1124	0.914	1004	747	2.0	7.8	26.076	D
E - A426	958	239	771	1348	0.711	953	1667	1.2	2.4	9.024	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	916	229	833	1426	0.642	916	910	1.7	1.8	7.050	A
B - Rugby Road	753	188	1299	1237	0.609	753	449	1.5	1.5	7.436	A
C - Gibbet Lane	418	105	1834	365	1.145	363	219	18.2	32.2	257.247	F
D - A5 (South)	1027	257	1446	1118	0.919	1022	751	7.8	9.1	34.159	D
E - A426	958	239	785	1340	0.715	958	1683	2.4	2.5	9.392	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	748	187	710	1491	0.502	751	781	1.8	1.0	4.887	A
B - Rugby Road	615	154	1069	1365	0.450	618	392	1.5	0.8	4.836	A
C - Gibbet Lane	342	85	1505	488	0.700	458	182	32.2	3.0	134.599	F
D - A5 (South)	839	210	1331	1179	0.711	865	633	9.1	2.6	12.349	B
E - A426	782	196	705	1382	0.566	787	1491	2.5	1.3	6.092	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	626	157	579	1559	0.402	628	634	1.0	0.7	3.870	A
B - Rugby Road	515	129	892	1464	0.352	516	315	0.8	0.5	3.801	A
C - Gibbet Lane	286	72	1257	580	0.493	294	151	3.0	1.0	12.917	B
D - A5 (South)	702	176	1032	1336	0.526	708	519	2.6	1.1	5.786	A
E - A426	655	164	556	1459	0.449	657	1185	1.3	0.8	4.502	A

2036 WoDWS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Rugby Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J47	A5/A426/Gibbet Lane	Standard Roundabout		A, B, C, D, E	21.59	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-2	D - A5 (South)	21.59	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2036 WoDWS	PM	PRTM 2.2 Demand Flows	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 (PCU/hr)	Scaling Factor (%)
A - A5 (North)		ONE HOUR	✓	582	100.000
B - Rugby Road		ONE HOUR	✓	719	100.000
C - Gibbet Lane		ONE HOUR	✓	164	100.000
D - A5 (South)		ONE HOUR	✓	1203	100.000
E - A426		ONE HOUR	✓	879	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 (North)	B - Rugby Road	C - Gibbet Lane	D - A5 (South)	E - A426
From	A - A5 (North)	1	3	16	316	246
	B - Rugby Road	13	4	29	210	463
	C - Gibbet Lane	20	37	1	25	81
	D - A5 (South)	581	285	26	6	305
	E - A426	255	424	40	158	2

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		A - A5 (North)	B - Rugby Road	C - Gibbet Lane	D - A5 (South)	E - A426
	A - A5 (North)	0	0	0	0	0
	B - Rugby Road	0	0	0	0	0
	C - Gibbet Lane	0	0	0	0	0
	D - A5 (South)	0	0	0	0	0
	E - A426	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 (North)	0.49	5.48	1.0	A	534	801
B - Rugby Road	0.54	5.36	1.2	A	660	990
C - Gibbet Lane	0.39	12.57	0.6	B	150	226
D - A5 (South)	0.96	44.77	15.6	E	1104	1656
E - A426	0.81	15.49	4.0	C	807	1210

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	438	110	736	1477	0.297	436	651	0.0	0.4	3.453	A
B - Rugby Road	541	135	609	1621	0.334	539	564	0.0	0.5	3.321	A
C - Gibbet Lane	123	31	1064	653	0.189	123	84	0.0	0.2	6.782	A
D - A5 (South)	906	226	651	1537	0.589	900	536	0.0	1.4	5.607	A
E - A426	662	165	729	1370	0.483	658	822	0.0	0.9	5.034	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	523	131	881	1401	0.373	523	779	0.4	0.6	4.092	A
B - Rugby Road	646	162	729	1555	0.416	646	674	0.5	0.7	3.957	A
C - Gibbet Lane	147	37	1274	574	0.257	147	100	0.2	0.3	8.416	A
D - A5 (South)	1081	270	779	1469	0.736	1076	642	1.4	2.7	9.051	A
E - A426	790	198	872	1296	0.610	788	984	0.9	1.5	7.052	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	641	160	1065	1305	0.491	639	936	0.6	1.0	5.399	A
B - Rugby Road	792	198	890	1465	0.540	790	815	0.7	1.2	5.317	A
C - Gibbet Lane	181	45	1557	469	0.385	179	122	0.3	0.6	12.407	B
D - A5 (South)	1325	331	953	1378	0.961	1285	784	2.7	12.6	30.665	D
E - A426	968	242	1043	1208	0.801	959	1195	1.5	3.7	13.998	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	641	160	1078	1298	0.494	641	952	1.0	1.0	5.479	A
B - Rugby Road	792	198	893	1463	0.541	792	826	1.2	1.2	5.362	A
C - Gibbet Lane	181	45	1562	467	0.387	181	123	0.6	0.6	12.570	B
D - A5 (South)	1325	331	956	1376	0.962	1312	787	12.6	15.6	44.769	E
E - A426	968	242	1063	1197	0.809	967	1205	3.7	4.0	15.489	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	523	131	904	1389	0.377	525	810	1.0	0.6	4.171	A
B - Rugby Road	646	162	735	1551	0.417	648	694	1.2	0.7	3.996	A
C - Gibbet Lane	147	37	1281	572	0.258	149	102	0.6	0.4	8.529	A
D - A5 (South)	1081	270	783	1467	0.737	1132	646	15.6	2.9	12.304	B
E - A426	790	198	914	1274	0.620	800	1001	4.0	1.7	7.733	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	438	110	744	1473	0.297	439	659	0.6	0.4	3.485	A
B - Rugby Road	541	135	613	1619	0.334	542	570	0.7	0.5	3.344	A
C - Gibbet Lane	123	31	1070	650	0.190	124	85	0.4	0.2	6.846	A
D - A5 (South)	906	226	655	1534	0.590	912	540	2.9	1.5	5.834	A
E - A426	662	165	738	1365	0.485	665	828	1.7	1.0	5.161	A

2036 WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Rugby Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J47	A5/A426/Gibbet Lane	Standard Roundabout		A, B, C, D, E	56.55	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-17	C - Gibbet Lane	56.55	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2036 WD	AM	PRTM 2.2 Demand Flows	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 (PCU/hr)	Scaling Factor (%)
A - A5 (North)		ONE HOUR	✓	892	100.000
B - Rugby Road		ONE HOUR	✓	687	100.000
C - Gibbet Lane		ONE HOUR	✓	399	100.000
D - A5 (South)		ONE HOUR	✓	941	100.000
E - A426		ONE HOUR	✓	867	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 (North)	B - Rugby Road	C - Gibbet Lane	D - A5 (South)	E - A426
From	A - A5 (North)	0	5	27	373	487
	B - Rugby Road	4	0	41	104	538
	C - Gibbet Lane	57	50	0	42	250
	D - A5 (South)	443	87	86	31	294
	E - A426	385	249	51	182	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		A - A5 (North)	B - Rugby Road	C - Gibbet Lane	D - A5 (South)	E - A426
	A - A5 (North)	0	0	0	0	0
	B - Rugby Road	0	0	0	0	0
	C - Gibbet Lane	0	0	0	0	0
	D - A5 (South)	0	0	0	0	0
	E - A426	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 (North)	0.68	7.77	2.1	A	819	1228
B - Rugby Road	0.63	8.06	1.7	A	630	946
C - Gibbet Lane	1.28	400.20	51.9	F	366	549
D - A5 (South)	0.92	35.77	9.6	E	863	1295
E - A426	0.72	9.56	2.5	A	796	1193

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	672	168	551	1574	0.427	669	665	0.0	0.7	3.963	A
B - Rugby Road	517	129	927	1444	0.358	515	292	0.0	0.6	3.864	A
C - Gibbet Lane	300	75	1288	569	0.528	296	154	0.0	1.1	13.006	B
D - A5 (South)	708	177	1036	1334	0.531	704	548	0.0	1.1	5.677	A
E - A426	653	163	566	1453	0.449	649	1174	0.0	0.8	4.461	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	802	200	659	1517	0.528	800	796	0.7	1.1	5.011	A
B - Rugby Road	618	154	1110	1343	0.460	616	350	0.6	0.8	4.949	A
C - Gibbet Lane	359	90	1542	474	0.756	352	184	1.1	2.8	28.050	D
D - A5 (South)	846	211	1238	1227	0.689	842	656	1.1	2.1	9.236	A
E - A426	779	195	677	1396	0.558	778	1403	0.8	1.2	5.803	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	982	246	790	1449	0.678	978	951	1.1	2.1	7.592	A
B - Rugby Road	756	189	1354	1207	0.627	753	414	0.8	1.6	7.884	A
C - Gibbet Lane	439	110	1884	347	1.267	339	223	2.8	27.7	184.982	F
D - A5 (South)	1036	259	1432	1126	0.920	1012	792	2.1	8.3	27.200	D
E - A426	955	239	791	1337	0.714	950	1653	1.2	2.4	9.180	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	982	246	797	1445	0.680	982	962	2.1	2.1	7.767	A
B - Rugby Road	756	189	1361	1203	0.629	756	418	1.6	1.7	8.059	A
C - Gibbet Lane	439	110	1892	344	1.278	343	225	27.7	51.9	400.202	F
D - A5 (South)	1036	259	1440	1122	0.924	1031	795	8.3	9.6	35.774	E
E - A426	955	239	805	1330	0.718	954	1665	2.4	2.5	9.559	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	802	200	683	1505	0.533	806	829	2.1	1.2	5.177	A
B - Rugby Road	618	154	1120	1337	0.462	621	368	1.7	0.9	5.053	A
C - Gibbet Lane	359	90	1554	470	0.763	461	187	51.9	26.3	304.383	F
D - A5 (South)	846	211	1342	1173	0.721	874	673	9.6	2.7	13.049	B
E - A426	779	195	728	1370	0.569	784	1488	2.5	1.3	6.190	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	672	168	569	1564	0.429	673	687	1.2	0.8	4.047	A
B - Rugby Road	517	129	934	1440	0.359	518	308	0.9	0.6	3.911	A
C - Gibbet Lane	300	75	1297	565	0.531	401	155	26.3	1.2	38.056	E
D - A5 (South)	708	177	1135	1282	0.553	714	563	2.7	1.3	6.405	A
E - A426	653	163	602	1435	0.455	655	1248	1.3	0.8	4.626	A

2036 WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Rugby Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J47	A5/A426/Gibbet Lane	Standard Roundabout		A, B, C, D, E	28.11	D

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-4	D - A5 (South)	28.11	D

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2036 WD	PM	PRTM 2.2 Demand Flows	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 (PCU/hr)	Scaling Factor (%)
A - A5 (North)		ONE HOUR	✓	594	100.000
B - Rugby Road		ONE HOUR	✓	729	100.000
C - Gibbet Lane		ONE HOUR	✓	180	100.000
D - A5 (South)		ONE HOUR	✓	1246	100.000
E - A426		ONE HOUR	✓	905	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 (North)	B - Rugby Road	C - Gibbet Lane	D - A5 (South)	E - A426
From	A - A5 (North)	1	3	18	328	244
	B - Rugby Road	15	4	35	242	433
	C - Gibbet Lane	21	40	2	31	86
	D - A5 (South)	625	305	24	6	286
	E - A426	255	440	42	166	2

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		A - A5 (North)	B - Rugby Road	C - Gibbet Lane	D - A5 (South)	E - A426
	A - A5 (North)	0	0	0	0	0
	B - Rugby Road	0	0	0	0	0
	C - Gibbet Lane	0	0	0	0	0
	D - A5 (South)	0	0	0	0	0
	E - A426	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 (North)	0.51	5.82	1.0	A	545	818
B - Rugby Road	0.55	5.56	1.2	A	669	1003
C - Gibbet Lane	0.43	13.85	0.8	B	165	248
D - A5 (South)	0.99	59.24	22.2	F	1143	1715
E - A426	0.86	20.89	5.5	C	830	1246

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	447	112	771	1458	0.307	445	686	0.0	0.4	3.547	A
B - Rugby Road	549	137	624	1613	0.340	547	593	0.0	0.5	3.372	A
C - Gibbet Lane	136	34	1080	646	0.210	134	91	0.0	0.3	7.017	A
D - A5 (South)	938	235	636	1545	0.607	932	579	0.0	1.5	5.821	A
E - A426	681	170	780	1343	0.507	677	787	0.0	1.0	5.376	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	534	133	923	1379	0.387	533	820	0.4	0.6	4.252	A
B - Rugby Road	655	164	747	1544	0.424	654	709	0.5	0.7	4.041	A
C - Gibbet Lane	162	40	1293	567	0.285	161	108	0.3	0.4	8.861	A
D - A5 (South)	1120	280	761	1479	0.758	1114	694	1.5	3.0	9.727	A
E - A426	814	203	933	1264	0.644	811	942	1.0	1.8	7.883	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	654	164	1111	1280	0.511	652	979	0.6	1.0	5.717	A
B - Rugby Road	803	201	911	1453	0.552	801	852	0.7	1.2	5.502	A
C - Gibbet Lane	198	50	1581	460	0.431	197	131	0.4	0.7	13.611	B
D - A5 (South)	1372	343	931	1389	0.987	1319	847	3.0	16.3	36.582	E
E - A426	996	249	1107	1174	0.848	984	1142	1.8	5.0	17.788	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	654	164	1127	1272	0.514	654	997	1.0	1.0	5.823	A
B - Rugby Road	803	201	916	1450	0.553	803	865	1.2	1.2	5.557	A
C - Gibbet Lane	198	50	1586	458	0.433	198	133	0.7	0.8	13.852	B
D - A5 (South)	1372	343	934	1388	0.989	1348	851	16.3	22.2	59.242	F
E - A426	996	249	1130	1162	0.857	994	1152	5.0	5.5	20.890	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	534	133	957	1361	0.392	536	866	1.0	0.7	4.369	A
B - Rugby Road	655	164	756	1540	0.426	657	738	1.2	0.7	4.090	A
C - Gibbet Lane	162	40	1302	564	0.287	163	111	0.8	0.4	9.014	A
D - A5 (South)	1120	280	765	1476	0.759	1196	700	22.2	3.3	16.097	C
E - A426	814	203	996	1232	0.661	828	965	5.5	2.0	9.201	A

18:00 - 18:15

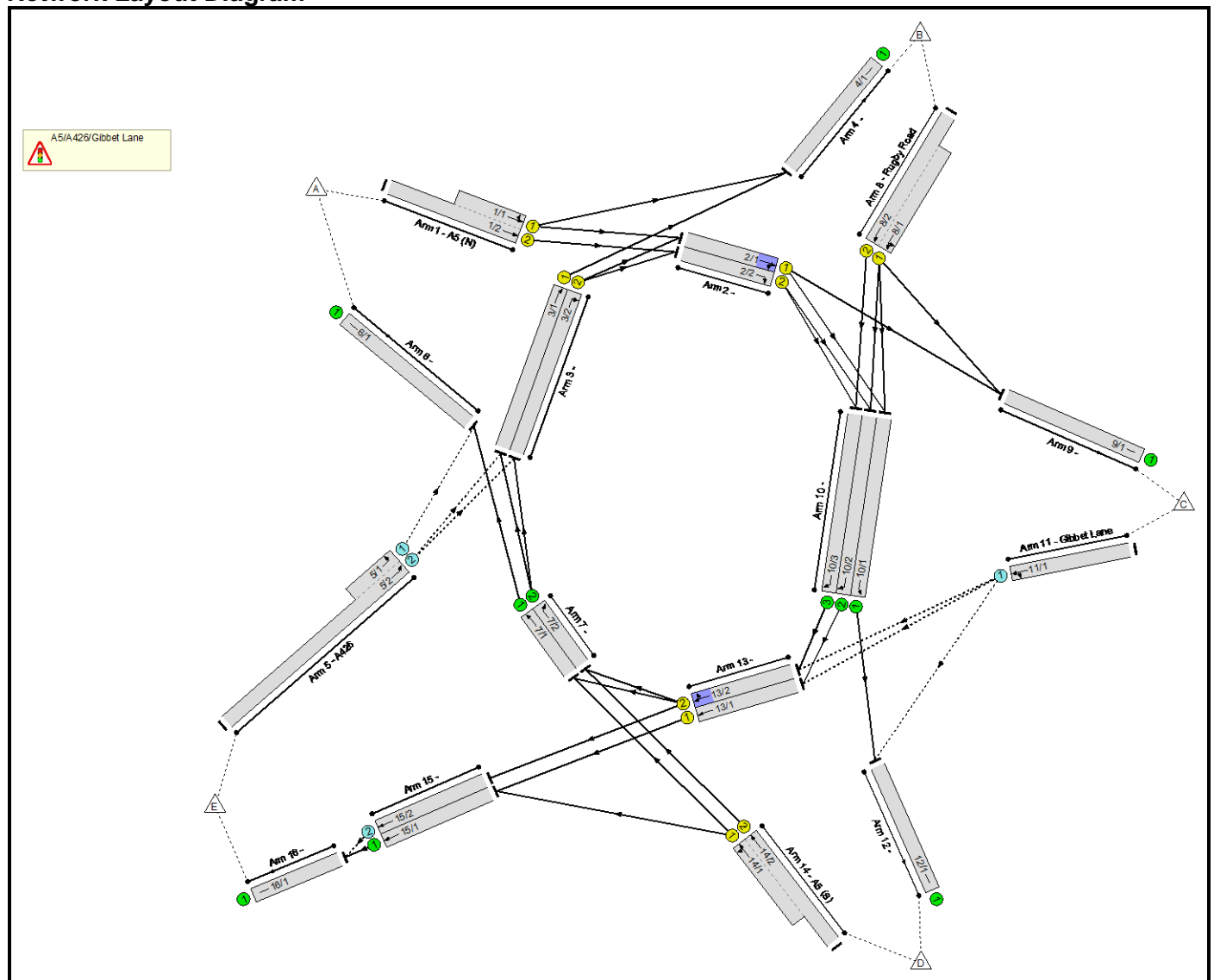
Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 (North)	447	112	781	1453	0.308	448	695	0.7	0.4	3.585	A
B - Rugby Road	549	137	629	1610	0.341	550	600	0.7	0.5	3.397	A
C - Gibbet Lane	136	34	1087	644	0.210	136	91	0.4	0.3	7.096	A
D - A5 (South)	938	235	640	1542	0.608	945	584	3.3	1.6	6.094	A
E - A426	681	170	791	1337	0.509	685	794	2.0	1.1	5.551	A

Full Input Data And Results
Full Input Data And Results

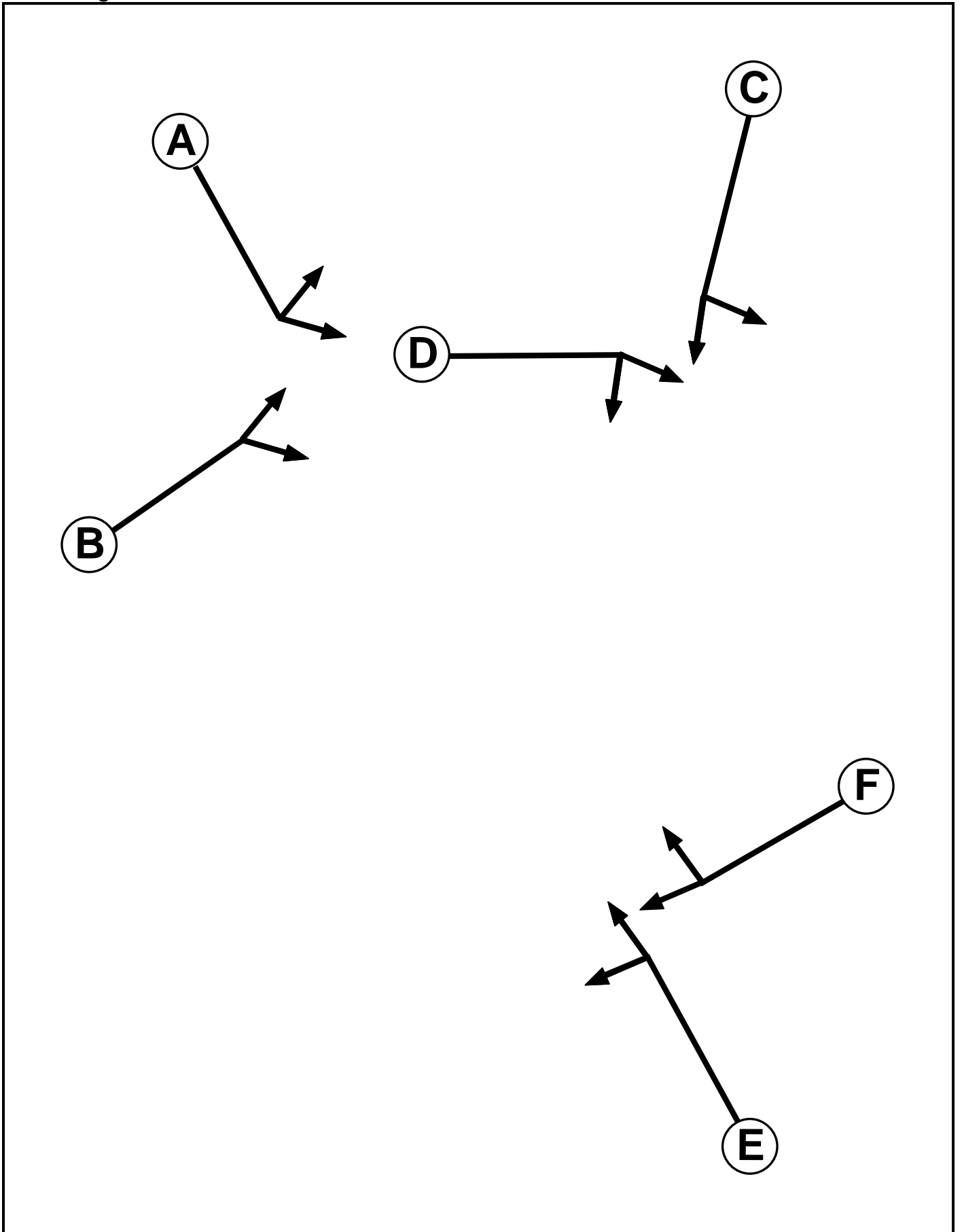
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	221006 Gibbet Hill Roundabout Signalisation.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase 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	3		-9999	7
D	Traffic	3		-9999	7
E	Traffic	2		-9999	7
F	Traffic	2		-9999	7

Phase Intergreens Matrix

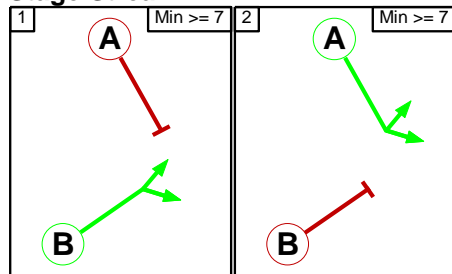
		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A	5	-	-	-	-	-
	B	5	-	-	-	-	-
	C	-	-	5	-	-	-
	D	-	-	5	-	-	-
	E	-	-	-	-	5	-
	F	-	-	-	-	5	-

Phases in Stage

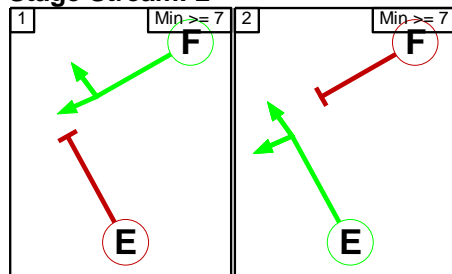
Stream	Stage No.	Phases in Stage
1	1	B
1	2	A
2	1	F
2	2	E
3	1	C
3	2	D

Stage Diagram

Stage Stream: 1

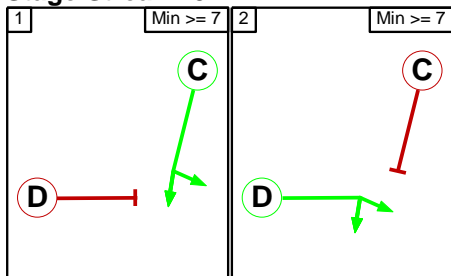


Stage Stream: 2



Full Input Data And Results

Stage Stream: 3



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Stage Stream: 3

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

Prohibited Stage Change

Stage Stream: 1

		To Stage	
		1	2
From Stage	1		5
	2	5	

Stage Stream: 2

		To Stage	
		1	2
From Stage	1		5
	2	5	

Stage Stream: 3

		To Stage	
		1	2
From Stage	1		5
	2	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A5/A426/Gibbet Lane														
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)			
5/1 (A426)	6/1 (Left)	1000	0	7/1	0.33	All	-	-	-	-	-			
				7/2	0.33	All								
5/2 (A426)	3/1 (Ahead)	1000	0	7/1	0.33	All	-	-	-	-	-			
				7/2	0.33	All								
	3/2 (Ahead)	1000	0	7/1	0.33	All								
				7/2	0.33	All								
11/1 (Gibbet Lane)	12/1 (Left)	1000	0	10/1	0.33	All	-	-	-	-	-			
				10/2	0.33	To 13/1 (Right)								
				10/3	0.33	To 13/2 (Right)								
	13/1 (Ahead)	1000	0	10/1	0.33	All								
				10/2	0.33	All								
				10/3	0.33	All								
				13/2 (Ahead)	1000	0						10/1	0.33	All
												10/2	0.33	All
10/3	0.33	All												
15/2	16/1 (Ahead)	715	0	15/1	0.22	All	-	-	-	-	-			

Full Input Data And Results

Lane Input Data

Junction: A5/A426/Gibbet Lane												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A5 (N))	U	A	2	3	7.3	User	1832	-	-	-	-	-
1/2 (A5 (N))	U	A	2	3	60.0	User	1959	-	-	-	-	-
2/1	U	D	2	3	2.0	User	1832	-	-	-	-	-
2/2	U	D	2	3	2.0	User	1959	-	-	-	-	-
3/1	U	B	2	3	5.0	User	1877	-	-	-	-	-
3/2	U	B	2	3	5.0	User	1855	-	-	-	-	-
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (A426)	O		2	3	6.0	User	1800	-	-	-	-	-
5/2 (A426)	O		2	3	60.0	User	1800	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	4.0	Inf	-	-	-	-	-	-
7/2	U		2	3	4.0	Inf	-	-	-	-	-	-
8/1 (Rugby Road)	U	C	2	3	12.0	User	1930	-	-	-	-	-
8/2 (Rugby Road)	U	C	2	3	60.0	User	2038	-	-	-	-	-
9/1	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1	U		2	3	4.0	Inf	-	-	-	-	-	-
10/2	U		2	3	4.0	Inf	-	-	-	-	-	-
10/3	U		2	3	4.0	Inf	-	-	-	-	-	-
11/1 (Gibbet Lane)	O		2	3	60.0	User	672	-	-	-	-	-
12/1	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1	U	E	2	3	4.0	User	1877	-	-	-	-	-
13/2	U	E	2	3	4.0	User	1855	-	-	-	-	-
14/1 (A5 (S))	U	F	2	3	10.0	User	1925	-	-	-	-	-
14/2 (A5 (S))	U	F	2	3	60.0	User	2031	-	-	-	-	-
15/1	U		2	3	60.0	Inf	-	-	-	-	-	-
15/2	O		2	3	60.0	Inf	-	-	-	-	-	-
16/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 Base AM'	07:30	08:30	01:00	
2: '2018 Base PM'	16:30	17:30	01:00	
3: '2026 WoD AM'	07:30	08:30	01:00	
4: '2026 WoD PM'	16:30	17:30	01:00	
5: '2026 WoDWS AM'	07:30	08:30	01:00	
6: '2026 WoDWS PM'	16:30	17:30	01:00	
7: '2026 WD AM'	07:30	08:30	01:00	
8: '2026 WD PM'	16:30	17:30	01:00	
9: '2036 WoD AM'	07:30	08:30	01:00	
10: '2036 WoD PM'	16:30	17:30	01:00	
11: '2036 WoDWS AM'	07:30	08:30	01:00	
12: '2036 WoDWS PM'	16:30	17:30	01:00	
13: '2036 WD AM'	07:30	08:30	01:00	
14: '2036 WD PM'	16:30	17:30	01:00	

Scenario 1: '2018 Base AM' (FG1: '2018 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	6	29	504	475	1014
	B	5	0	38	152	561	756
	C	28	33	0	16	48	125
	D	302	107	33	17	144	603
	E	345	444	23	109	0	921
	Tot.	680	590	123	798	1228	3419

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2018 Base AM
Junction: A5/A426/Gibbet Lane	
1/1 (short)	539
1/2 (with short)	1014(In) 475(Out)
2/1	715
2/2	475
3/1	584
3/2	182
4/1	590
5/1 (short)	345
5/2 (with short)	921(In) 576(Out)
6/1	680
7/1	335
7/2	190
8/1 (short)	378
8/2 (with short)	756(In) 378(Out)
9/1	123
10/1	782
10/2	426
10/3	615
11/1	125
12/1	798
13/1	474
13/2	676
14/1 (short)	446
14/2 (with short)	603(In) 157(Out)
15/1	618
15/2	610
16/1	1228

Full Input Data And Results

Lane Saturation Flows

Junction: A5/A426/Gibbet Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A5 (N) Lane 1)							1832	1832
1/2 (A5 (N) Lane 2)							1959	1959
2/1							1832	1832
2/2							1959	1959
3/1							1877	1877
3/2							1855	1855
4/1							Inf	Inf
5/1 (A426 Lane 1)							1800	1800
5/2 (A426 Lane 2)							1800	1800
6/1							Inf	Inf
7/1							Inf	Inf
7/2							Inf	Inf
8/1 (Rugby Road Lane 1)							1930	1930
8/2 (Rugby Road Lane 2)							2038	2038
9/1							Inf	Inf
10/1							Inf	Inf
10/2							Inf	Inf
10/3							Inf	Inf
11/1 (Gibbet Lane Lane 1)							672	672
12/1							Inf	Inf
13/1							1877	1877
13/2							1855	1855
14/1 (A5 (S) Lane 1)							1925	1925
14/2 (A5 (S) Lane 2)							2031	2031
15/1							Inf	Inf
15/2							Inf	Inf
16/1							Inf	Inf

Full Input Data And Results

Scenario 2: '2018 Base PM' (FG2: '2018 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	3	6	30	277	267	583
	B	23	2	29	152	353	559
	C	26	29	1	10	32	98
	D	525	183	13	3	119	843
	E	327	434	34	119	2	916
	Tot.	904	654	107	561	773	2999

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2018 Base PM
Junction: A5/A426/Gibbet Lane	
1/1 (short)	313
1/2 (with short)	583(In) 270(Out)
2/1	477
2/2	272
3/1	648
3/2	172
4/1	654
5/1 (short)	327
5/2 (with short)	916(In) 589(Out)
6/1	904
7/1	577
7/2	231
8/1 (short)	280
8/2 (with short)	559(In) 279(Out)
9/1	107
10/1	551
10/2	234
10/3	416
11/1	98
12/1	561
13/1	266
13/2	472
14/1 (short)	644
14/2 (with short)	843(In) 199(Out)
15/1	385
15/2	388
16/1	773

Full Input Data And Results

Lane Saturation Flows

Junction: A5/A426/Gibbet Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A5 (N) Lane 1)							1832	1832
1/2 (A5 (N) Lane 2)							1959	1959
2/1							1832	1832
2/2							1959	1959
3/1							1877	1877
3/2							1855	1855
4/1							Inf	Inf
5/1 (A426 Lane 1)							1800	1800
5/2 (A426 Lane 2)							1800	1800
6/1							Inf	Inf
7/1							Inf	Inf
7/2							Inf	Inf
8/1 (Rugby Road Lane 1)							1930	1930
8/2 (Rugby Road Lane 2)							2038	2038
9/1							Inf	Inf
10/1							Inf	Inf
10/2							Inf	Inf
10/3							Inf	Inf
11/1 (Gibbet Lane Lane 1)							672	672
12/1							Inf	Inf
13/1							1877	1877
13/2							1855	1855
14/1 (A5 (S) Lane 1)							1925	1925
14/2 (A5 (S) Lane 2)							2031	2031
15/1							Inf	Inf
15/2							Inf	Inf
16/1							Inf	Inf

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	4	21	394	486	905
	B	3	0	36	108	493	640
	C	36	38	0	33	167	274
	D	407	108	68	37	297	917
	E	278	260	26	172	0	736
	Tot.	724	410	151	744	1443	3472

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2026 WoD AM
Junction: A5/A426/Gibbet Lane	
1/1 (short)	419
1/2 (with short)	905(In) 486(Out)
2/1	718
2/2	486
3/1	406
3/2	303
4/1	410
5/1 (short)	278
5/2 (with short)	736(In) 458(Out)
6/1	724
7/1	446
7/2	251
8/1 (short)	320
8/2 (with short)	640(In) 320(Out)
9/1	151
10/1	711
10/2	419
10/3	563
11/1	274
12/1	744
13/1	586
13/2	637
14/1 (short)	704
14/2 (with short)	917(In) 213(Out)
15/1	883
15/2	560
16/1	1443

Full Input Data And Results

Lane Saturation Flows

Junction: A5/A426/Gibbet Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A5 (N) Lane 1)							1832	1832
1/2 (A5 (N) Lane 2)							1959	1959
2/1							1832	1832
2/2							1959	1959
3/1							1877	1877
3/2							1855	1855
4/1							Inf	Inf
5/1 (A426 Lane 1)							1800	1800
5/2 (A426 Lane 2)							1800	1800
6/1							Inf	Inf
7/1							Inf	Inf
7/2							Inf	Inf
8/1 (Rugby Road Lane 1)							1930	1930
8/2 (Rugby Road Lane 2)							2038	2038
9/1							Inf	Inf
10/1							Inf	Inf
10/2							Inf	Inf
10/3							Inf	Inf
11/1 (Gibbet Lane Lane 1)							672	672
12/1							Inf	Inf
13/1							1877	1877
13/2							1855	1855
14/1 (A5 (S) Lane 1)							1925	1925
14/2 (A5 (S) Lane 2)							2031	2031
15/1							Inf	Inf
15/2							Inf	Inf
16/1							Inf	Inf

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	3	5	23	238	255	524
	B	18	4	30	178	405	635
	C	21	30	1	12	41	105
	D	600	239	21	3	199	1062
	E	247	368	32	136	2	785
	Tot.	889	646	107	567	902	3111

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2026 WoD PM
Junction: A5/A426/Gibbet Lane	
1/1 (short)	266
1/2 (with short)	524(In) 258(Out)
2/1	454
2/2	260
3/1	641
3/2	195
4/1	646
5/1 (short)	247
5/2 (with short)	785(In) 538(Out)
6/1	889
7/1	642
7/2	298
8/1 (short)	318
8/2 (with short)	635(In) 317(Out)
9/1	107
10/1	555
10/2	239
10/3	448
11/1	105
12/1	567
13/1	280
13/2	500
14/1 (short)	799
14/2 (with short)	1062(In) 263(Out)
15/1	479
15/2	423
16/1	902

Full Input Data And Results

Lane Saturation Flows

Junction: A5/A426/Gibbet Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A5 (N) Lane 1)							1832	1832
1/2 (A5 (N) Lane 2)							1959	1959
2/1							1832	1832
2/2							1959	1959
3/1							1877	1877
3/2							1855	1855
4/1							Inf	Inf
5/1 (A426 Lane 1)							1800	1800
5/2 (A426 Lane 2)							1800	1800
6/1							Inf	Inf
7/1							Inf	Inf
7/2							Inf	Inf
8/1 (Rugby Road Lane 1)							1930	1930
8/2 (Rugby Road Lane 2)							2038	2038
9/1							Inf	Inf
10/1							Inf	Inf
10/2							Inf	Inf
10/3							Inf	Inf
11/1 (Gibbet Lane Lane 1)							672	672
12/1							Inf	Inf
13/1							1877	1877
13/2							1855	1855
14/1 (A5 (S) Lane 1)							1925	1925
14/2 (A5 (S) Lane 2)							2031	2031
15/1							Inf	Inf
15/2							Inf	Inf
16/1							Inf	Inf

Full Input Data And Results

Scenario 5: '2026 WoDWS AM' (FG5: '2026 WoDWS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	4	21	394	478	897
	B	3	0	36	109	490	638
	C	35	38	0	34	163	270
	D	408	107	68	37	297	917
	E	268	255	26	171	0	720
	Tot.	714	404	151	745	1428	3442

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2026 WoDWS AM
Junction: A5/A426/Gibbet Lane	
1/1 (short)	419
1/2 (with short)	897(In) 478(Out)
2/1	717
2/2	478
3/1	400
3/2	302
4/1	404
5/1 (short)	268
5/2 (with short)	720(In) 452(Out)
6/1	714
7/1	446
7/2	250
8/1 (short)	319
8/2 (with short)	638(In) 319(Out)
9/1	151
10/1	711
10/2	413
10/3	558
11/1	270
12/1	745
13/1	576
13/2	631
14/1 (short)	705
14/2 (with short)	917(In) 212(Out)
15/1	873
15/2	555
16/1	1428

Full Input Data And Results

Lane Saturation Flows

Junction: A5/A426/Gibbet Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A5 (N) Lane 1)							1832	1832
1/2 (A5 (N) Lane 2)							1959	1959
2/1							1832	1832
2/2							1959	1959
3/1							1877	1877
3/2							1855	1855
4/1							Inf	Inf
5/1 (A426 Lane 1)							1800	1800
5/2 (A426 Lane 2)							1800	1800
6/1							Inf	Inf
7/1							Inf	Inf
7/2							Inf	Inf
8/1 (Rugby Road Lane 1)							1930	1930
8/2 (Rugby Road Lane 2)							2038	2038
9/1							Inf	Inf
10/1							Inf	Inf
10/2							Inf	Inf
10/3							Inf	Inf
11/1 (Gibbet Lane Lane 1)							672	672
12/1							Inf	Inf
13/1							1877	1877
13/2							1855	1855
14/1 (A5 (S) Lane 1)							1925	1925
14/2 (A5 (S) Lane 2)							2031	2031
15/1							Inf	Inf
15/2							Inf	Inf
16/1							Inf	Inf

Full Input Data And Results

Scenario 6: '2026 WoDWS PM' (FG6: '2026 WoDWS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	3	5	25	257	241	531
	B	20	4	29	191	392	636
	C	21	29	1	13	40	104
	D	607	235	20	3	188	1053
	E	247	350	30	139	2	768
	Tot.	898	623	105	603	863	3092

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2026 WoDWS PM
Junction: A5/A426/Gibbet Lane	
1/1 (short)	287
1/2 (with short)	531(In) 244(Out)
2/1	475
2/2	246
3/1	618
3/2	195
4/1	623
5/1 (short)	247
5/2 (with short)	768(In) 521(Out)
6/1	898
7/1	651
7/2	292
8/1 (short)	318
8/2 (with short)	636(In) 318(Out)
9/1	105
10/1	590
10/2	220
10/3	442
11/1	104
12/1	603
13/1	260
13/2	493
14/1 (short)	795
14/2 (with short)	1053(In) 258(Out)
15/1	448
15/2	415
16/1	863

Full Input Data And Results

Lane Saturation Flows

Junction: A5/A426/Gibbet Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A5 (N) Lane 1)							1832	1832
1/2 (A5 (N) Lane 2)							1959	1959
2/1							1832	1832
2/2							1959	1959
3/1							1877	1877
3/2							1855	1855
4/1							Inf	Inf
5/1 (A426 Lane 1)							1800	1800
5/2 (A426 Lane 2)							1800	1800
6/1							Inf	Inf
7/1							Inf	Inf
7/2							Inf	Inf
8/1 (Rugby Road Lane 1)							1930	1930
8/2 (Rugby Road Lane 2)							2038	2038
9/1							Inf	Inf
10/1							Inf	Inf
10/2							Inf	Inf
10/3							Inf	Inf
11/1 (Gibbet Lane Lane 1)							672	672
12/1							Inf	Inf
13/1							1877	1877
13/2							1855	1855
14/1 (A5 (S) Lane 1)							1925	1925
14/2 (A5 (S) Lane 2)							2031	2031
15/1							Inf	Inf
15/2							Inf	Inf
16/1							Inf	Inf

Full Input Data And Results

Scenario 7: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	3	23	422	477	925
	B	5	0	38	113	487	643
	C	39	38	0	37	168	282
	D	439	95	72	39	282	927
	E	288	215	30	165	0	698
	Tot.	771	351	163	776	1414	3475

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2026 WD AM
Junction: A5/A426/Gibbet Lane	
1/1 (short)	448
1/2 (with short)	925(In) 477(Out)
2/1	751
2/2	477
3/1	348
3/2	306
4/1	351
5/1 (short)	288
5/2 (with short)	698(In) 410(Out)
6/1	771
7/1	483
7/2	244
8/1 (short)	322
8/2 (with short)	643(In) 321(Out)
9/1	163
10/1	739
10/2	410
10/3	559
11/1	282
12/1	776
13/1	578
13/2	636
14/1 (short)	721
14/2 (with short)	927(In) 206(Out)
15/1	860
15/2	554
16/1	1414

Full Input Data And Results

Lane Saturation Flows

Junction: A5/A426/Gibbet Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A5 (N) Lane 1)							1832	1832
1/2 (A5 (N) Lane 2)							1959	1959
2/1							1832	1832
2/2							1959	1959
3/1							1877	1877
3/2							1855	1855
4/1							Inf	Inf
5/1 (A426 Lane 1)							1800	1800
5/2 (A426 Lane 2)							1800	1800
6/1							Inf	Inf
7/1							Inf	Inf
7/2							Inf	Inf
8/1 (Rugby Road Lane 1)							1930	1930
8/2 (Rugby Road Lane 2)							2038	2038
9/1							Inf	Inf
10/1							Inf	Inf
10/2							Inf	Inf
10/3							Inf	Inf
11/1 (Gibbet Lane Lane 1)							672	672
12/1							Inf	Inf
13/1							1877	1877
13/2							1855	1855
14/1 (A5 (S) Lane 1)							1925	1925
14/2 (A5 (S) Lane 2)							2031	2031
15/1							Inf	Inf
15/2							Inf	Inf
16/1							Inf	Inf

Full Input Data And Results

Scenario 8: '2026 WD PM' (FG8: '2026 WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	2	5	23	294	234	558
	B	22	4	29	215	391	661
	C	21	31	1	12	40	105
	D	671	256	21	5	183	1136
	E	247	359	31	143	2	782
	Tot.	963	655	105	669	850	3242

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2026 WD PM
Junction: A5/A426/Gibbet Lane	
1/1 (short)	322
1/2 (with short)	558(In) 236(Out)
2/1	518
2/2	238
3/1	650
3/2	203
4/1	655
5/1 (short)	247
5/2 (with short)	782(In) 535(Out)
6/1	963
7/1	716
7/2	318
8/1 (short)	331
8/2 (with short)	661(In) 330(Out)
9/1	105
10/1	657
10/2	205
10/3	450
11/1	105
12/1	669
13/1	245
13/2	503
14/1 (short)	854
14/2 (with short)	1136(In) 282(Out)
15/1	428
15/2	422
16/1	850

Full Input Data And Results

Lane Saturation Flows

Junction: A5/A426/Gibbet Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A5 (N) Lane 1)							1832	1832
1/2 (A5 (N) Lane 2)							1959	1959
2/1							1832	1832
2/2							1959	1959
3/1							1877	1877
3/2							1855	1855
4/1							Inf	Inf
5/1 (A426 Lane 1)							1800	1800
5/2 (A426 Lane 2)							1800	1800
6/1							Inf	Inf
7/1							Inf	Inf
7/2							Inf	Inf
8/1 (Rugby Road Lane 1)							1930	1930
8/2 (Rugby Road Lane 2)							2038	2038
9/1							Inf	Inf
10/1							Inf	Inf
10/2							Inf	Inf
10/3							Inf	Inf
11/1 (Gibbet Lane Lane 1)							672	672
12/1							Inf	Inf
13/1							1877	1877
13/2							1855	1855
14/1 (A5 (S) Lane 1)							1925	1925
14/2 (A5 (S) Lane 2)							2031	2031
15/1							Inf	Inf
15/2							Inf	Inf
16/1							Inf	Inf

Full Input Data And Results

Scenario 9: '2036 WoD AM' (FG9: '2036 WoD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	3	25	332	475	835
	B	4	0	40	98	541	683
	C	53	49	0	38	242	382
	D	420	90	90	25	309	934
	E	366	280	50	192	0	888
	Tot.	843	422	205	685	1567	3722

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2036 WoD AM
Junction: A5/A426/Gibbet Lane	
1/1 (short)	360
1/2 (with short)	835(In) 475(Out)
2/1	714
2/2	475
3/1	419
3/2	357
4/1	422
5/1 (short)	366
5/2 (with short)	888(In) 522(Out)
6/1	843
7/1	477
7/2	254
8/1 (short)	342
8/2 (with short)	683(In) 341(Out)
9/1	205
10/1	647
10/2	442
10/3	578
11/1	382
12/1	685
13/1	684
13/2	680
14/1 (short)	729
14/2 (with short)	934(In) 205(Out)
15/1	993
15/2	574
16/1	1567

Full Input Data And Results

Lane Saturation Flows

Junction: A5/A426/Gibbet Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A5 (N) Lane 1)							1832	1832
1/2 (A5 (N) Lane 2)							1959	1959
2/1							1832	1832
2/2							1959	1959
3/1							1877	1877
3/2							1855	1855
4/1							Inf	Inf
5/1 (A426 Lane 1)							1800	1800
5/2 (A426 Lane 2)							1800	1800
6/1							Inf	Inf
7/1							Inf	Inf
7/2							Inf	Inf
8/1 (Rugby Road Lane 1)							1930	1930
8/2 (Rugby Road Lane 2)							2038	2038
9/1							Inf	Inf
10/1							Inf	Inf
10/2							Inf	Inf
10/3							Inf	Inf
11/1 (Gibbet Lane Lane 1)							672	672
12/1							Inf	Inf
13/1							1877	1877
13/2							1855	1855
14/1 (A5 (S) Lane 1)							1925	1925
14/2 (A5 (S) Lane 2)							2031	2031
15/1							Inf	Inf
15/2							Inf	Inf
16/1							Inf	Inf

Full Input Data And Results

Scenario 10: '2036 WoD PM' (FG10: '2036 WoD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	1	3	17	315	249	585
	B	13	4	35	205	461	718
	C	19	37	1	26	83	166
	D	568	286	26	6	322	1208
	E	257	436	44	165	2	904
	Tot.	858	766	123	717	1117	3581

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2036 WoD PM
Junction: A5/A426/Gibbet Lane	
1/1 (short)	335
1/2 (with short)	585(In) 250(Out)
2/1	574
2/2	252
3/1	763
3/2	244
4/1	766
5/1 (short)	257
5/2 (with short)	904(In) 647(Out)
6/1	858
7/1	601
7/2	360
8/1 (short)	359
8/2 (with short)	718(In) 359(Out)
9/1	123
10/1	691
10/2	245
10/3	485
11/1	166
12/1	717
13/1	328
13/2	542
14/1 (short)	890
14/2 (with short)	1208(In) 318(Out)
15/1	650
15/2	467
16/1	1117

Full Input Data And Results

Lane Saturation Flows

Junction: A5/A426/Gibbet Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A5 (N) Lane 1)							1832	1832
1/2 (A5 (N) Lane 2)							1959	1959
2/1							1832	1832
2/2							1959	1959
3/1							1877	1877
3/2							1855	1855
4/1							Inf	Inf
5/1 (A426 Lane 1)							1800	1800
5/2 (A426 Lane 2)							1800	1800
6/1							Inf	Inf
7/1							Inf	Inf
7/2							Inf	Inf
8/1 (Rugby Road Lane 1)							1930	1930
8/2 (Rugby Road Lane 2)							2038	2038
9/1							Inf	Inf
10/1							Inf	Inf
10/2							Inf	Inf
10/3							Inf	Inf
11/1 (Gibbet Lane Lane 1)							672	672
12/1							Inf	Inf
13/1							1877	1877
13/2							1855	1855
14/1 (A5 (S) Lane 1)							1925	1925
14/2 (A5 (S) Lane 2)							2031	2031
15/1							Inf	Inf
15/2							Inf	Inf
16/1							Inf	Inf

Full Input Data And Results

Scenario 11: '2036 WoDWS AM' (FG11: '2036 WoDWS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	3	24	333	472	832
	B	4	0	40	99	541	684
	C	52	49	0	38	241	380
	D	423	89	88	25	308	933
	E	357	274	47	192	0	870
	Tot.	836	415	199	687	1562	3699

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2036 WoDWS AM
Junction: A5/A426/Gibbet Lane	
1/1 (short)	360
1/2 (with short)	832(In) 472(Out)
2/1	709
2/2	472
3/1	412
3/2	352
4/1	415
5/1 (short)	357
5/2 (with short)	870(In) 513(Out)
6/1	836
7/1	479
7/2	251
8/1 (short)	342
8/2 (with short)	684(In) 342(Out)
9/1	199
10/1	649
10/2	439
10/3	578
11/1	380
12/1	687
13/1	680
13/2	679
14/1 (short)	731
14/2 (with short)	933(In) 202(Out)
15/1	988
15/2	574
16/1	1562

Full Input Data And Results

Lane Saturation Flows

Junction: A5/A426/Gibbet Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A5 (N) Lane 1)							1832	1832
1/2 (A5 (N) Lane 2)							1959	1959
2/1							1832	1832
2/2							1959	1959
3/1							1877	1877
3/2							1855	1855
4/1							Inf	Inf
5/1 (A426 Lane 1)							1800	1800
5/2 (A426 Lane 2)							1800	1800
6/1							Inf	Inf
7/1							Inf	Inf
7/2							Inf	Inf
8/1 (Rugby Road Lane 1)							1930	1930
8/2 (Rugby Road Lane 2)							2038	2038
9/1							Inf	Inf
10/1							Inf	Inf
10/2							Inf	Inf
10/3							Inf	Inf
11/1 (Gibbet Lane Lane 1)							672	672
12/1							Inf	Inf
13/1							1877	1877
13/2							1855	1855
14/1 (A5 (S) Lane 1)							1925	1925
14/2 (A5 (S) Lane 2)							2031	2031
15/1							Inf	Inf
15/2							Inf	Inf
16/1							Inf	Inf

Full Input Data And Results

Scenario 12: '2036 WoDWS PM' (FG12: '2036 WoDWS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	1	3	16	316	246	582
	B	13	4	29	210	463	719
	C	20	37	1	25	81	164
	D	581	285	26	6	305	1203
	E	255	424	40	158	2	879
	Tot.	870	753	112	715	1097	3547

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2036 WoDWS PM
Junction: A5/A426/Gibbet Lane	
1/1 (short)	335
1/2 (with short)	582(In) 247(Out)
2/1	563
2/2	249
3/1	750
3/2	233
4/1	753
5/1 (short)	255
5/2 (with short)	879(In) 624(Out)
6/1	870
7/1	615
7/2	359
8/1 (short)	360
8/2 (with short)	719(In) 359(Out)
9/1	112
10/1	690
10/2	245
10/3	484
11/1	164
12/1	715
13/1	326
13/2	542
14/1 (short)	886
14/2 (with short)	1203(In) 317(Out)
15/1	631
15/2	466
16/1	1097

Full Input Data And Results

Lane Saturation Flows

Junction: A5/A426/Gibbet Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A5 (N) Lane 1)							1832	1832
1/2 (A5 (N) Lane 2)							1959	1959
2/1							1832	1832
2/2							1959	1959
3/1							1877	1877
3/2							1855	1855
4/1							Inf	Inf
5/1 (A426 Lane 1)							1800	1800
5/2 (A426 Lane 2)							1800	1800
6/1							Inf	Inf
7/1							Inf	Inf
7/2							Inf	Inf
8/1 (Rugby Road Lane 1)							1930	1930
8/2 (Rugby Road Lane 2)							2038	2038
9/1							Inf	Inf
10/1							Inf	Inf
10/2							Inf	Inf
10/3							Inf	Inf
11/1 (Gibbet Lane Lane 1)							672	672
12/1							Inf	Inf
13/1							1877	1877
13/2							1855	1855
14/1 (A5 (S) Lane 1)							1925	1925
14/2 (A5 (S) Lane 2)							2031	2031
15/1							Inf	Inf
15/2							Inf	Inf
16/1							Inf	Inf

Full Input Data And Results

Scenario 13: '2036 WD AM' (FG13: '2036 WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	5	27	373	487	892
	B	4	0	41	104	538	687
	C	57	50	0	42	250	399
	D	443	87	86	31	294	941
	E	385	249	51	182	0	867
	Tot.	889	391	205	732	1569	3786

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2036 WD AM
Junction: A5/A426/Gibbet Lane	
1/1 (short)	405
1/2 (with short)	892(In) 487(Out)
2/1	750
2/2	487
3/1	386
3/2	350
4/1	391
5/1 (short)	385
5/2 (with short)	867(In) 482(Out)
6/1	889
7/1	504
7/2	254
8/1 (short)	344
8/2 (with short)	687(In) 343(Out)
9/1	205
10/1	690
10/2	443
10/3	586
11/1	399
12/1	732
13/1	693
13/2	693
14/1 (short)	737
14/2 (with short)	941(In) 204(Out)
15/1	987
15/2	582
16/1	1569

Full Input Data And Results

Lane Saturation Flows

Junction: A5/A426/Gibbet Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A5 (N) Lane 1)							1832	1832
1/2 (A5 (N) Lane 2)							1959	1959
2/1							1832	1832
2/2							1959	1959
3/1							1877	1877
3/2							1855	1855
4/1							Inf	Inf
5/1 (A426 Lane 1)							1800	1800
5/2 (A426 Lane 2)							1800	1800
6/1							Inf	Inf
7/1							Inf	Inf
7/2							Inf	Inf
8/1 (Rugby Road Lane 1)							1930	1930
8/2 (Rugby Road Lane 2)							2038	2038
9/1							Inf	Inf
10/1							Inf	Inf
10/2							Inf	Inf
10/3							Inf	Inf
11/1 (Gibbet Lane Lane 1)							672	672
12/1							Inf	Inf
13/1							1877	1877
13/2							1855	1855
14/1 (A5 (S) Lane 1)							1925	1925
14/2 (A5 (S) Lane 2)							2031	2031
15/1							Inf	Inf
15/2							Inf	Inf
16/1							Inf	Inf

Full Input Data And Results

Scenario 14: '2036 WD PM' (FG14: '2036 WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	1	3	18	328	244	594
	B	15	4	35	242	433	729
	C	21	40	2	31	86	180
	D	625	305	24	6	286	1246
	E	255	440	42	166	2	905
	Tot.	917	792	121	773	1051	3654

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2036 WD PM
Junction: A5/A426/Gibbet Lane	
1/1 (short)	349
1/2 (with short)	594(In) 245(Out)
2/1	586
2/2	247
3/1	789
3/2	242
4/1	792
5/1 (short)	255
5/2 (with short)	905(In) 650(Out)
6/1	917
7/1	662
7/2	381
8/1 (short)	365
8/2 (with short)	729(In) 364(Out)
9/1	121
10/1	742
10/2	211
10/3	488
11/1	180
12/1	773
13/1	297
13/2	551
14/1 (short)	911
14/2 (with short)	1246(In) 335(Out)
15/1	583
15/2	468
16/1	1051

Full Input Data And Results

Lane Saturation Flows

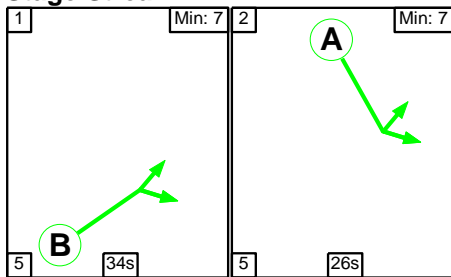
Junction: A5/A426/Gibbet Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A5 (N) Lane 1)							1832	1832
1/2 (A5 (N) Lane 2)							1959	1959
2/1							1832	1832
2/2							1959	1959
3/1							1877	1877
3/2							1855	1855
4/1							Inf	Inf
5/1 (A426 Lane 1)							1800	1800
5/2 (A426 Lane 2)							1800	1800
6/1							Inf	Inf
7/1							Inf	Inf
7/2							Inf	Inf
8/1 (Rugby Road Lane 1)							1930	1930
8/2 (Rugby Road Lane 2)							2038	2038
9/1							Inf	Inf
10/1							Inf	Inf
10/2							Inf	Inf
10/3							Inf	Inf
11/1 (Gibbet Lane Lane 1)							672	672
12/1							Inf	Inf
13/1							1877	1877
13/2							1855	1855
14/1 (A5 (S) Lane 1)							1925	1925
14/2 (A5 (S) Lane 2)							2031	2031
15/1							Inf	Inf
15/2							Inf	Inf
16/1							Inf	Inf

Full Input Data And Results

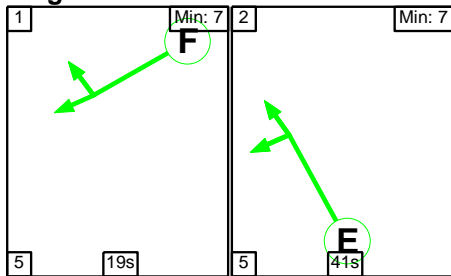
Scenario 1: '2018 Base AM' (FG1: '2018 Base AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

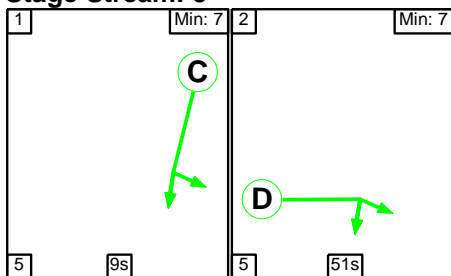
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	34	26
Change Point	6	45

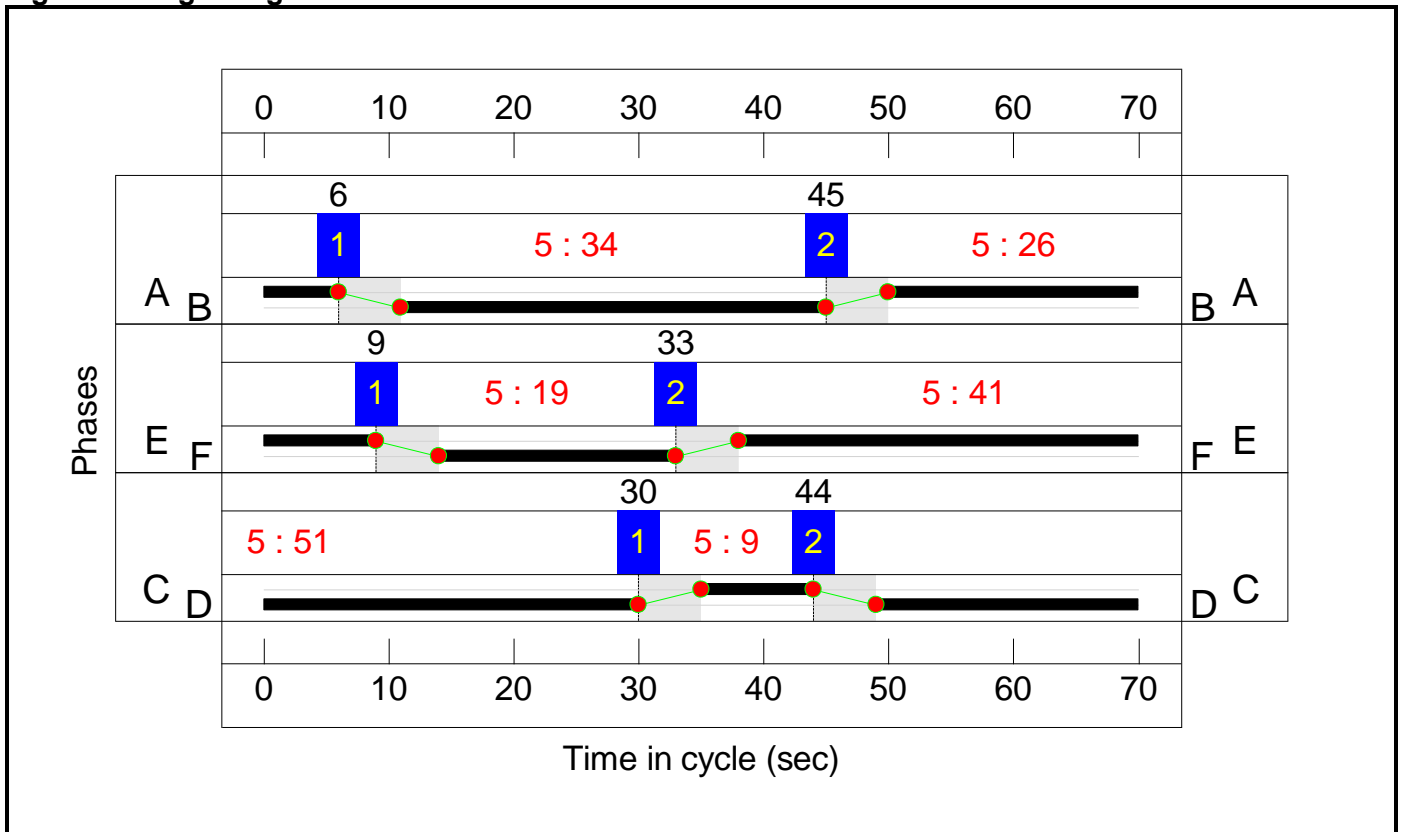
Stage Stream: 2

Stage	1	2
Duration	19	41
Change Point	9	33

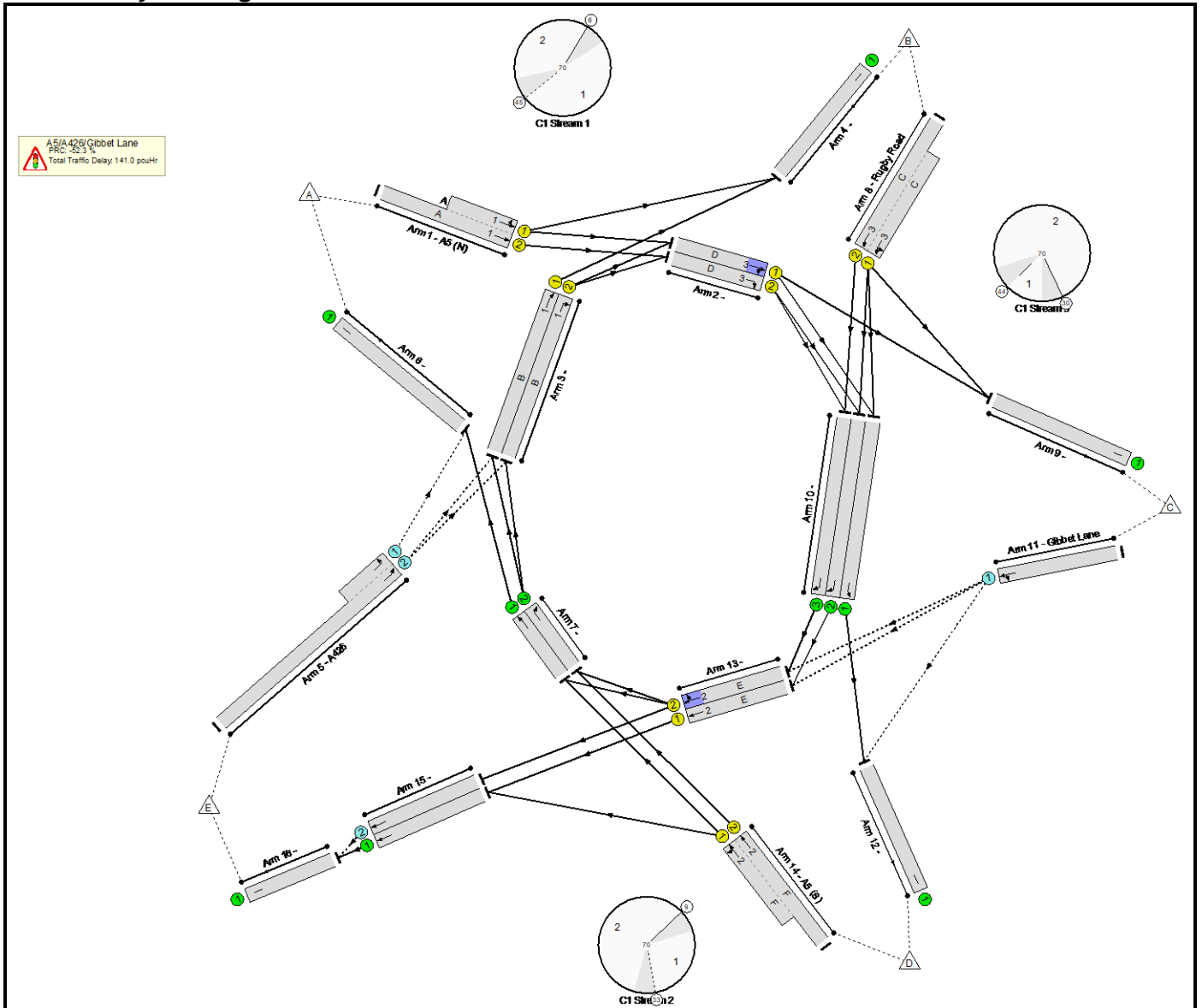
Stage Stream: 3

Stage	1	2
Duration	9	51
Change Point	30	44

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	137.1%
A5/A426/Gibbet Lane	-	-	N/A	-	-		-	-	-	-	-	-	137.1%
1/2+1/1	A5 (N) Ahead Left	U	1	N/A	A		1	26	-	1014	1959:1832	493+559	96.4 : 96.4%
2/1	Ahead Right	U	3	N/A	D		1	51	-	715	1832	1361	52.5%
2/2	Right	U	3	N/A	D		1	51	-	475	1959	1455	32.6%
3/1	Ahead	U	1	N/A	B		1	34	-	584	1877	939	62.2%
3/2	Right	U	1	N/A	B		1	34	-	182	1855	928	19.6%
4/1		U	N/A	N/A	-		-	-	-	590	Inf	Inf	0.0%
5/2+5/1	A426 Ahead Left	O	N/A	N/A	-		-	-	-	921	1800:1800	828+496	69.6 : 69.6%
6/1		U	N/A	N/A	-		-	-	-	680	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	335	Inf	Inf	0.0%
7/2	Right	U	N/A	N/A	-		-	-	-	190	Inf	Inf	0.0%
8/2+8/1	Rugby Road Left Ahead	U	3	N/A	C		1	9	-	756	2038:1930	291+276	129.8 : 137.1%
9/1		U	N/A	N/A	-		-	-	-	123	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	782	Inf	Inf	0.0%
10/2	Right	U	N/A	N/A	-		-	-	-	426	Inf	Inf	0.0%
10/3	Right	U	N/A	N/A	-		-	-	-	615	Inf	Inf	0.0%
11/1	Gibbet Lane Left Ahead	O	N/A	N/A	-		-	-	-	125	672	406	30.8%
12/1		U	N/A	N/A	-		-	-	-	798	Inf	Inf	0.0%
13/1	Ahead	U	2	N/A	E		1	41	-	474	1877	1126	37.6%
13/2	Right Ahead	U	2	N/A	E		1	41	-	676	1855	1113	52.9%
14/2+14/1	A5 (S) Ahead Left	U	2	N/A	F		1	19	-	603	2031:1925	188+535	83.4 : 83.4%
15/1	Ahead	U	N/A	N/A	-		-	-	-	618	Inf	Inf	0.0%
15/2	Ahead	O	N/A	N/A	-		-	-	-	610	Inf	590	88.8%

Full Input Data And Results

16/1		U	N/A	N/A	-		-	-	-	1228	Inf	Inf	0.0%
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Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	2491	0	0	25.5	115.5	0.0	141.0	-	-	-	-
A5/A426/Gibbet Lane	-	-	2491	0	0	25.5	115.5	0.0	141.0	-	-	-	-
1/2+1/1	1014	1014	-	-	-	5.2	9.0	-	14.3 (6.6+7.7)	50.7 (50.2:51.2)	12.2	9.0	21.2
2/1	715	715	-	-	-	0.1	0.6	-	0.7	3.5	0.9	0.6	1.4
2/2	475	475	-	-	-	0.0	0.2	-	0.2	1.8	0.0	0.2	0.2
3/1	584	584	-	-	-	1.6	0.8	-	2.5	15.1	7.6	0.8	8.5
3/2	182	182	-	-	-	0.4	0.1	-	0.5	9.3	1.4	0.1	1.5
4/1	590	590	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	921	921	1842	0	0	0.2	1.1	-	1.4 (0.9+0.5)	5.3 (5.7:4.7)	4.0	1.1	5.1
6/1	679	679	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	334	334	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	190	190	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	756	567	-	-	-	11.5	96.5	-	108.0 (49.9+58.1)	514.3 (475.6:553.1)	9.3	96.5	105.9
9/1	113	113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	741	741	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	375	375	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	528	528	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	125	125	125	0	0	0.1	0.2	-	0.3	8.7	0.6	0.2	0.8
12/1	757	757	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	423	423	-	-	-	0.2	0.3	-	0.5	4.1	0.7	0.3	1.0
13/2	589	589	-	-	-	0.2	0.6	-	0.8	4.8	0.8	0.6	1.3
14/2+14/1	603	603	-	-	-	3.7	2.4	-	6.1 (1.5+4.7)	36.6 (33.8:37.6)	8.1	2.4	10.5
15/1	567	567	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	524	524	524	0	0	2.2	3.6	-	5.8	40.0	9.9	3.6	13.5

Full Input Data And Results

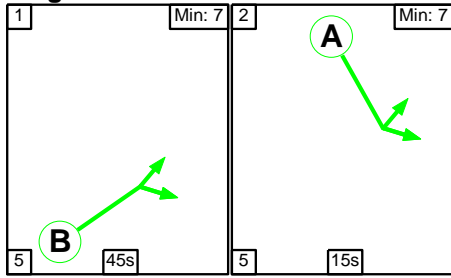
16/1	1091	1091	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1	Stream: 1	PRC for Signalled Lanes (%)	-7.1	Total Delay for Signalled Lanes (pcuHr)	17.20	Cycle Time (s)	70						
C1	Stream: 2	PRC for Signalled Lanes (%)	7.9	Total Delay for Signalled Lanes (pcuHr)	7.40	Cycle Time (s)	70						
C1	Stream: 3	PRC for Signalled Lanes (%)	-52.3	Total Delay for Signalled Lanes (pcuHr)	108.93	Cycle Time (s)	70						
		PRC Over All Lanes (%)	-52.3	Total Delay Over All Lanes (pcuHr)	141.03								

Full Input Data And Results

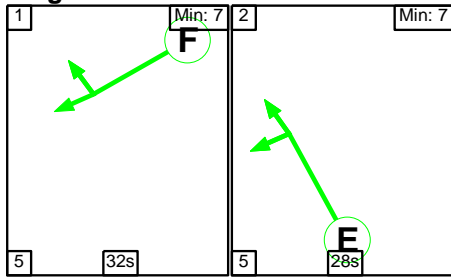
Scenario 2: '2018 Base PM' (FG2: '2018 Base PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

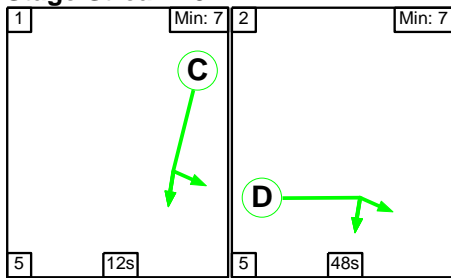
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	45	15
Change Point	0	50

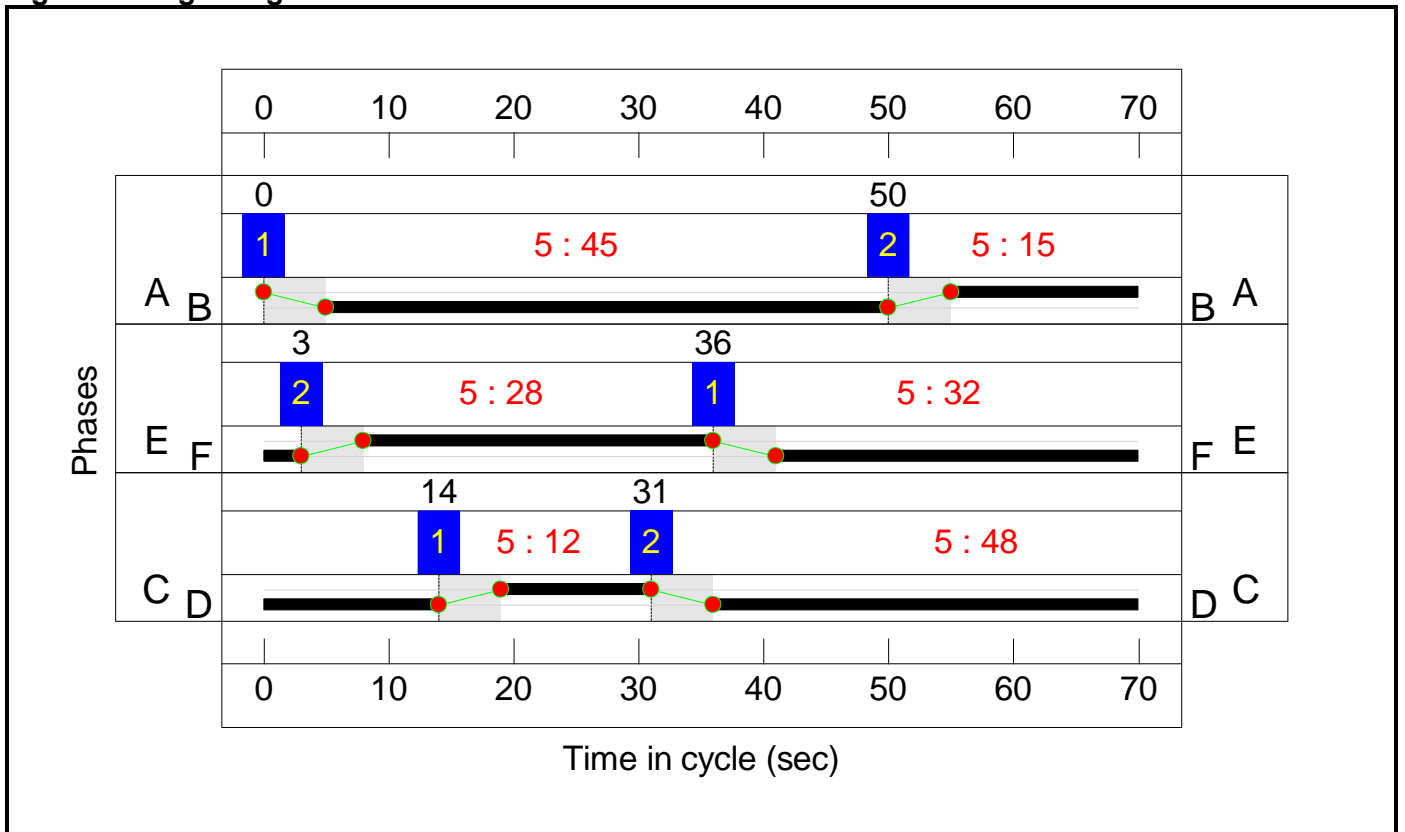
Stage Stream: 2

Stage	1	2
Duration	32	28
Change Point	36	3

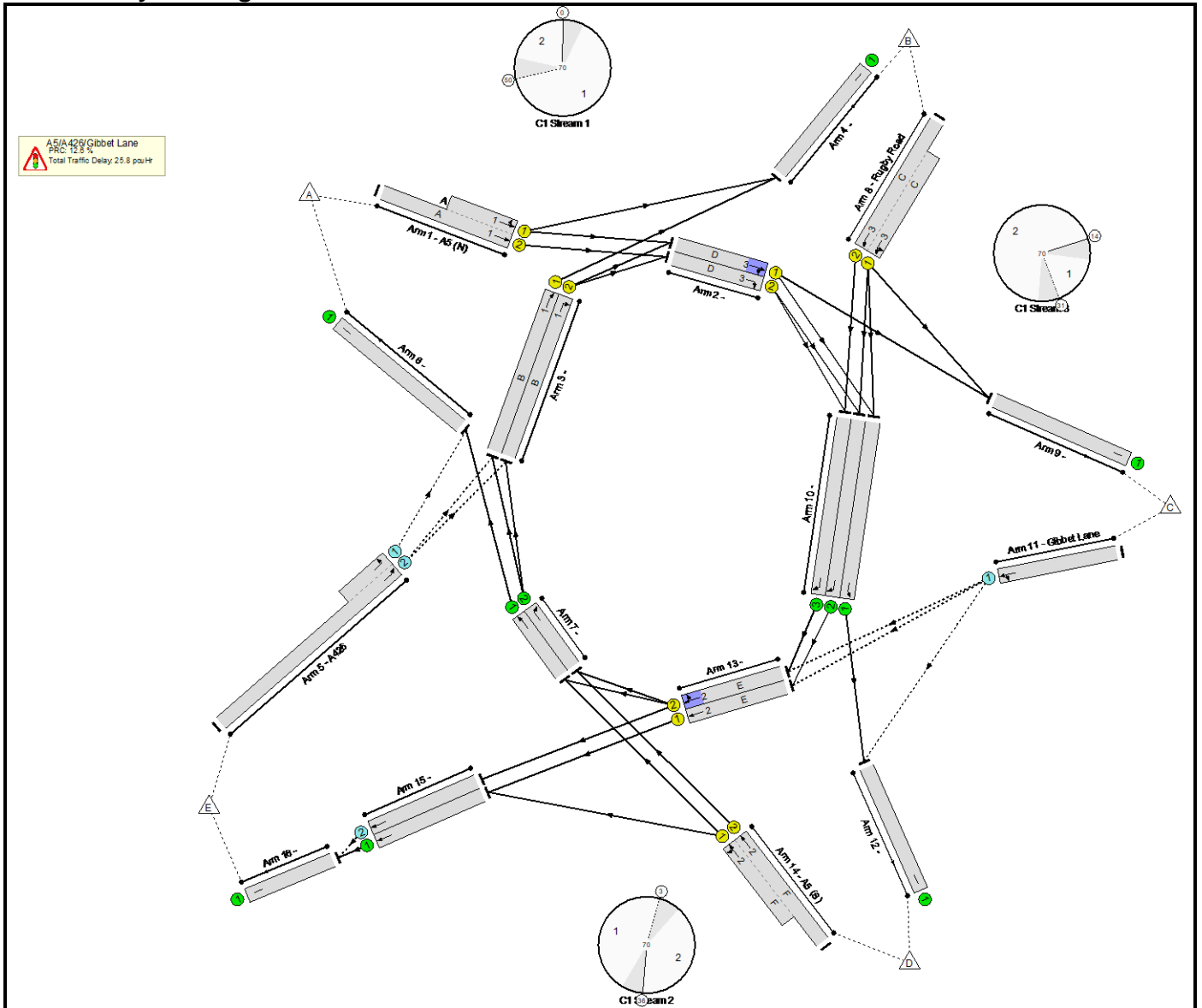
Stage Stream: 3

Stage	1	2
Duration	12	48
Change Point	14	31

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	79.9%
A5/A426/Gibbet Lane	-	-	N/A	-	-		-	-	-	-	-	-	79.9%
1/2+1/1	A5 (N) Ahead Left	U	1	N/A	A		1	15	-	583	1959:1832	346+402	77.9 : 77.9%
2/1	Ahead Right	U	3	N/A	D		1	48	-	477	1832	1282	37.2%
2/2	Right	U	3	N/A	D		1	48	-	272	1959	1371	19.8%
3/1	Ahead	U	1	N/A	B		1	45	-	648	1877	1233	52.5%
3/2	Right	U	1	N/A	B		1	45	-	172	1855	1219	14.1%
4/1		U	N/A	N/A	-		-	-	-	654	Inf	Inf	0.0%
5/2+5/1	A426 Ahead Left	O	N/A	N/A	-		-	-	-	916	1800:1800	737+409	79.9 : 79.9%
6/1		U	N/A	N/A	-		-	-	-	904	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	577	Inf	Inf	0.0%
7/2	Right	U	N/A	N/A	-		-	-	-	231	Inf	Inf	0.0%
8/2+8/1	Rugby Road Left Ahead	U	3	N/A	C		1	12	-	559	2038:1930	378+358	73.7 : 78.1%
9/1		U	N/A	N/A	-		-	-	-	107	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
10/2	Right	U	N/A	N/A	-		-	-	-	234	Inf	Inf	0.0%
10/3	Right	U	N/A	N/A	-		-	-	-	416	Inf	Inf	0.0%
11/1	Gibbet Lane Left Ahead	O	N/A	N/A	-		-	-	-	98	672	486	20.2%
12/1		U	N/A	N/A	-		-	-	-	561	Inf	Inf	0.0%
13/1	Ahead	U	2	N/A	E		1	28	-	266	1877	778	34.2%
13/2	Right Ahead	U	2	N/A	E		1	28	-	472	1855	768	61.4%
14/2+14/1	A5 (S) Ahead Left	U	2	N/A	F		1	32	-	843	2031:1925	251+812	79.3 : 79.3%
15/1	Ahead	U	N/A	N/A	-		-	-	-	385	Inf	Inf	0.0%
15/2	Ahead	O	N/A	N/A	-		-	-	-	388	Inf	630	61.6%

Full Input Data And Results

16/1		U	N/A	N/A	-		-	-	-	773	Inf	Inf	0.0%
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Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	2318	0	0	15.6	10.1	0.0	25.8	-	-	-	-
A5/A426/Gibbet Lane	-	-	2318	0	0	15.6	10.1	0.0	25.8	-	-	-	-
1/2+1/1	583	583	-	-	-	4.0	1.7	-	5.7 (2.6+3.1)	35.4 (34.8:35.8)	5.7	1.7	7.4
2/1	477	477	-	-	-	0.2	0.3	-	0.5	3.6	1.1	0.3	1.4
2/2	272	272	-	-	-	0.0	0.1	-	0.1	1.7	0.0	0.1	0.1
3/1	648	648	-	-	-	0.9	0.6	-	1.5	8.3	6.4	0.6	6.9
3/2	172	172	-	-	-	0.2	0.1	-	0.2	5.1	1.1	0.1	1.2
4/1	654	654	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	916	916	1832	0	0	0.5	2.0	-	2.5 (1.8+0.7)	9.9 (10.8:8.2)	6.7	2.0	8.7
6/1	904	904	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	577	577	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	559	559	-	-	-	4.2	1.5	-	5.7 (2.9+2.9)	37.0 (36.8:37.1)	5.1	1.5	6.7
9/1	107	107	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	234	234	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	416	416	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	98	98	98	0	0	0.0	0.1	-	0.2	5.9	0.3	0.1	0.4
12/1	561	561	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	266	266	-	-	-	0.7	0.3	-	0.9	12.6	3.1	0.3	3.3
13/2	472	472	-	-	-	0.8	0.8	-	1.6	12.4	3.5	0.8	4.3
14/2+14/1	843	843	-	-	-	3.2	1.9	-	5.1 (1.0+4.1)	21.8 (18.9:22.7)	9.8	1.9	11.7
15/1	385	385	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	388	388	388	0	0	0.8	0.8	-	1.6	15.1	7.5	0.8	8.3

Full Input Data And Results

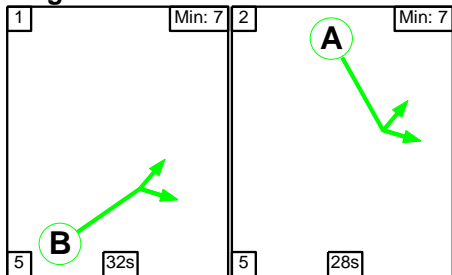
16/1	773	773	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1	Stream: 1	PRC for Signalled Lanes (%)	15.5	Total Delay for Signalled Lanes (pcuHr)	7.46	Cycle Time (s)	70						
C1	Stream: 2	PRC for Signalled Lanes (%)	13.5	Total Delay for Signalled Lanes (pcuHr)	7.68	Cycle Time (s)	70						
C1	Stream: 3	PRC for Signalled Lanes (%)	15.2	Total Delay for Signalled Lanes (pcuHr)	6.35	Cycle Time (s)	70						
		PRC Over All Lanes (%)	12.6	Total Delay Over All Lanes (pcuHr)	25.78								

Full Input Data And Results

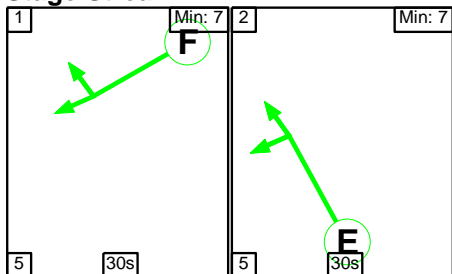
Scenario 3: '2026 WoD AM' (FG3: '2026 WoD AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

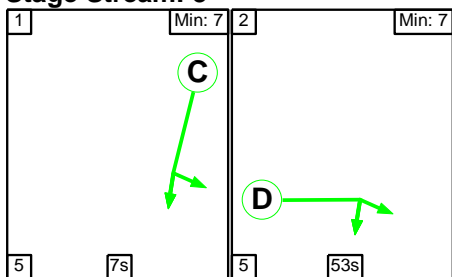
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	32	28
Change Point	6	43

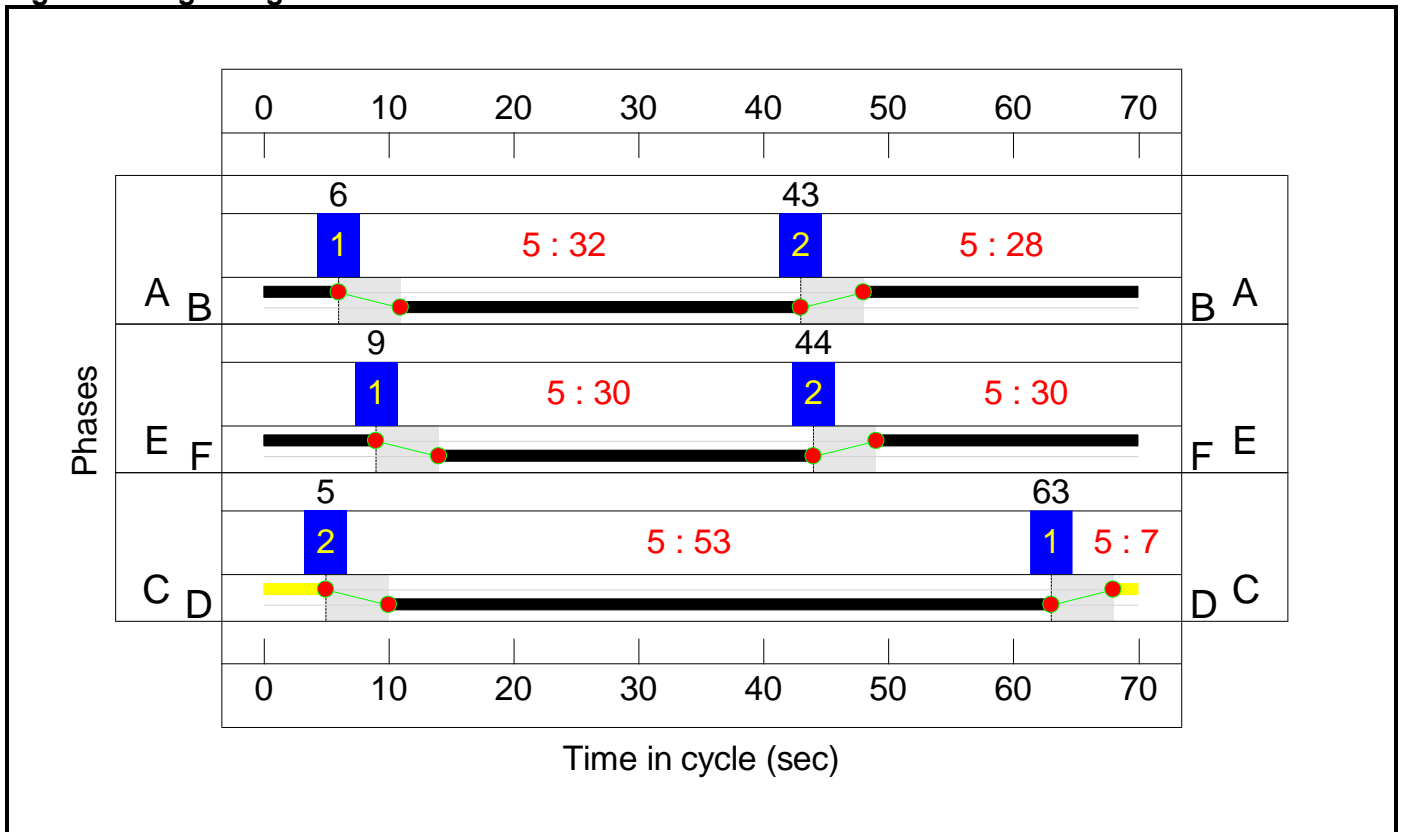
Stage Stream: 2

Stage	1	2
Duration	30	30
Change Point	9	44

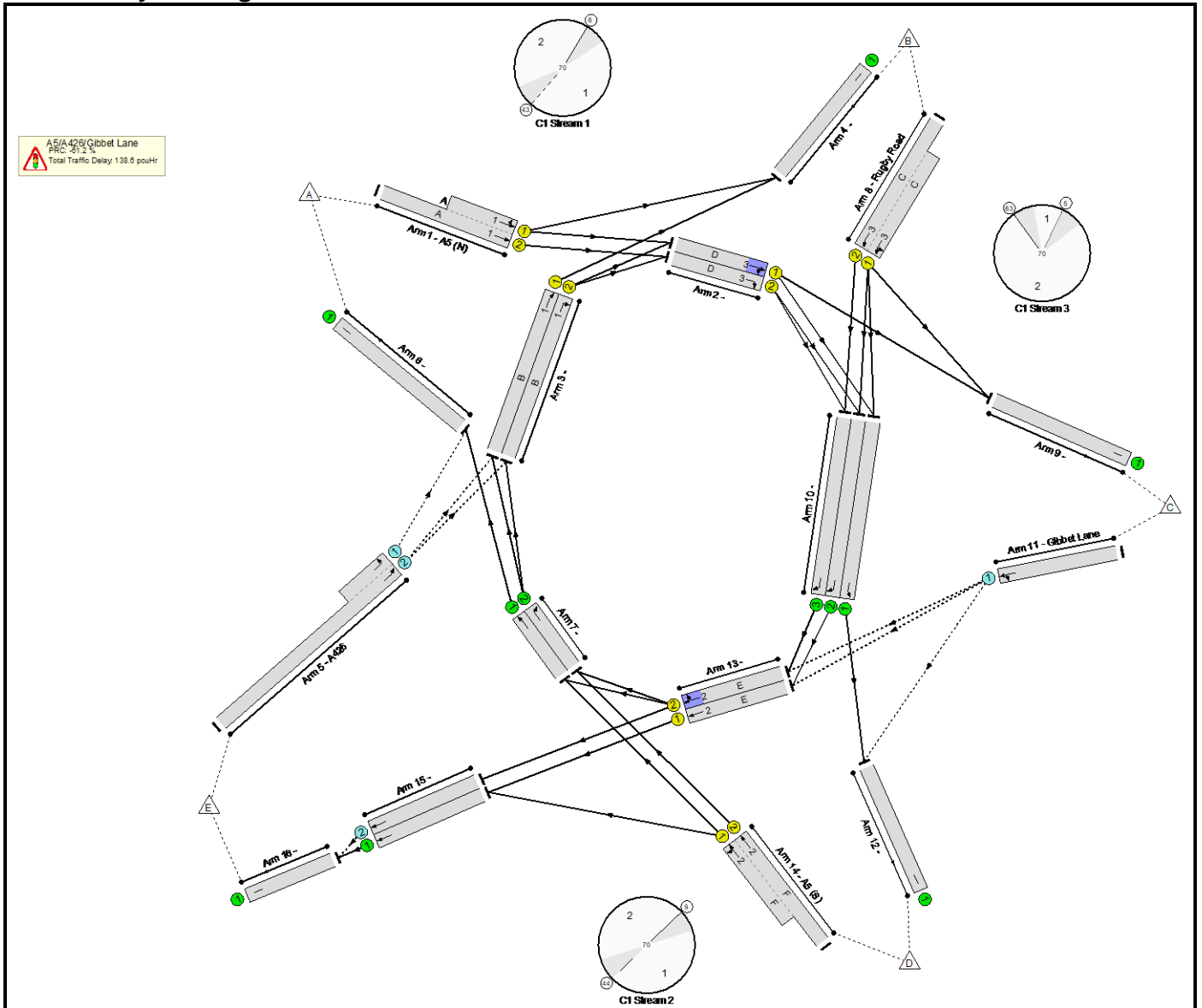
Stage Stream: 3

Stage	1	2
Duration	7	53
Change Point	63	5

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	145.1%
A5/A426/Gibbet Lane	-	-	N/A	-	-		-	-	-	-	-	-	145.1%
1/2+1/1	A5 (N) Ahead Left	U	1	N/A	A		1	28	-	905	1959:1832	606+522	80.2 : 80.2%
2/1	Ahead Right	U	3	N/A	D		1	53	-	718	1832	1413	50.8%
2/2	Right	U	3	N/A	D		1	53	-	486	1959	1511	32.2%
3/1	Ahead	U	1	N/A	B		1	32	-	406	1877	885	45.9%
3/2	Right	U	1	N/A	B		1	32	-	303	1855	875	34.6%
4/1		U	N/A	N/A	-		-	-	-	410	Inf	Inf	0.0%
5/2+5/1	A426 Ahead Left	O	N/A	N/A	-		-	-	-	736	1800:1800	770+467	59.5 : 59.5%
6/1		U	N/A	N/A	-		-	-	-	724	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	446	Inf	Inf	0.0%
7/2	Right	U	N/A	N/A	-		-	-	-	251	Inf	Inf	0.0%
8/2+8/1	Rugby Road Left Ahead	U	3	N/A	C		1	7	-	640	2038:1930	233+221	137.4 : 145.1%
9/1		U	N/A	N/A	-		-	-	-	151	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	711	Inf	Inf	0.0%
10/2	Right	U	N/A	N/A	-		-	-	-	419	Inf	Inf	0.0%
10/3	Right	U	N/A	N/A	-		-	-	-	563	Inf	Inf	0.0%
11/1	Gibbet Lane Left Ahead	O	N/A	N/A	-		-	-	-	274	672	421	65.2%
12/1		U	N/A	N/A	-		-	-	-	744	Inf	Inf	0.0%
13/1	Ahead	U	2	N/A	E		1	30	-	586	1877	831	63.9%
13/2	Right Ahead	U	2	N/A	E		1	30	-	637	1855	822	66.9%
14/2+14/1	A5 (S) Ahead Left	U	2	N/A	F		1	30	-	917	2031:1925	233+771	91.3 : 91.3%
15/1	Ahead	U	N/A	N/A	-		-	-	-	883	Inf	Inf	0.0%
15/2	Ahead	O	N/A	N/A	-		-	-	-	560	Inf	533	88.9%

Full Input Data And Results

16/1		U	N/A	N/A	-		-	-	-	1443	Inf	Inf	0.0%
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Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	2220	0	0	28.4	110.3	0.0	138.6	-	-	-	-
A5/A426/Gibbet Lane	-	-	2220	0	0	28.4	110.3	0.0	138.6	-	-	-	-
1/2+1/1	905	905	-	-	-	4.0	2.0	-	6.0 (3.2+2.7)	23.7 (23.9:23.5)	7.6	2.0	9.5
2/1	718	718	-	-	-	0.3	0.5	-	0.8	4.0	2.0	0.5	2.6
2/2	486	486	-	-	-	0.3	0.2	-	0.5	4.0	2.0	0.2	2.2
3/1	406	406	-	-	-	1.2	0.4	-	1.6	14.5	4.3	0.4	4.7
3/2	303	303	-	-	-	0.7	0.3	-	1.0	11.6	2.5	0.3	2.7
4/1	410	410	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	736	736	1472	0	0	0.1	0.7	-	0.8 (0.5+0.3)	4.0 (4.1:3.8)	2.3	0.7	3.0
6/1	723	723	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	445	445	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	251	251	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	640	453	-	-	-	12.3	94.9	-	107.3 (50.4+56.9)	603.3 (566.5:640.2)	9.2	94.9	104.1
9/1	140	140	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	677	677	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	364	364	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	476	476	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	274	274	274	0	0	0.4	0.9	-	1.3	16.8	3.3	0.9	4.2
12/1	710	710	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	531	531	-	-	-	1.5	0.9	-	2.4	16.4	4.9	0.9	5.8
13/2	550	550	-	-	-	1.4	1.0	-	2.4	15.7	3.3	1.0	4.3
14/2+14/1	917	917	-	-	-	4.1	4.8	-	8.9 (1.9+7.0)	34.9 (31.5:35.9)	13.3	4.8	18.1
15/1	828	828	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	474	474	474	0	0	2.1	3.6	-	5.7	43.1	9.2	3.6	12.8

Full Input Data And Results

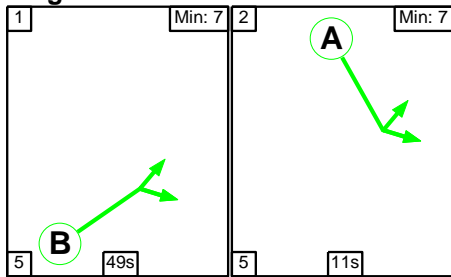
16/1	1302	1302	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1	Stream: 1	PRC for Signalled Lanes (%)	12.2	Total Delay for Signalled Lanes (pcuHr)	8.57	Cycle Time (s)	70						
C1	Stream: 2	PRC for Signalled Lanes (%)	-1.5	Total Delay for Signalled Lanes (pcuHr)	13.70	Cycle Time (s)	70						
C1	Stream: 3	PRC for Signalled Lanes (%)	-61.2	Total Delay for Signalled Lanes (pcuHr)	108.59	Cycle Time (s)	70						
		PRC Over All Lanes (%)	-61.2	Total Delay Over All Lanes(pcuHr)	138.64								

Full Input Data And Results

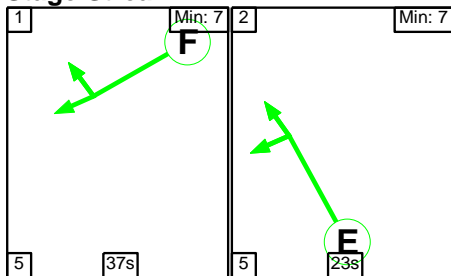
Scenario 4: '2026 WoD PM' (FG4: '2026 WoD PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

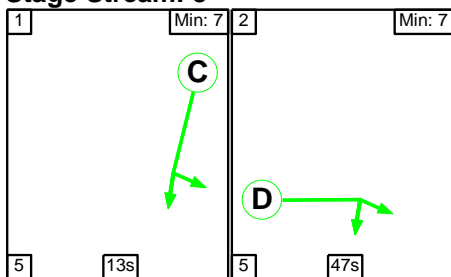
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	49	11
Change Point	0	54

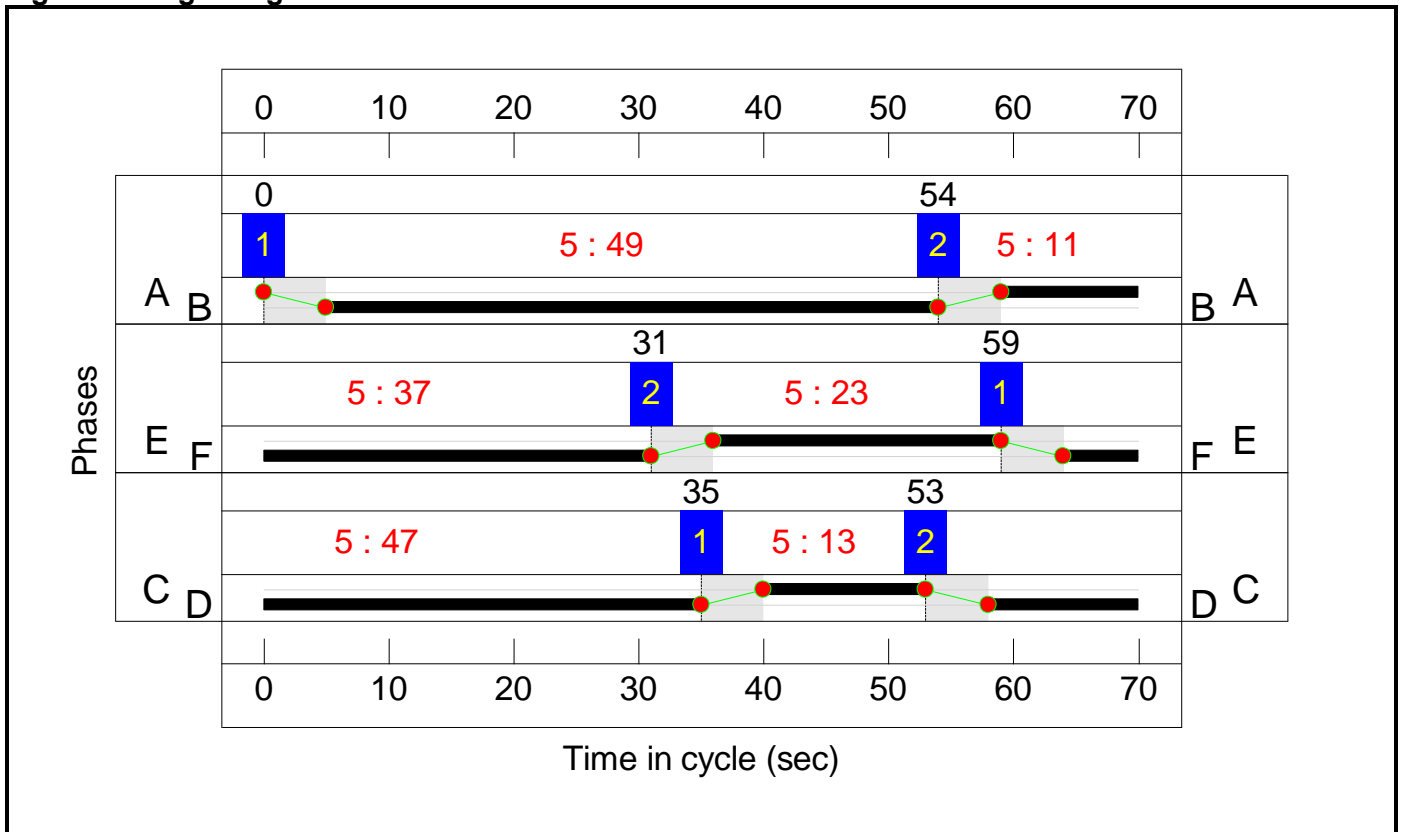
Stage Stream: 2

Stage	1	2
Duration	37	23
Change Point	59	31

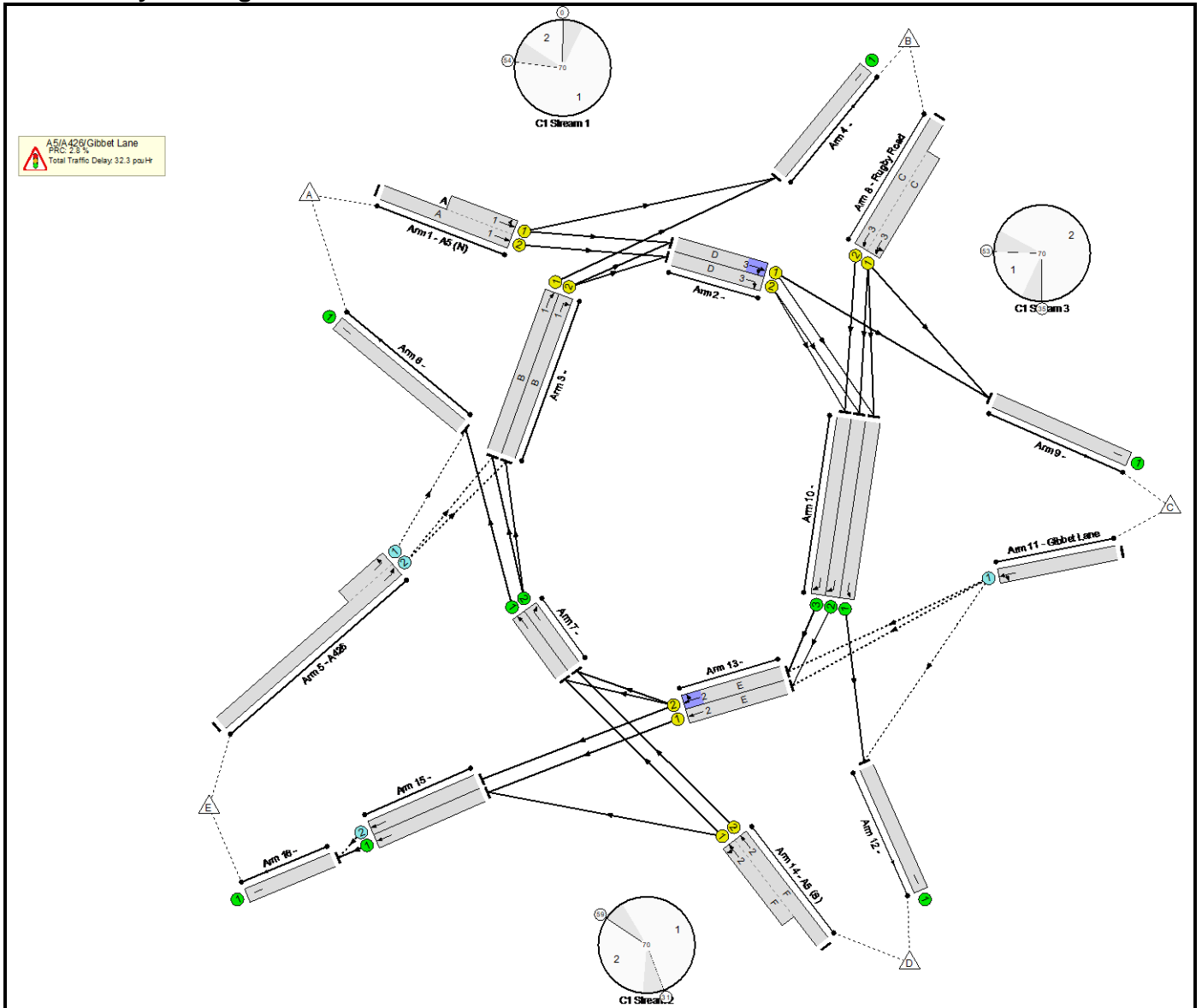
Stage Stream: 3

Stage	1	2
Duration	13	47
Change Point	35	53

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	87.6%
A5/A426/Gibbet Lane	-	-	N/A	-	-		-	-	-	-	-	-	87.6%
1/2+1/1	A5 (N) Ahead Left	U	1	N/A	A		1	11	-	524	1959:1832	333+314	77.5 : 84.7%
2/1	Ahead Right	U	3	N/A	D		1	47	-	454	1832	1256	36.1%
2/2	Right	U	3	N/A	D		1	47	-	260	1959	1343	19.4%
3/1	Ahead	U	1	N/A	B		1	49	-	641	1877	1341	47.8%
3/2	Right	U	1	N/A	B		1	49	-	195	1855	1325	14.7%
4/1		U	N/A	N/A	-		-	-	-	646	Inf	Inf	0.0%
5/2+5/1	A426 Ahead Left	O	N/A	N/A	-		-	-	-	785	1800:1800	693+318	77.6 : 77.6%
6/1		U	N/A	N/A	-		-	-	-	889	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	642	Inf	Inf	0.0%
7/2	Right	U	N/A	N/A	-		-	-	-	298	Inf	Inf	0.0%
8/2+8/1	Rugby Road Left Ahead	U	3	N/A	C		1	13	-	635	2038:1930	408+386	77.8 : 82.4%
9/1		U	N/A	N/A	-		-	-	-	107	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	555	Inf	Inf	0.0%
10/2	Right	U	N/A	N/A	-		-	-	-	239	Inf	Inf	0.0%
10/3	Right	U	N/A	N/A	-		-	-	-	448	Inf	Inf	0.0%
11/1	Gibbet Lane Left Ahead	O	N/A	N/A	-		-	-	-	105	672	472	22.3%
12/1		U	N/A	N/A	-		-	-	-	567	Inf	Inf	0.0%
13/1	Ahead	U	2	N/A	E		1	23	-	280	1877	644	43.5%
13/2	Right Ahead	U	2	N/A	E		1	23	-	500	1855	636	78.6%
14/2+14/1	A5 (S) Ahead Left	U	2	N/A	F		1	37	-	1062	2031:1925	300+913	87.6 : 87.6%
15/1	Ahead	U	N/A	N/A	-		-	-	-	479	Inf	Inf	0.0%
15/2	Ahead	O	N/A	N/A	-		-	-	-	423	Inf	610	69.4%

Full Input Data And Results

16/1		U	N/A	N/A	-		-	-	-	902	Inf	Inf	0.0%
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Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	2098	0	0	18.8	13.5	0.0	32.3	-	-	-	-
A5/A426/Gibbet Lane	-	-	2098	0	0	18.8	13.5	0.0	32.3	-	-	-	-
1/2+1/1	524	524	-	-	-	4.1	2.1	-	6.1 (3.0+3.1)	42.1 (41.8:42.3)	5.0	2.1	7.0
2/1	454	454	-	-	-	0.2	0.3	-	0.5	4.2	1.2	0.3	1.5
2/2	260	260	-	-	-	0.0	0.1	-	0.1	1.7	0.0	0.1	0.1
3/1	641	641	-	-	-	0.8	0.5	-	1.2	6.8	5.5	0.5	5.9
3/2	195	195	-	-	-	0.2	0.1	-	0.2	4.5	1.1	0.1	1.2
4/1	646	646	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	785	785	1570	0	0	0.5	1.7	-	2.2 (1.6+0.6)	10.1 (11.0:8.2)	6.3	1.7	8.0
6/1	889	889	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	642	642	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	298	298	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	635	635	-	-	-	4.7	2.0	-	6.7 (3.3+3.3)	37.8 (37.6:37.9)	5.9	2.0	7.9
9/1	107	107	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	555	555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	239	239	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	448	448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	105	105	105	0	0	0.0	0.1	-	0.2	6.5	0.3	0.1	0.5
12/1	567	567	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	280	280	-	-	-	1.6	0.4	-	2.0	25.4	3.1	0.4	3.5
13/2	500	500	-	-	-	1.7	1.8	-	3.5	25.2	3.4	1.8	5.2
14/2+14/1	1062	1062	-	-	-	3.5	3.4	-	6.8 (1.5+5.3)	23.2 (20.4:24.1)	14.1	3.4	17.5
15/1	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	423	423	423	0	0	1.6	1.1	-	2.7	23.2	8.1	1.1	9.2

Full Input Data And Results

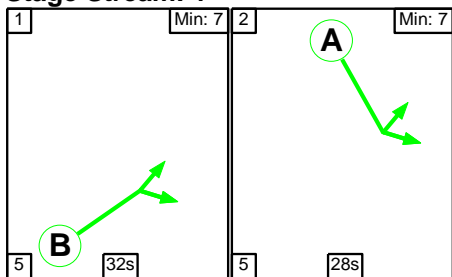
16/1	902	902	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1	Stream: 1	PRC for Signalled Lanes (%)	6.3	Total Delay for Signalled Lanes (pcuHr)	7.57	Cycle Time (s)	70						
C1	Stream: 2	PRC for Signalled Lanes (%)	2.8	Total Delay for Signalled Lanes (pcuHr)	12.31	Cycle Time (s)	70						
C1	Stream: 3	PRC for Signalled Lanes (%)	9.2	Total Delay for Signalled Lanes (pcuHr)	7.31	Cycle Time (s)	70						
		PRC Over All Lanes (%)	2.8	Total Delay Over All Lanes(pcuHr)	32.31								

Full Input Data And Results

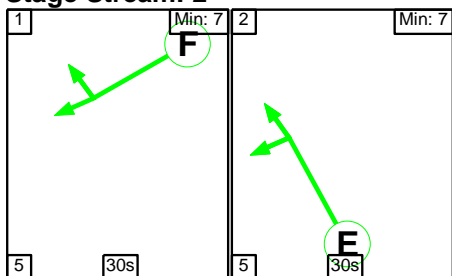
Scenario 5: '2026 WoDWS AM' (FG5: '2026 WoDWS AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

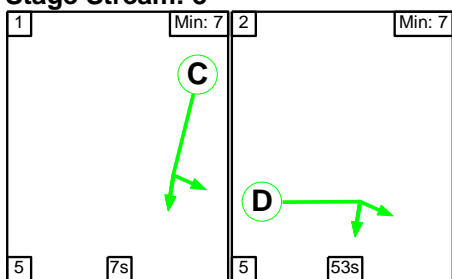
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	32	28
Change Point	6	43

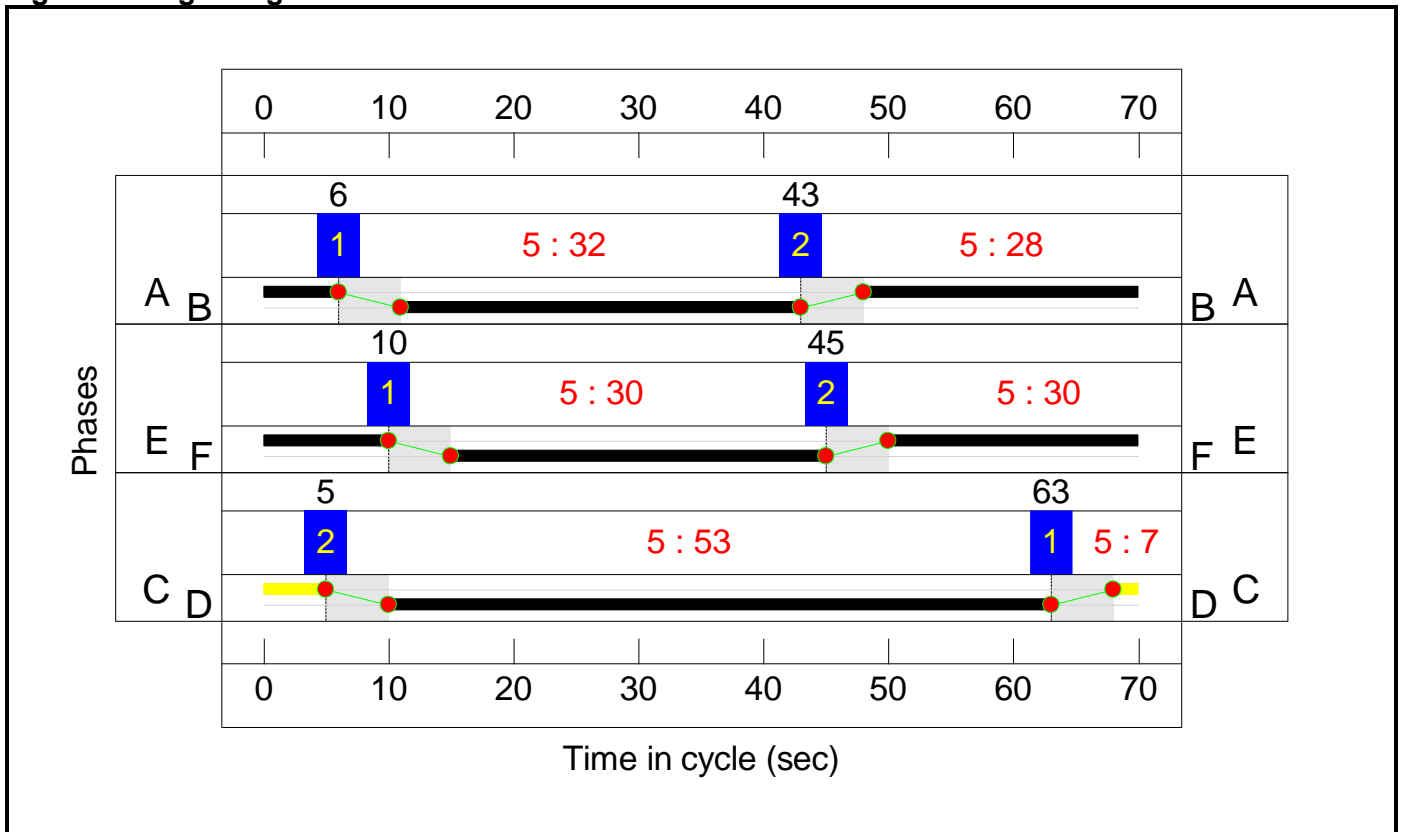
Stage Stream: 2

Stage	1	2
Duration	30	30
Change Point	10	45

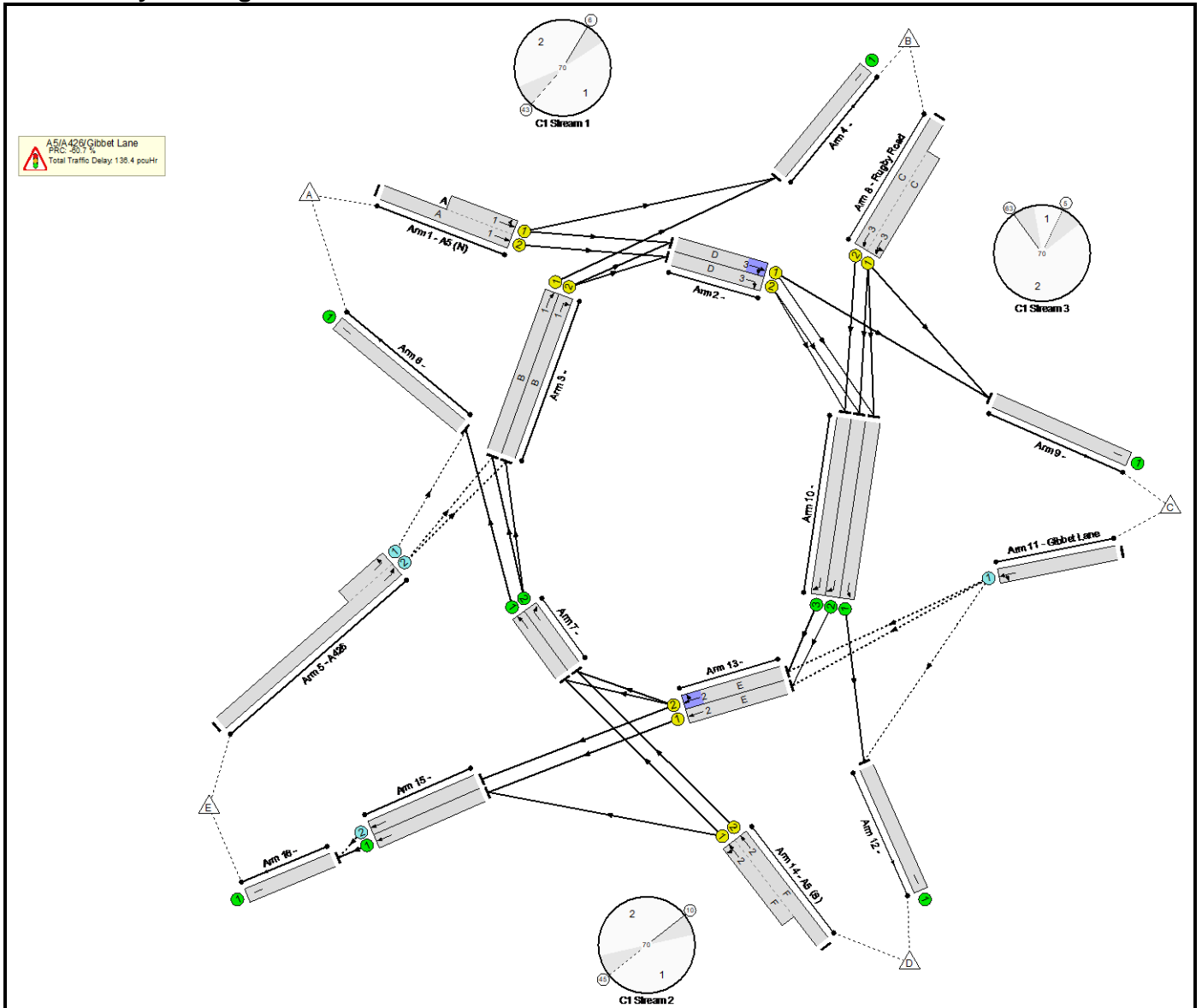
Stage Stream: 3

Stage	1	2
Duration	7	53
Change Point	63	5

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	144.6%
A5/A426/Gibbet Lane	-	-	N/A	-	-		-	-	-	-	-	-	144.6%
1/2+1/1	A5 (N) Ahead Left	U	1	N/A	A		1	28	-	897	1959:1832	604+529	79.1 : 79.1%
2/1	Ahead Right	U	3	N/A	D		1	53	-	717	1832	1413	50.7%
2/2	Right	U	3	N/A	D		1	53	-	478	1959	1511	31.6%
3/1	Ahead	U	1	N/A	B		1	32	-	400	1877	885	45.2%
3/2	Right	U	1	N/A	B		1	32	-	302	1855	875	34.5%
4/1		U	N/A	N/A	-		-	-	-	404	Inf	Inf	0.0%
5/2+5/1	A426 Ahead Left	O	N/A	N/A	-		-	-	-	720	1800:1800	770+457	58.7 : 58.7%
6/1		U	N/A	N/A	-		-	-	-	714	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	446	Inf	Inf	0.0%
7/2	Right	U	N/A	N/A	-		-	-	-	250	Inf	Inf	0.0%
8/2+8/1	Rugby Road Left Ahead	U	3	N/A	C		1	7	-	638	2038:1930	233+221	137.0 : 144.6%
9/1		U	N/A	N/A	-		-	-	-	151	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	711	Inf	Inf	0.0%
10/2	Right	U	N/A	N/A	-		-	-	-	413	Inf	Inf	0.0%
10/3	Right	U	N/A	N/A	-		-	-	-	558	Inf	Inf	0.0%
11/1	Gibbet Lane Left Ahead	O	N/A	N/A	-		-	-	-	270	672	423	63.9%
12/1		U	N/A	N/A	-		-	-	-	745	Inf	Inf	0.0%
13/1	Ahead	U	2	N/A	E		1	30	-	576	1877	831	62.8%
13/2	Right Ahead	U	2	N/A	E		1	30	-	631	1855	822	66.3%
14/2+14/1	A5 (S) Ahead Left	U	2	N/A	F		1	30	-	917	2031:1925	232+771	91.4 : 91.4%
15/1	Ahead	U	N/A	N/A	-		-	-	-	873	Inf	Inf	0.0%
15/2	Ahead	O	N/A	N/A	-		-	-	-	555	Inf	535	87.8%

Full Input Data And Results

16/1		U	N/A	N/A	-		-	-	-	1428	Inf	Inf	0.0%
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Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	2180	0	0	27.7	108.7	0.0	136.4	-	-	-	-
A5/A426/Gibbet Lane	-	-	2180	0	0	27.7	108.7	0.0	136.4	-	-	-	-
1/2+1/1	897	897	-	-	-	3.9	1.9	-	5.8 (3.1+2.7)	23.2 (23.4:23.1)	7.2	1.9	9.0
2/1	717	717	-	-	-	0.3	0.5	-	0.8	4.0	2.0	0.5	2.6
2/2	478	478	-	-	-	0.3	0.2	-	0.5	3.9	1.9	0.2	2.2
3/1	400	400	-	-	-	1.2	0.4	-	1.6	14.6	4.2	0.4	4.6
3/2	302	302	-	-	-	0.7	0.3	-	1.0	11.9	2.5	0.3	2.8
4/1	404	404	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	720	720	1440	0	0	0.1	0.7	-	0.8 (0.5+0.3)	3.9 (4.1:3.7)	2.1	0.7	2.8
6/1	713	713	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	445	445	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	250	250	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	638	453	-	-	-	12.2	94.0	-	106.2 (49.8+56.4)	599.1 (562.2:636.1)	9.1	94.0	103.1
9/1	140	140	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	677	677	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	359	359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	472	472	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	270	270	270	0	0	0.3	0.9	-	1.2	16.0	3.1	0.9	4.0
12/1	711	711	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	522	522	-	-	-	1.4	0.8	-	2.3	15.7	4.9	0.8	5.7
13/2	545	545	-	-	-	1.1	1.0	-	2.1	13.6	2.7	1.0	3.7
14/2+14/1	917	917	-	-	-	4.1	4.8	-	8.9 (1.9+7.1)	35.1 (31.6:36.1)	13.6	4.8	18.4
15/1	819	819	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	470	470	470	0	0	1.9	3.3	-	5.2	40.0	9.0	3.3	12.2

Full Input Data And Results

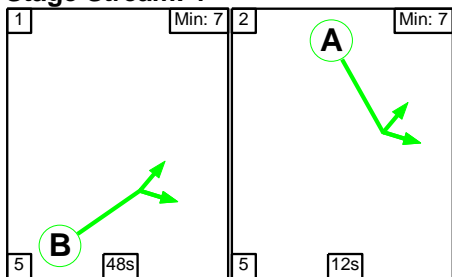
16/1	1289	1289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1	Stream: 1	PRC for Signalled Lanes (%)	13.7	Total Delay for Signalled Lanes (pcuHr):	8.41	Cycle Time (s):	70						
C1	Stream: 2	PRC for Signalled Lanes (%)	-1.6	Total Delay for Signalled Lanes (pcuHr):	13.27	Cycle Time (s):	70						
C1	Stream: 3	PRC for Signalled Lanes (%)	-60.7	Total Delay for Signalled Lanes (pcuHr):	107.50	Cycle Time (s):	70						
		PRC Over All Lanes (%)	-60.7	Total Delay Over All Lanes(pcuHr):	136.38								

Full Input Data And Results

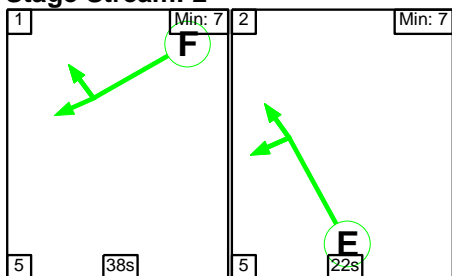
Scenario 6: '2026 WoDWS PM' (FG6: '2026 WoDWS PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

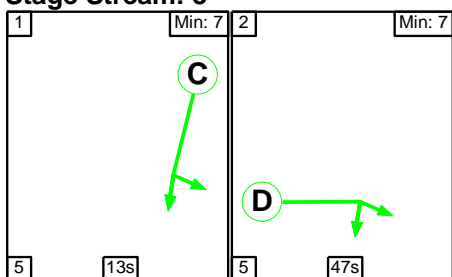
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	48	12
Change Point	0	53

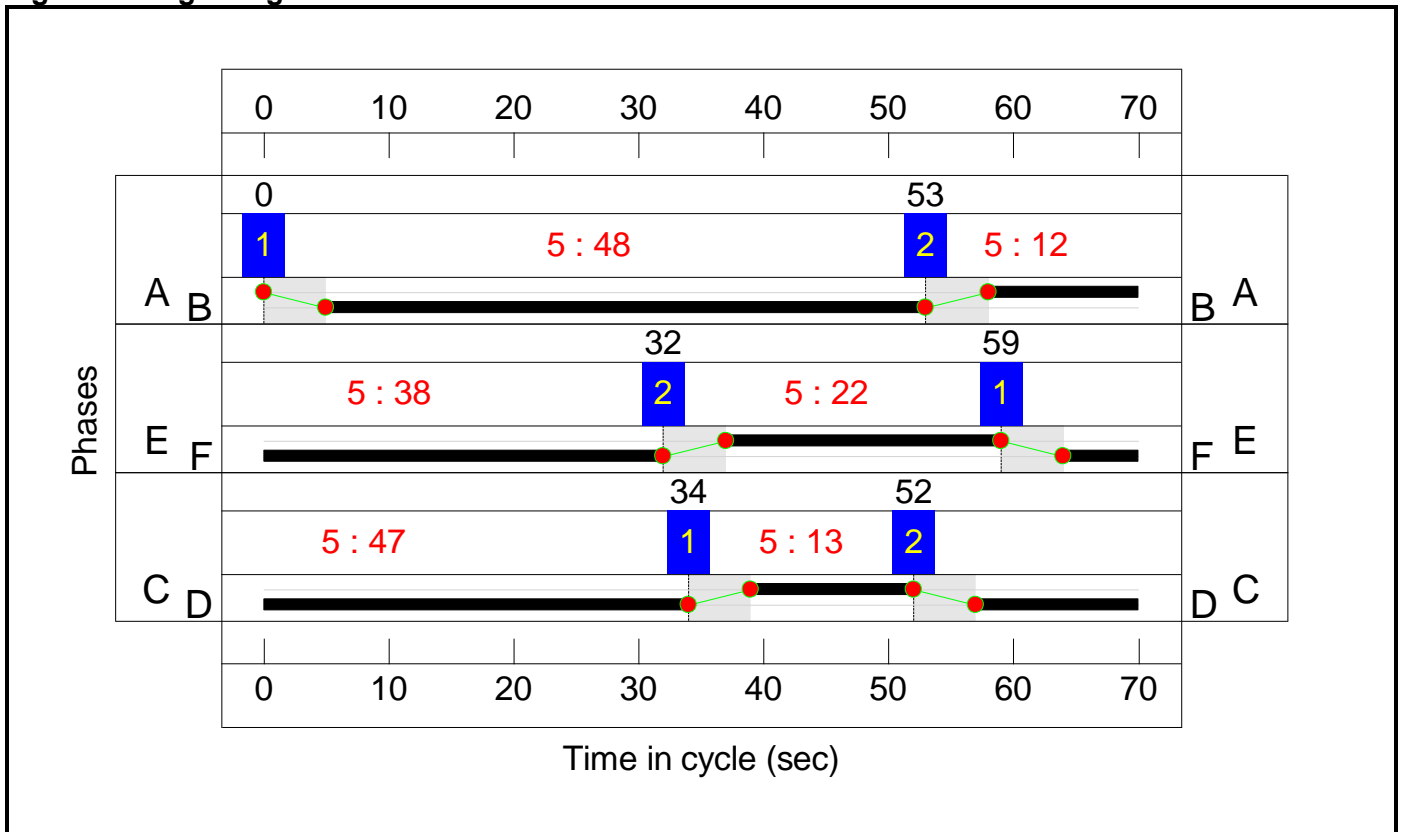
Stage Stream: 2

Stage	1	2
Duration	38	22
Change Point	59	32

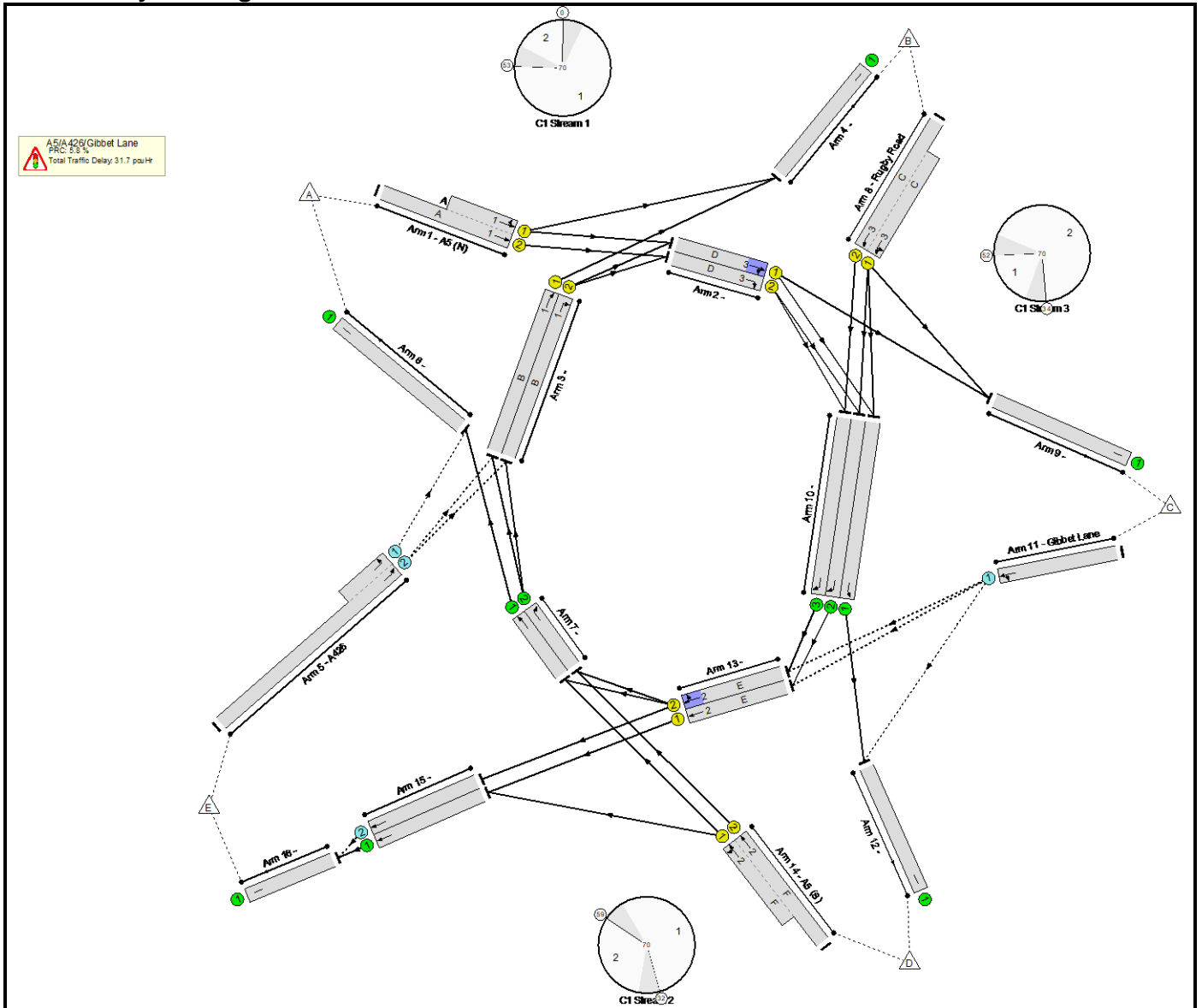
Stage Stream: 3

Stage	1	2
Duration	13	47
Change Point	34	52

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	85.0%
A5/A426/Gibbet Lane	-	-	N/A	-	-		-	-	-	-	-	-	85.0%
1/2+1/1	A5 (N) Ahead Left	U	1	N/A	A		1	12	-	531	1959:1832	289+340	84.4 : 84.4%
2/1	Ahead Right	U	3	N/A	D		1	47	-	475	1832	1256	37.8%
2/2	Right	U	3	N/A	D		1	47	-	246	1959	1343	18.3%
3/1	Ahead	U	1	N/A	B		1	48	-	618	1877	1314	47.0%
3/2	Right	U	1	N/A	B		1	48	-	195	1855	1299	15.0%
4/1		U	N/A	N/A	-		-	-	-	623	Inf	Inf	0.0%
5/2+5/1	A426 Ahead Left	O	N/A	N/A	-		-	-	-	768	1800:1800	691+328	75.4 : 75.4%
6/1		U	N/A	N/A	-		-	-	-	898	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	651	Inf	Inf	0.0%
7/2	Right	U	N/A	N/A	-		-	-	-	292	Inf	Inf	0.0%
8/2+8/1	Rugby Road Left Ahead	U	3	N/A	C		1	13	-	636	2038:1930	408+386	78.0 : 82.4%
9/1		U	N/A	N/A	-		-	-	-	105	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	590	Inf	Inf	0.0%
10/2	Right	U	N/A	N/A	-		-	-	-	220	Inf	Inf	0.0%
10/3	Right	U	N/A	N/A	-		-	-	-	442	Inf	Inf	0.0%
11/1	Gibbet Lane Left Ahead	O	N/A	N/A	-		-	-	-	104	672	471	22.1%
12/1		U	N/A	N/A	-		-	-	-	603	Inf	Inf	0.0%
13/1	Ahead	U	2	N/A	E		1	22	-	260	1877	617	42.2%
13/2	Right Ahead	U	2	N/A	E		1	22	-	493	1855	610	80.9%
14/2+14/1	A5 (S) Ahead Left	U	2	N/A	F		1	38	-	1053	2031:1925	303+935	85.0 : 85.0%
15/1	Ahead	U	N/A	N/A	-		-	-	-	448	Inf	Inf	0.0%
15/2	Ahead	O	N/A	N/A	-		-	-	-	415	Inf	616	67.3%

Full Input Data And Results

16/1		U	N/A	N/A	-		-	-	-	863	Inf	Inf	0.0%
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Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	2055	0	0	18.4	13.3	0.0	31.7	-	-	-	-
A5/A426/Gibbet Lane	-	-	2055	0	0	18.4	13.3	0.0	31.7	-	-	-	-
1/2+1/1	531	531	-	-	-	4.0	2.6	-	6.6 (3.0+3.6)	44.4 (43.9:44.9)	5.3	2.6	7.9
2/1	475	475	-	-	-	0.2	0.3	-	0.5	4.1	1.2	0.3	1.5
2/2	246	246	-	-	-	0.0	0.1	-	0.1	1.7	0.0	0.1	0.1
3/1	618	618	-	-	-	0.8	0.4	-	1.2	7.0	5.4	0.4	5.9
3/2	195	195	-	-	-	0.2	0.1	-	0.3	4.8	1.1	0.1	1.2
4/1	623	623	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	768	768	1536	0	0	0.4	1.5	-	1.9 (1.4+0.5)	9.1 (9.9:7.4)	5.9	1.5	7.4
6/1	898	898	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	651	651	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	292	292	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	636	636	-	-	-	4.7	2.0	-	6.7 (3.3+3.4)	37.8 (37.7:38.0)	5.9	2.0	7.9
9/1	105	105	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	590	590	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	442	442	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	104	104	104	0	0	0.0	0.1	-	0.2	6.4	0.3	0.1	0.5
12/1	603	603	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	260	260	-	-	-	1.6	0.4	-	1.9	26.8	3.0	0.4	3.3
13/2	493	493	-	-	-	1.7	2.0	-	3.7	27.2	3.2	2.0	5.2
14/2+14/1	1053	1053	-	-	-	3.2	2.8	-	6.0 (1.3+4.7)	20.4 (17.7:21.2)	12.9	2.8	15.7
15/1	448	448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	415	415	415	0	0	1.6	1.0	-	2.6	23.0	7.9	1.0	8.9

Full Input Data And Results

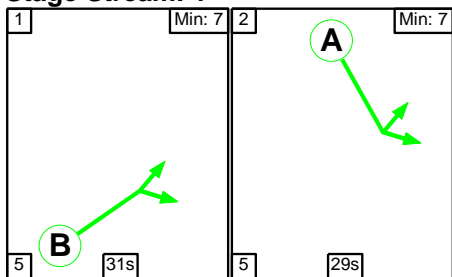
16/1	863	863	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1	Stream: 1	PRC for Signalled Lanes (%)	6.7	Total Delay for Signalled Lanes (pcuHr):	8.02	Cycle Time (s):	70						
C1	Stream: 2	PRC for Signalled Lanes (%)	5.8	Total Delay for Signalled Lanes (pcuHr):	11.62	Cycle Time (s):	70						
C1	Stream: 3	PRC for Signalled Lanes (%)	9.2	Total Delay for Signalled Lanes (pcuHr):	7.34	Cycle Time (s):	70						
		PRC Over All Lanes (%)	5.8	Total Delay Over All Lanes(pcuHr):	31.75								

Full Input Data And Results

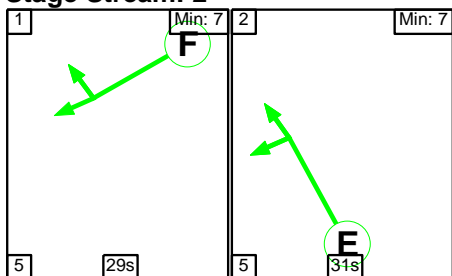
Scenario 7: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

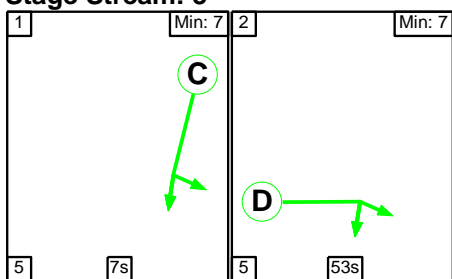
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	31	29
Change Point	6	42

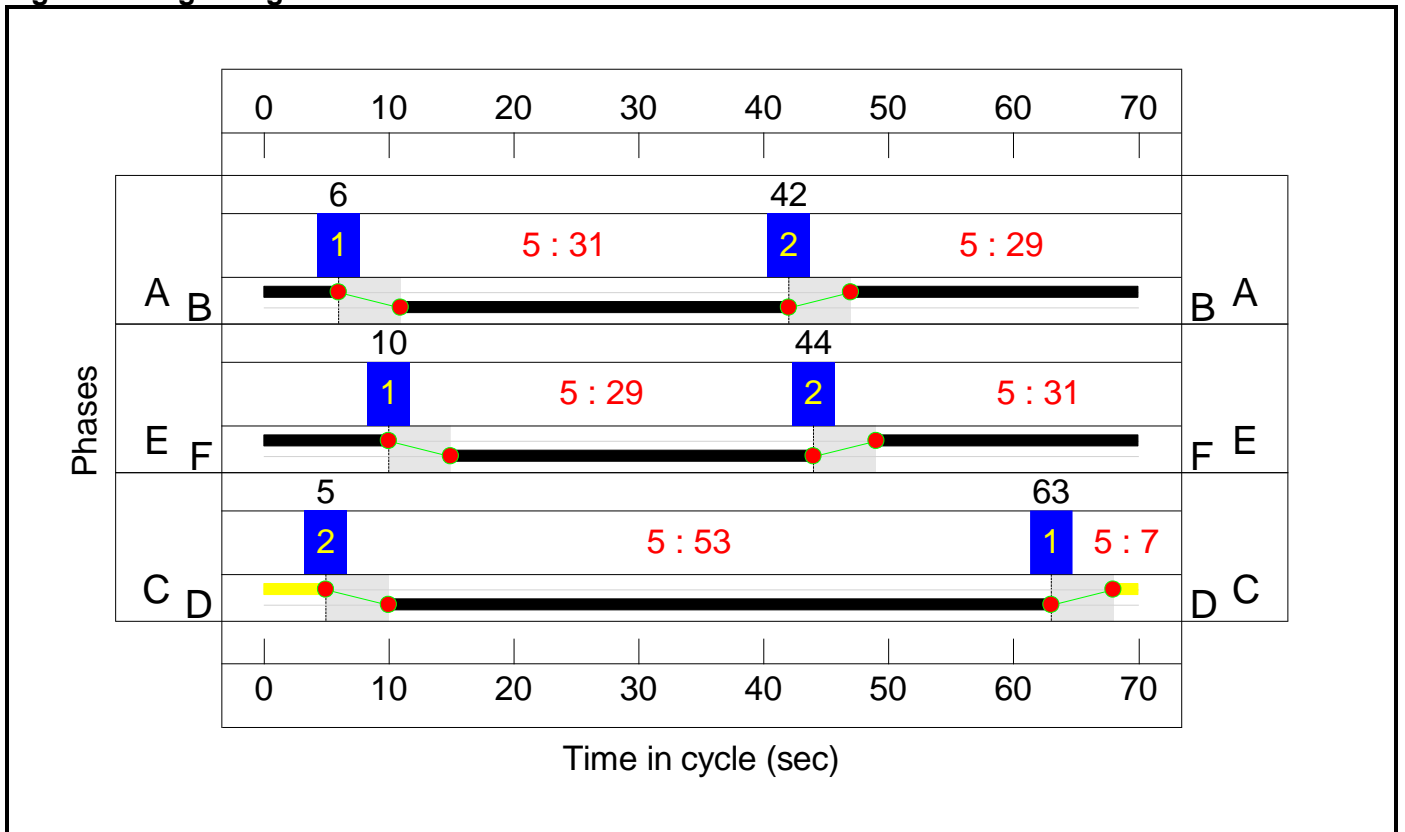
Stage Stream: 2

Stage	1	2
Duration	29	31
Change Point	10	44

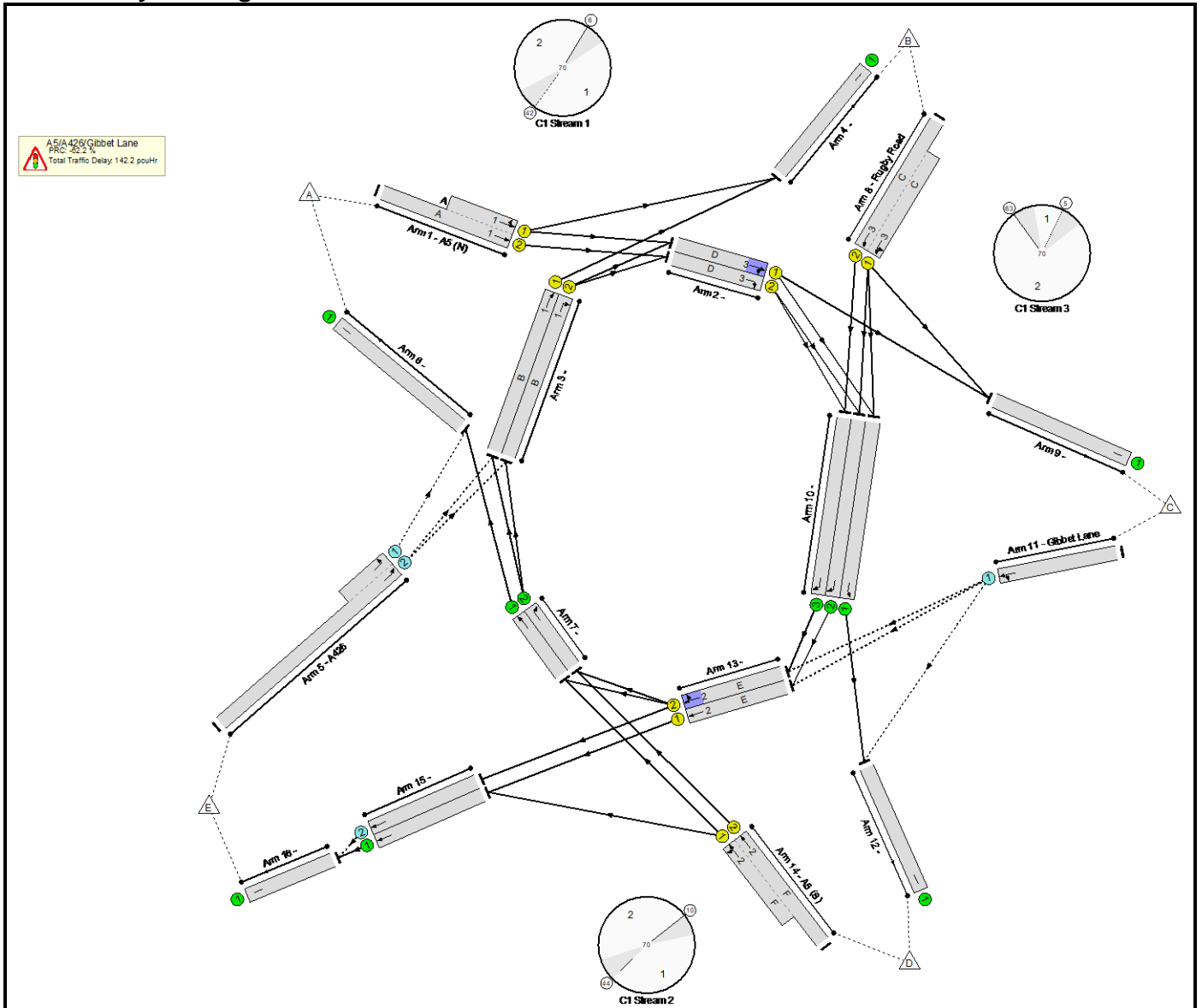
Stage Stream: 3

Stage	1	2
Duration	7	53
Change Point	63	5

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	146.0%
A5/A426/Gibbet Lane	-	-	N/A	-	-		-	-	-	-	-	-	146.0%
1/2+1/1	A5 (N) Ahead Left	U	1	N/A	A		1	29	-	925	1959:1832	610+573	78.2 : 78.2%
2/1	Ahead Right	U	3	N/A	D		1	53	-	751	1832	1413	53.1%
2/2	Right	U	3	N/A	D		1	53	-	477	1959	1511	31.6%
3/1	Ahead	U	1	N/A	B		1	31	-	348	1877	858	40.6%
3/2	Right	U	1	N/A	B		1	31	-	306	1855	848	36.1%
4/1		U	N/A	N/A	-		-	-	-	351	Inf	Inf	0.0%
5/2+5/1	A426 Ahead Left	O	N/A	N/A	-		-	-	-	698	1800:1800	761+534	53.9 : 53.9%
6/1		U	N/A	N/A	-		-	-	-	771	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
7/2	Right	U	N/A	N/A	-		-	-	-	244	Inf	Inf	0.0%
8/2+8/1	Rugby Road Left Ahead	U	3	N/A	C		1	7	-	643	2038:1930	233+221	137.8 : 146.0%
9/1		U	N/A	N/A	-		-	-	-	163	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	739	Inf	Inf	0.0%
10/2	Right	U	N/A	N/A	-		-	-	-	410	Inf	Inf	0.0%
10/3	Right	U	N/A	N/A	-		-	-	-	559	Inf	Inf	0.0%
11/1	Gibbet Lane Left Ahead	O	N/A	N/A	-		-	-	-	282	672	421	67.0%
12/1		U	N/A	N/A	-		-	-	-	776	Inf	Inf	0.0%
13/1	Ahead	U	2	N/A	E		1	31	-	578	1877	858	61.1%
13/2	Right Ahead	U	2	N/A	E		1	31	-	636	1855	848	64.6%
14/2+14/1	A5 (S) Ahead Left	U	2	N/A	F		1	29	-	927	2031:1925	215+752	95.8 : 95.8%
15/1	Ahead	U	N/A	N/A	-		-	-	-	860	Inf	Inf	0.0%
15/2	Ahead	O	N/A	N/A	-		-	-	-	554	Inf	538	86.9%

Full Input Data And Results

16/1		U	N/A	N/A	-		-	-	-	1414	Inf	Inf	0.0%
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Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	2145	0	0	28.1	114.1	0.0	142.2	-	-	-	-
A5/A426/Gibbet Lane	-	-	2145	0	0	28.1	114.1	0.0	142.2	-	-	-	-
1/2+1/1	925	925	-	-	-	3.9	1.8	-	5.6 (2.9+2.7)	22.0 (22.0:22.0)	6.9	1.8	8.7
2/1	751	751	-	-	-	0.3	0.6	-	0.9	4.2	2.2	0.6	2.7
2/2	477	477	-	-	-	0.3	0.2	-	0.5	3.9	1.9	0.2	2.1
3/1	348	348	-	-	-	1.1	0.3	-	1.5	15.2	3.7	0.3	4.1
3/2	306	306	-	-	-	0.8	0.3	-	1.1	13.0	2.7	0.3	3.0
4/1	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	698	698	1396	0	0	0.1	0.6	-	0.6 (0.4+0.3)	3.3 (3.4:3.2)	1.6	0.6	2.2
6/1	770	770	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	482	482	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	244	244	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	643	453	-	-	-	12.5	96.4	-	108.9 (50.9+58.0)	609.6 (570.7:648.3)	9.3	96.4	105.7
9/1	151	151	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	703	703	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	356	356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	471	471	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	282	282	282	0	0	0.4	1.0	-	1.4	17.3	3.4	1.0	4.4
12/1	740	740	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	524	524	-	-	-	1.4	0.8	-	2.2	14.9	4.9	0.8	5.7
13/2	548	548	-	-	-	1.1	0.9	-	2.0	12.9	2.7	0.9	3.7
14/2+14/1	927	927	-	-	-	4.5	8.2	-	12.7 (2.6+10.1)	49.3 (45.6:50.3)	14.6	8.2	22.8
15/1	806	806	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	467	467	467	0	0	1.8	3.1	-	4.9	37.5	8.9	3.1	12.0

Full Input Data And Results

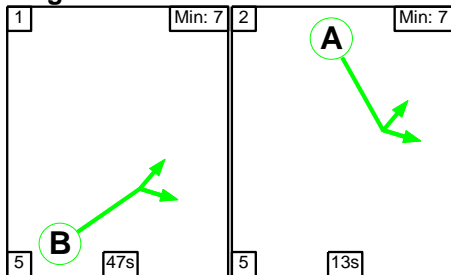
16/1	1273	1273	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1	Stream: 1	PRC for Signalled Lanes (%)	15.2	Total Delay for Signalled Lanes (pcuHr)	8.23	Cycle Time (s)	70						
C1	Stream: 2	PRC for Signalled Lanes (%)	-6.5	Total Delay for Signalled Lanes (pcuHr)	16.81	Cycle Time (s)	70						
C1	Stream: 3	PRC for Signalled Lanes (%)	-62.2	Total Delay for Signalled Lanes (pcuHr)	110.28	Cycle Time (s)	70						
		PRC Over All Lanes (%)	-62.2	Total Delay Over All Lanes(pcuHr)	142.20								

Full Input Data And Results

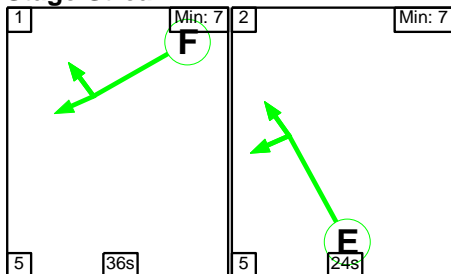
Scenario 8: '2026 WD PM' (FG8: '2026 WD PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

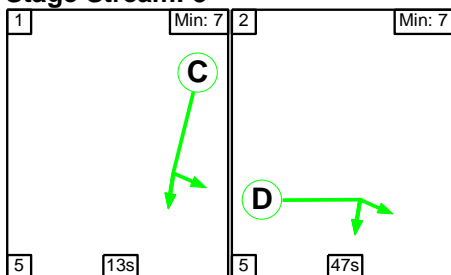
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	47	13
Change Point	0	52

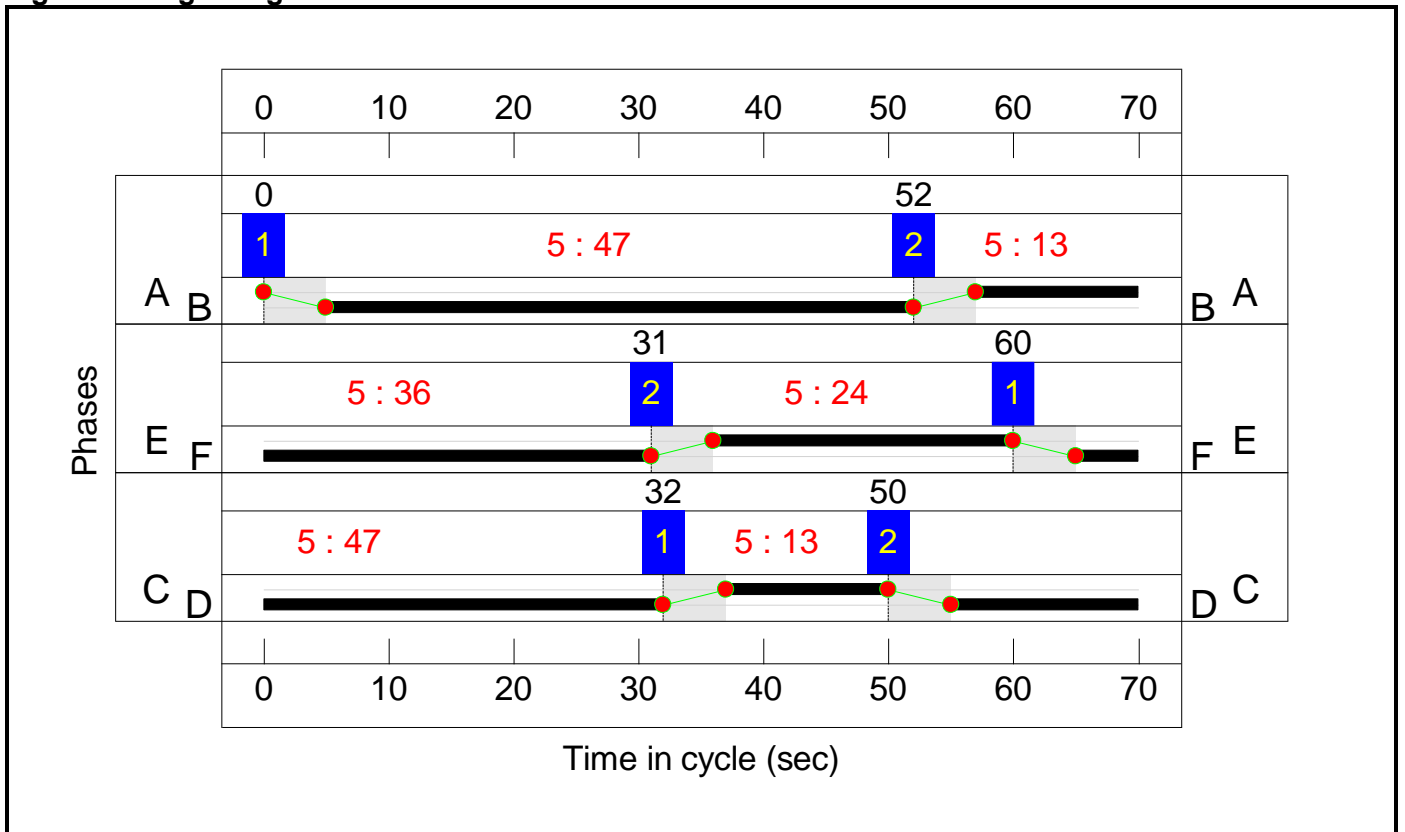
Stage Stream: 2

Stage	1	2
Duration	36	24
Change Point	60	31

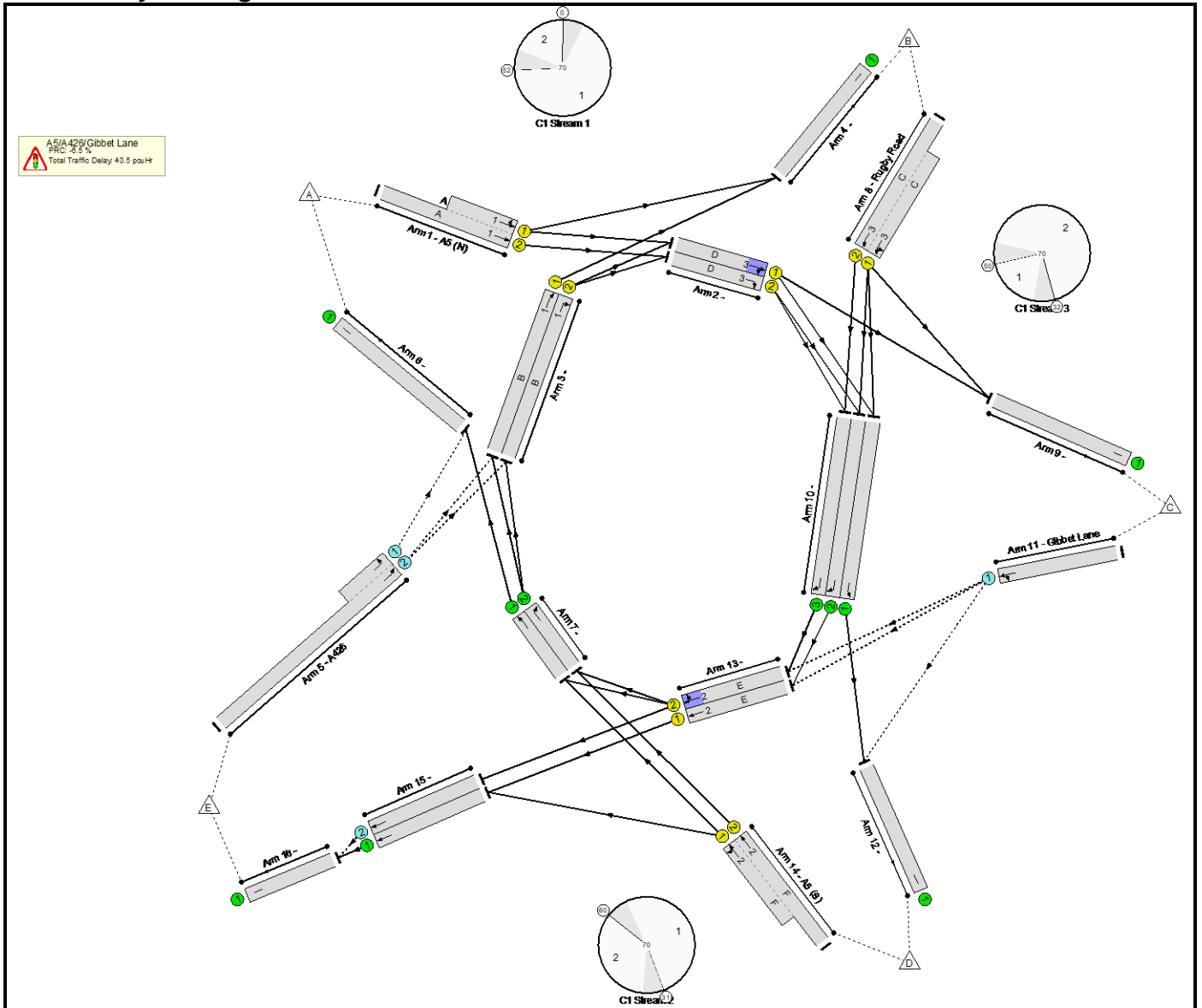
Stage Stream: 3

Stage	1	2
Duration	13	47
Change Point	32	50

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	95.8%
A5/A426/Gibbet Lane	-	-	N/A	-	-		-	-	-	-	-	-	95.8%
1/2+1/1	A5 (N) Ahead Left	U	1	N/A	A		1	13	-	558	1959:1832	269+366	87.9 : 87.9%
2/1	Ahead Right	U	3	N/A	D		1	47	-	518	1832	1256	41.2%
2/2	Right	U	3	N/A	D		1	47	-	238	1959	1343	17.7%
3/1	Ahead	U	1	N/A	B		1	47	-	650	1877	1287	50.5%
3/2	Right	U	1	N/A	B		1	47	-	203	1855	1272	16.0%
4/1		U	N/A	N/A	-		-	-	-	655	Inf	Inf	0.0%
5/2+5/1	A426 Ahead Left	O	N/A	N/A	-		-	-	-	782	1800:1800	664+307	80.6 : 80.6%
6/1		U	N/A	N/A	-		-	-	-	963	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	716	Inf	Inf	0.0%
7/2	Right	U	N/A	N/A	-		-	-	-	318	Inf	Inf	0.0%
8/2+8/1	Rugby Road Left Ahead	U	3	N/A	C		1	13	-	661	2038:1930	408+386	81.0 : 85.8%
9/1		U	N/A	N/A	-		-	-	-	105	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	657	Inf	Inf	0.0%
10/2	Right	U	N/A	N/A	-		-	-	-	205	Inf	Inf	0.0%
10/3	Right	U	N/A	N/A	-		-	-	-	450	Inf	Inf	0.0%
11/1	Gibbet Lane Left Ahead	O	N/A	N/A	-		-	-	-	105	672	462	22.7%
12/1		U	N/A	N/A	-		-	-	-	669	Inf	Inf	0.0%
13/1	Ahead	U	2	N/A	E		1	24	-	245	1877	670	36.5%
13/2	Right Ahead	U	2	N/A	E		1	24	-	503	1855	663	75.9%
14/2+14/1	A5 (S) Ahead Left	U	2	N/A	F		1	36	-	1136	2031:1925	294+891	95.8 : 95.8%
15/1	Ahead	U	N/A	N/A	-		-	-	-	428	Inf	Inf	0.0%
15/2	Ahead	O	N/A	N/A	-		-	-	-	422	Inf	621	68.0%

Full Input Data And Results

16/1		U	N/A	N/A	-		-	-	-	850	Inf	Inf	0.0%
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Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	2091	0	0	20.1	20.4	0.0	40.5	-	-	-	-
A5/A426/Gibbet Lane	-	-	2091	0	0	20.1	20.4	0.0	40.5	-	-	-	-
1/2+1/1	558	558	-	-	-	4.1	3.3	-	7.4 (3.1+4.4)	48.0 (47.0:48.7)	6.0	3.3	9.3
2/1	518	518	-	-	-	0.3	0.4	-	0.6	4.3	1.5	0.4	1.9
2/2	238	238	-	-	-	0.0	0.1	-	0.1	1.7	0.0	0.1	0.1
3/1	650	650	-	-	-	0.8	0.5	-	1.3	7.4	5.6	0.5	6.2
3/2	203	203	-	-	-	0.2	0.1	-	0.3	5.2	1.2	0.1	1.3
4/1	655	655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	782	782	1564	0	0	0.6	2.0	-	2.7 (2.0+0.7)	12.3 (13.4:9.8)	7.1	2.0	9.2
6/1	963	963	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	716	716	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	318	318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	661	661	-	-	-	4.9	2.4	-	7.3 (3.7+3.7)	40.0 (39.8:40.1)	6.2	2.4	8.6
9/1	105	105	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	657	657	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	205	205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	105	105	105	0	0	0.0	0.1	-	0.2	6.6	0.3	0.1	0.5
12/1	669	669	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	245	245	-	-	-	1.5	0.3	-	1.8	26.2	2.8	0.3	3.1
13/2	503	503	-	-	-	1.6	1.5	-	3.2	22.6	3.3	1.5	4.8
14/2+14/1	1136	1136	-	-	-	4.3	8.5	-	12.8 (3.0+9.8)	40.5 (37.7:41.5)	17.3	8.5	25.8
15/1	428	428	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	422	422	422	0	0	1.7	1.1	-	2.7	23.4	8.0	1.1	9.1

Full Input Data And Results

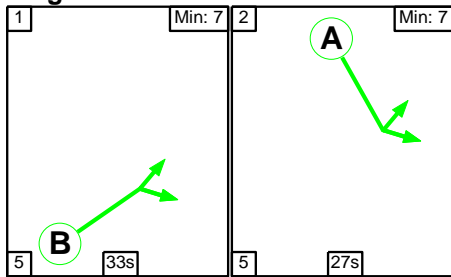
16/1	850	850	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1	Stream: 1	PRC for Signalled Lanes (%)	2.4	Total Delay for Signalled Lanes (pcuHr)	9.06	Cycle Time (s)	70						
C1	Stream: 2	PRC for Signalled Lanes (%)	-6.5	Total Delay for Signalled Lanes (pcuHr)	17.73	Cycle Time (s)	70						
C1	Stream: 3	PRC for Signalled Lanes (%)	5.0	Total Delay for Signalled Lanes (pcuHr)	8.08	Cycle Time (s)	70						
		PRC Over All Lanes (%)	-6.5	Total Delay Over All Lanes(pcuHr)	40.47								

Full Input Data And Results

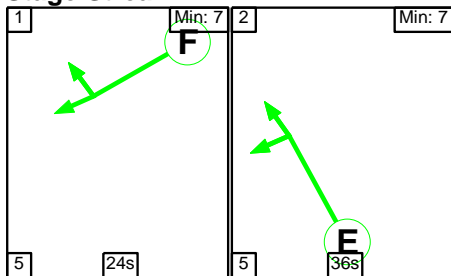
Scenario 9: '2036 WoD AM' (FG9: '2036 WoD AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

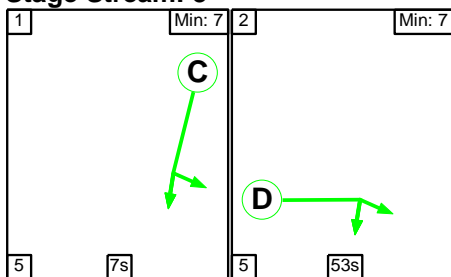
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	27
Change Point	6	44

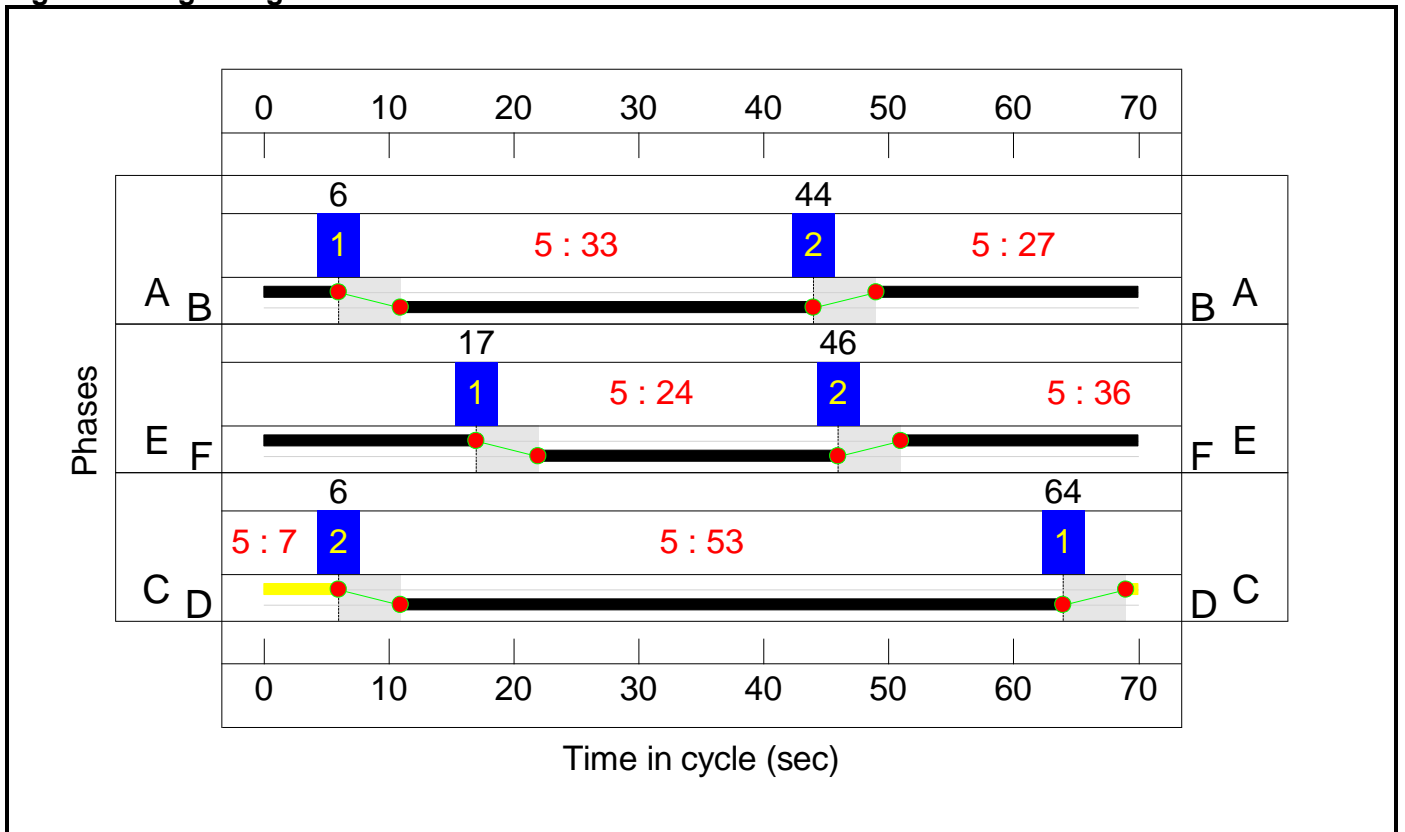
Stage Stream: 2

Stage	1	2
Duration	24	36
Change Point	17	46

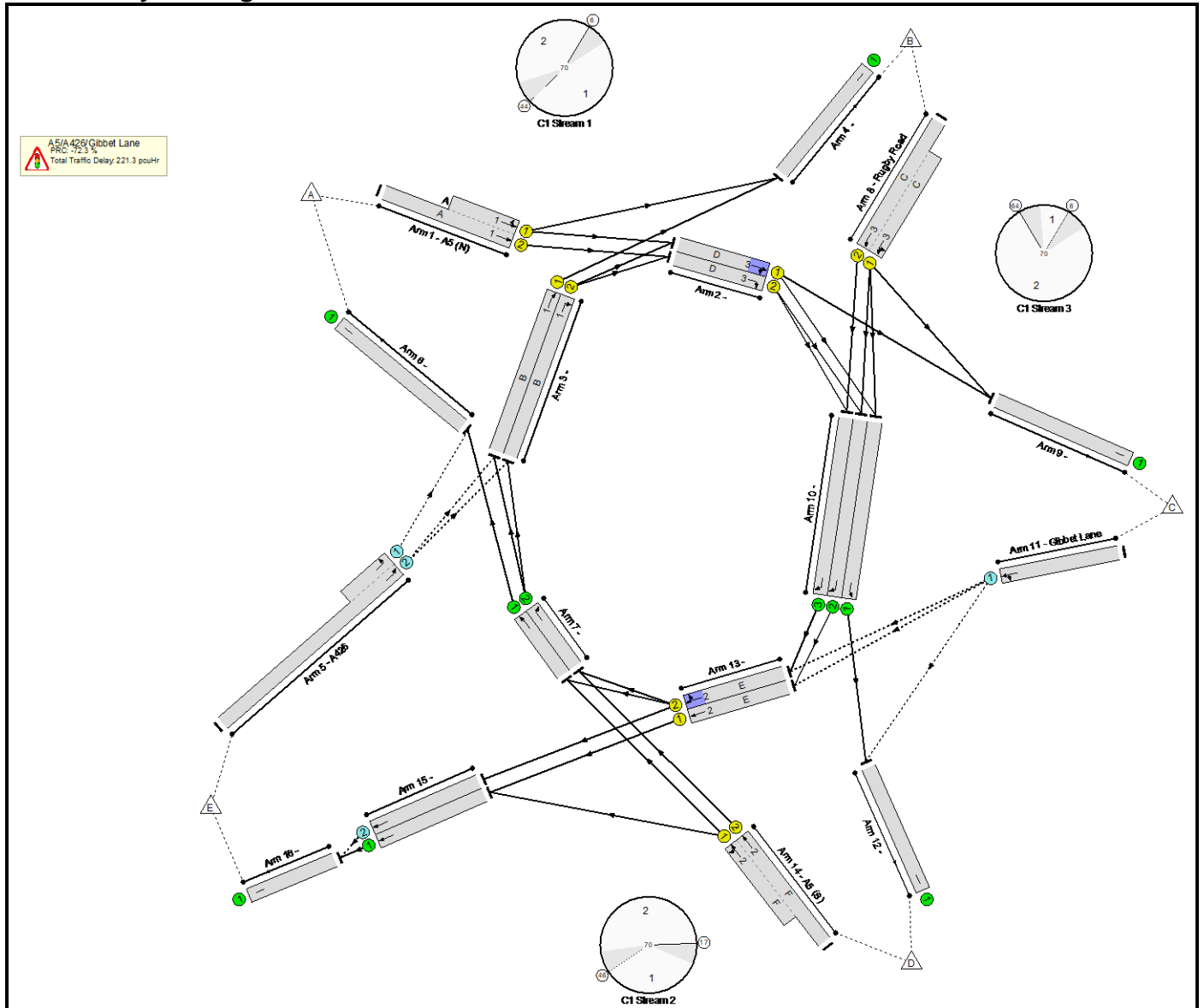
Stage Stream: 3

Stage	1	2
Duration	7	53
Change Point	64	6

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	155.1%
A5/A426/Gibbet Lane	-	-	N/A	-	-		-	-	-	-	-	-	155.1%
1/2+1/1	A5 (N) Ahead Left	U	1	N/A	A		1	27	-	835	1959:1832	604+458	78.6 : 78.6%
2/1	Ahead Right	U	3	N/A	D		1	53	-	714	1832	1413	49.6%
2/2	Right	U	3	N/A	D		1	53	-	475	1959	1511	31.4%
3/1	Ahead	U	1	N/A	B		1	33	-	419	1877	912	44.8%
3/2	Right	U	1	N/A	B		1	33	-	357	1855	901	38.1%
4/1		U	N/A	N/A	-		-	-	-	422	Inf	Inf	0.0%
5/2+5/1	A426 Ahead Left	O	N/A	N/A	-		-	-	-	888	1800:1800	783+549	66.7 : 66.7%
6/1		U	N/A	N/A	-		-	-	-	843	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	477	Inf	Inf	0.0%
7/2	Right	U	N/A	N/A	-		-	-	-	254	Inf	Inf	0.0%
8/2+8/1	Rugby Road Left Ahead	U	3	N/A	C		1	7	-	683	2038:1930	233+221	146.4 : 155.1%
9/1		U	N/A	N/A	-		-	-	-	205	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	647	Inf	Inf	0.0%
10/2	Right	U	N/A	N/A	-		-	-	-	442	Inf	Inf	0.0%
10/3	Right	U	N/A	N/A	-		-	-	-	578	Inf	Inf	0.0%
11/1	Gibbet Lane Left Ahead	O	N/A	N/A	-		-	-	-	382	672	433	88.2%
12/1		U	N/A	N/A	-		-	-	-	685	Inf	Inf	0.0%
13/1	Ahead	U	2	N/A	E		1	36	-	684	1877	992	61.6%
13/2	Right Ahead	U	2	N/A	E		1	36	-	680	1855	980	58.3%
14/2+14/1	A5 (S) Ahead Left	U	2	N/A	F		1	24	-	934	2031:1925	181+645	113.1 : 113.1%
15/1	Ahead	U	N/A	N/A	-		-	-	-	993	Inf	Inf	0.0%
15/2	Ahead	O	N/A	N/A	-		-	-	-	574	Inf	520	89.8%

Full Input Data And Results

16/1		U	N/A	N/A	-		-	-	-	1567	Inf	Inf	0.0%
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Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	2625	0	0	34.1	187.2	0.0	221.3	-	-	-	-
A5/A426/Gibbet Lane	-	-	2625	0	0	34.1	187.2	0.0	221.3	-	-	-	-
1/2+1/1	835	835	-	-	-	3.8	1.8	-	5.6 (3.2+2.3)	24.0 (24.4:23.5)	7.3	1.8	9.1
2/1	701	701	-	-	-	0.3	0.5	-	0.8	3.9	1.7	0.5	2.2
2/2	475	475	-	-	-	0.3	0.2	-	0.5	3.9	1.8	0.2	2.0
3/1	409	409	-	-	-	1.5	0.4	-	1.9	16.5	4.9	0.4	5.3
3/2	344	344	-	-	-	1.0	0.3	-	1.3	14.0	3.4	0.3	3.7
4/1	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	888	888	1776	0	0	0.1	1.0	-	1.1 (0.7+0.4)	4.6 (4.9:4.3)	3.8	1.0	4.8
6/1	793	793	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	427	427	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	230	230	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	683	453	-	-	-	14.4	116.2	-	130.7 (61.8+68.9)	688.6 (652.2:725.0)	10.4	116.2	126.6
9/1	180	180	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	370	370	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	382	382	382	0	0	0.8	3.3	-	4.1	38.6	5.9	3.3	9.2
12/1	647	647	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	612	612	-	-	-	1.1	0.8	-	1.9	11.2	5.4	0.8	6.2
13/2	572	572	-	-	-	0.5	0.7	-	1.2	7.7	1.8	0.7	2.5
14/2+14/1	934	826	-	-	-	8.5	58.1	-	66.6 (14.4+52.2)	256.8 (252.5:258.0)	19.8	58.1	77.9
15/1	885	885	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	467	467	467	0	0	1.8	3.8	-	5.6	43.4	8.6	3.8	12.4

Full Input Data And Results

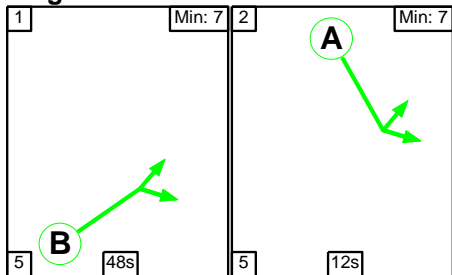
16/1	1352	1352	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1	Stream: 1	PRC for Signalled Lanes (%)	14.5	Total Delay for Signalled Lanes (pcuHr)	8.78	Cycle Time (s)	70						
C1	Stream: 2	PRC for Signalled Lanes (%)	-25.7	Total Delay for Signalled Lanes (pcuHr)	69.75	Cycle Time (s)	70						
C1	Stream: 3	PRC for Signalled Lanes (%)	-72.3	Total Delay for Signalled Lanes (pcuHr)	131.92	Cycle Time (s)	70						
		PRC Over All Lanes (%)	-72.3	Total Delay Over All Lanes(pcuHr)	221.32								

Full Input Data And Results

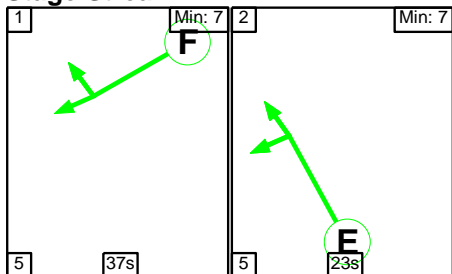
Scenario 10: '2036 WoD PM' (FG10: '2036 WoD PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

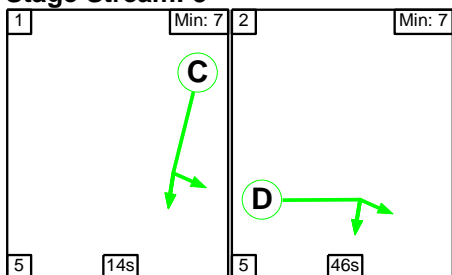
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	48	12
Change Point	0	53

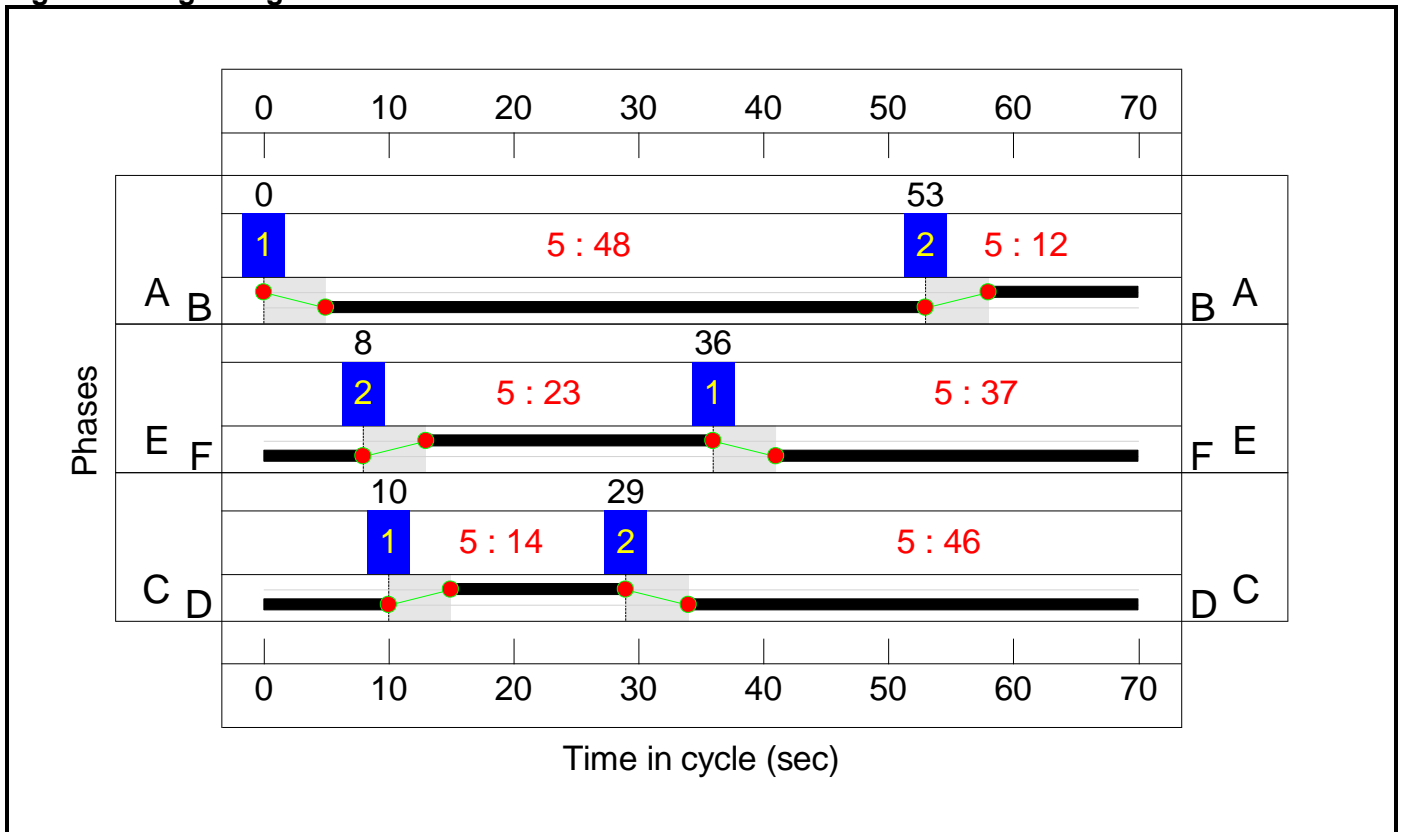
Stage Stream: 2

Stage	1	2
Duration	37	23
Change Point	36	8

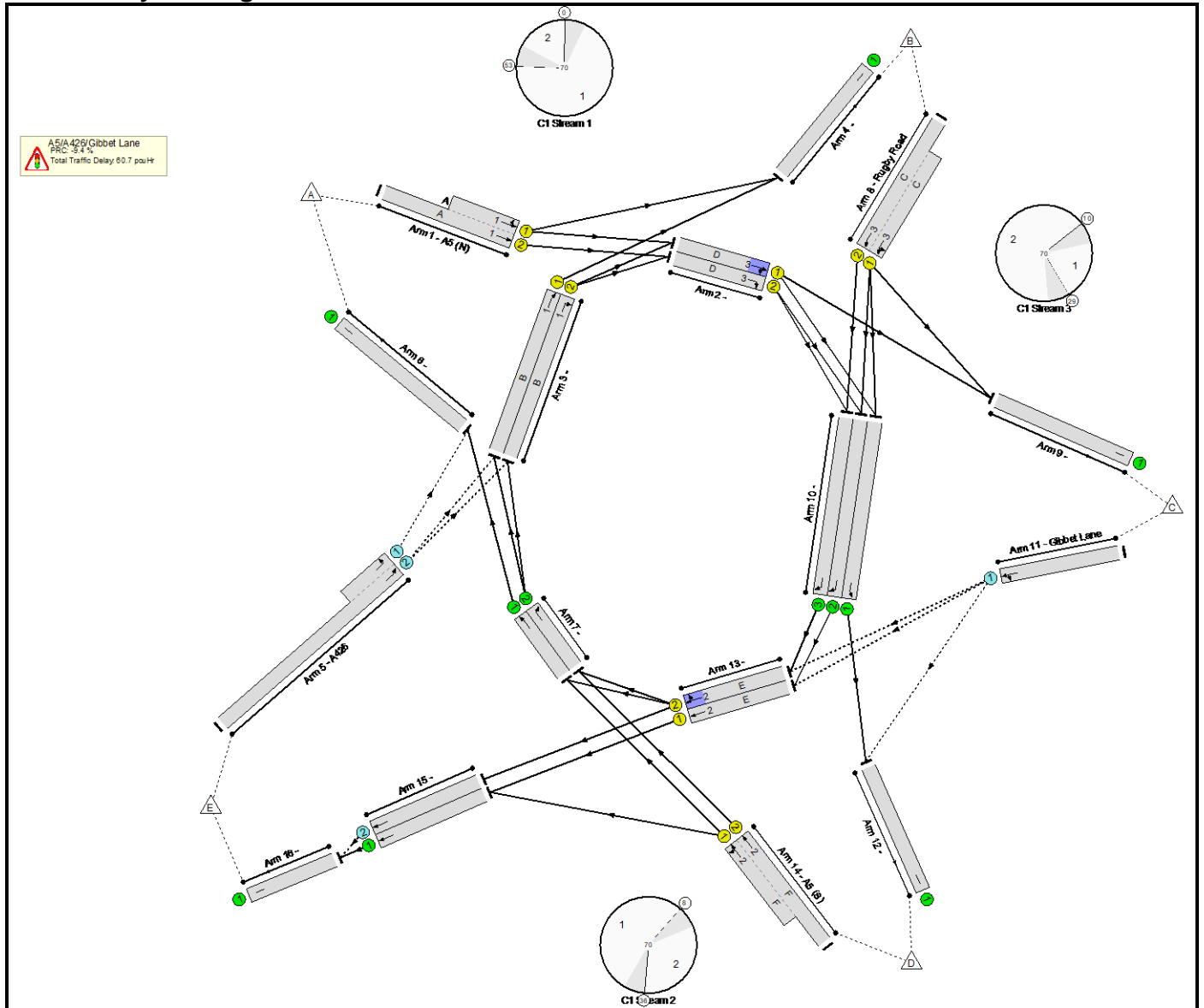
Stage Stream: 3

Stage	1	2
Duration	14	46
Change Point	10	29

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	98.5%
A5/A426/Gibbet Lane	-	-	N/A	-	-		-	-	-	-	-	-	98.5%
1/2+1/1	A5 (N) Ahead Left	U	1	N/A	A		1	12	-	585	1959:1832	254+340	98.5 : 98.5%
2/1	Ahead Right	U	3	N/A	D		1	46	-	574	1832	1230	46.7%
2/2	Right	U	3	N/A	D		1	46	-	252	1959	1315	19.2%
3/1	Ahead	U	1	N/A	B		1	48	-	763	1877	1314	58.1%
3/2	Right	U	1	N/A	B		1	48	-	244	1855	1299	18.8%
4/1		U	N/A	N/A	-		-	-	-	766	Inf	Inf	0.0%
5/2+5/1	A426 Ahead Left	O	N/A	N/A	-		-	-	-	904	1800:1800	685+272	94.5 : 94.5%
6/1		U	N/A	N/A	-		-	-	-	858	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	601	Inf	Inf	0.0%
7/2	Right	U	N/A	N/A	-		-	-	-	360	Inf	Inf	0.0%
8/2+8/1	Rugby Road Left Ahead	U	3	N/A	C		1	14	-	718	2038:1930	437+414	82.2 : 86.8%
9/1		U	N/A	N/A	-		-	-	-	123	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	691	Inf	Inf	0.0%
10/2	Right	U	N/A	N/A	-		-	-	-	245	Inf	Inf	0.0%
10/3	Right	U	N/A	N/A	-		-	-	-	485	Inf	Inf	0.0%
11/1	Gibbet Lane Left Ahead	O	N/A	N/A	-		-	-	-	166	672	447	37.1%
12/1		U	N/A	N/A	-		-	-	-	717	Inf	Inf	0.0%
13/1	Ahead	U	2	N/A	E		1	23	-	328	1877	644	51.0%
13/2	Right Ahead	U	2	N/A	E		1	23	-	542	1855	636	85.2%
14/2+14/1	A5 (S) Ahead Left	U	2	N/A	F		1	37	-	1208	2031:1925	323+905	98.4 : 98.4%
15/1	Ahead	U	N/A	N/A	-		-	-	-	650	Inf	Inf	0.0%
15/2	Ahead	O	N/A	N/A	-		-	-	-	467	Inf	572	81.6%

Full Input Data And Results

16/1		U	N/A	N/A	-		-	-	-	1117	Inf	Inf	0.0%
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Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	2441	0	0	21.1	39.6	0.0	60.7	-	-	-	-
A5/A426/Gibbet Lane	-	-	2441	0	0	21.1	39.6	0.0	60.7	-	-	-	-
1/2+1/1	585	585	-	-	-	4.5	10.0	-	14.5 (6.1+8.4)	89.3 (88.3:90.1)	6.4	10.0	16.4
2/1	574	574	-	-	-	0.3	0.4	-	0.8	4.8	2.0	0.4	2.5
2/2	252	252	-	-	-	0.0	0.1	-	0.1	1.7	0.0	0.1	0.1
3/1	763	763	-	-	-	0.8	0.7	-	1.4	6.8	5.8	0.7	6.5
3/2	244	244	-	-	-	0.2	0.1	-	0.3	4.5	1.3	0.1	1.4
4/1	766	766	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	904	904	1808	0	0	1.1	6.8	-	7.9 (5.9+2.0)	31.3 (32.8:27.4)	11.0	6.8	17.8
6/1	858	858	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	360	360	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	718	718	-	-	-	5.3	2.6	-	7.9 (3.9+4.0)	39.5 (39.3:39.6)	6.7	2.6	9.3
9/1	123	123	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	691	691	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	245	245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	485	485	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	166	166	166	0	0	0.1	0.3	-	0.4	8.5	0.7	0.3	1.0
12/1	717	717	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	328	328	-	-	-	1.1	0.5	-	1.6	17.4	3.8	0.5	4.4
13/2	542	542	-	-	-	0.9	2.7	-	3.7	24.4	3.4	2.7	6.1
14/2+14/1	1208	1208	-	-	-	4.5	13.1	-	17.6 (4.4+13.2)	52.5 (49.8:53.4)	19.3	13.1	32.4
15/1	650	650	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	467	467	467	0	0	2.4	2.1	-	4.6	35.3	9.1	2.1	11.2

Full Input Data And Results

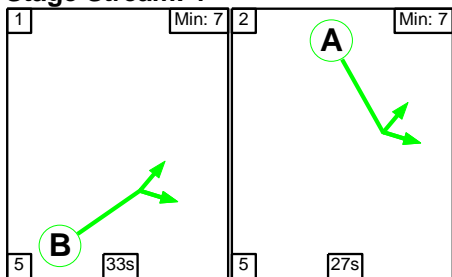
16/1	1117	1117	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1	Stream: 1	PRC for Signalled Lanes (%)	-9.4	Total Delay for Signalled Lanes (pcuHr)	16.27	Cycle Time (s)	70						
C1	Stream: 2	PRC for Signalled Lanes (%)	-9.3	Total Delay for Signalled Lanes (pcuHr)	22.86	Cycle Time (s)	70						
C1	Stream: 3	PRC for Signalled Lanes (%)	3.7	Total Delay for Signalled Lanes (pcuHr)	8.76	Cycle Time (s)	70						
		PRC Over All Lanes (%)	-9.4	Total Delay Over All Lanes(pcuHr)	60.71								

Full Input Data And Results

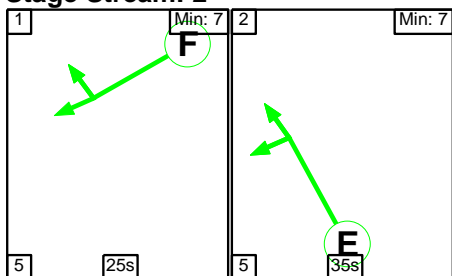
Scenario 11: '2036 WoDWS AM' (FG11: '2036 WoDWS AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

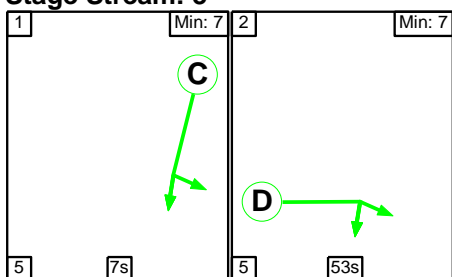
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	27
Change Point	6	44

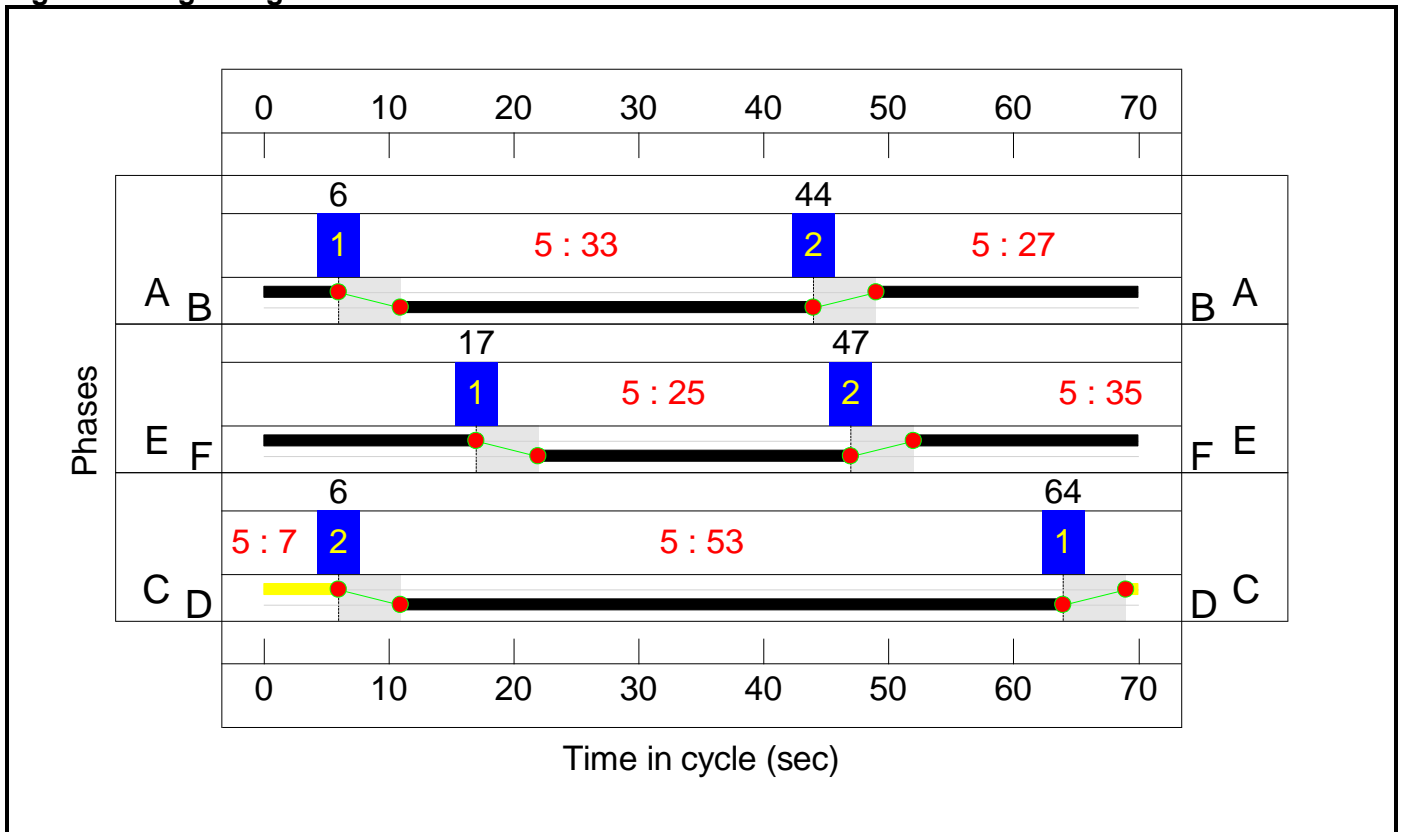
Stage Stream: 2

Stage	1	2
Duration	25	35
Change Point	17	47

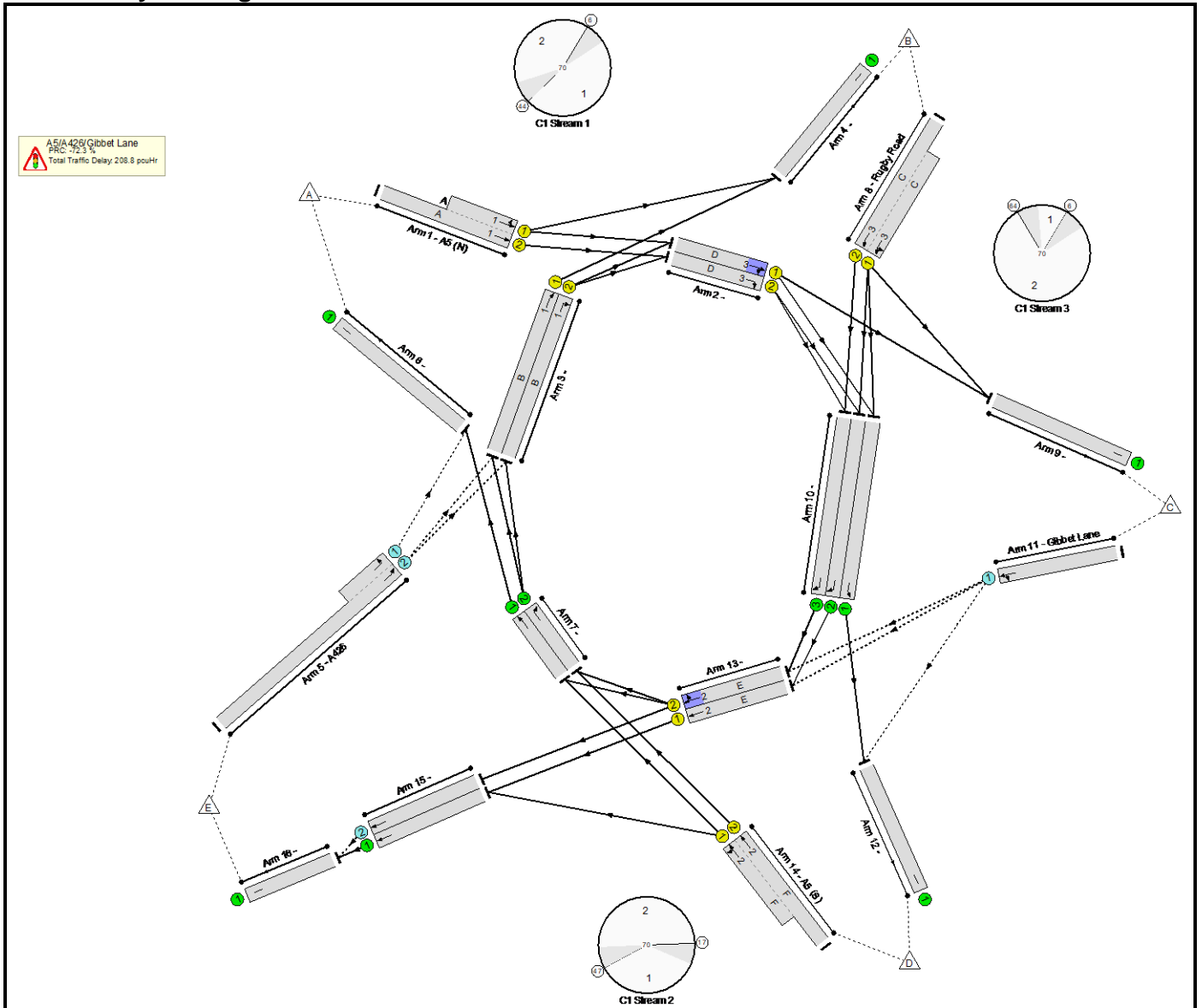
Stage Stream: 3

Stage	1	2
Duration	7	53
Change Point	64	6

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	155.1%
A5/A426/Gibbet Lane	-	-	N/A	-	-		-	-	-	-	-	-	155.1%
1/2+1/1	A5 (N) Ahead Left	U	1	N/A	A		1	27	-	832	1959:1832	604+460	78.2 : 78.2%
2/1	Ahead Right	U	3	N/A	D		1	53	-	709	1832	1413	49.5%
2/2	Right	U	3	N/A	D		1	53	-	472	1959	1511	31.2%
3/1	Ahead	U	1	N/A	B		1	33	-	412	1877	912	44.3%
3/2	Right	U	1	N/A	B		1	33	-	352	1855	901	38.0%
4/1		U	N/A	N/A	-		-	-	-	415	Inf	Inf	0.0%
5/2+5/1	A426 Ahead Left	O	N/A	N/A	-		-	-	-	870	1800:1800	777+541	66.0 : 66.0%
6/1		U	N/A	N/A	-		-	-	-	836	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	479	Inf	Inf	0.0%
7/2	Right	U	N/A	N/A	-		-	-	-	251	Inf	Inf	0.0%
8/2+8/1	Rugby Road Left Ahead	U	3	N/A	C		1	7	-	684	2038:1930	233+221	146.8 : 155.1%
9/1		U	N/A	N/A	-		-	-	-	199	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	649	Inf	Inf	0.0%
10/2	Right	U	N/A	N/A	-		-	-	-	439	Inf	Inf	0.0%
10/3	Right	U	N/A	N/A	-		-	-	-	578	Inf	Inf	0.0%
11/1	Gibbet Lane Left Ahead	O	N/A	N/A	-		-	-	-	380	672	434	87.5%
12/1		U	N/A	N/A	-		-	-	-	687	Inf	Inf	0.0%
13/1	Ahead	U	2	N/A	E		1	35	-	680	1877	965	63.0%
13/2	Right Ahead	U	2	N/A	E		1	35	-	679	1855	954	59.7%
14/2+14/1	A5 (S) Ahead Left	U	2	N/A	F		1	25	-	933	2031:1925	184+667	109.6 : 109.6%
15/1	Ahead	U	N/A	N/A	-		-	-	-	988	Inf	Inf	0.0%
15/2	Ahead	O	N/A	N/A	-		-	-	-	574	Inf	519	89.8%

Full Input Data And Results

16/1		U	N/A	N/A	-		-	-	-	1562	Inf	Inf	0.0%
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Full Input Data And Results

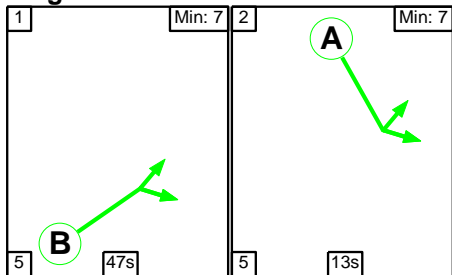
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	2586	0	0	33.3	175.5	0.0	208.8	-	-	-	-
A5/A426/Gibbet Lane	-	-	2586	0	0	33.3	175.5	0.0	208.8	-	-	-	-
1/2+1/1	832	832	-	-	-	3.7	1.8	-	5.5 (3.2+2.3)	23.8 (24.2:23.3)	7.2	1.8	9.0
2/1	699	699	-	-	-	0.3	0.5	-	0.8	3.9	1.7	0.5	2.2
2/2	472	472	-	-	-	0.3	0.2	-	0.5	3.9	1.8	0.2	2.0
3/1	404	404	-	-	-	1.4	0.4	-	1.8	16.4	4.9	0.4	5.2
3/2	342	342	-	-	-	1.0	0.3	-	1.3	14.1	3.4	0.3	3.7
4/1	407	407	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	870	870	1740	0	0	0.1	1.0	-	1.1 (0.7+0.4)	4.5 (4.7:4.2)	3.7	1.0	4.7
6/1	798	798	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	233	233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	684	453	-	-	-	14.5	116.7	-	131.2 (62.3+68.9)	690.5 (656.1:724.9)	10.4	116.7	127.1
9/1	177	177	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	469	469	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	380	380	380	0	0	0.8	3.1	-	3.9	37.1	5.9	3.1	9.1
12/1	650	650	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	608	608	-	-	-	1.2	0.8	-	2.0	12.0	5.9	0.8	6.7
13/2	570	570	-	-	-	0.5	0.7	-	1.3	8.1	1.9	0.7	2.6
14/2+14/1	933	851	-	-	-	7.6	46.0	-	53.6 (11.4+42.2)	206.9 (202.5:208.1)	19.3	46.0	65.3
15/1	889	889	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	466	466	466	0	0	1.9	3.8	-	5.7	44.0	8.7	3.8	12.6

Full Input Data And Results

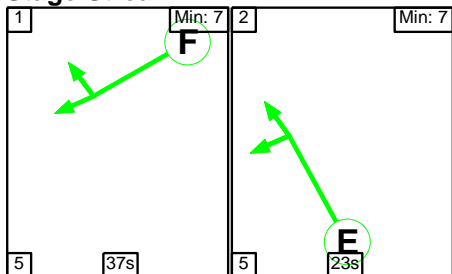
16/1	1355	1355	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1	Stream: 1	PRC for Signalled Lanes (%)	15.1	Total Delay for Signalled Lanes (pcuHr)	8.69	Cycle Time (s)	70						
C1	Stream: 2	PRC for Signalled Lanes (%)	-21.8	Total Delay for Signalled Lanes (pcuHr)	56.93	Cycle Time (s)	70						
C1	Stream: 3	PRC for Signalled Lanes (%)	-72.3	Total Delay for Signalled Lanes (pcuHr)	132.45	Cycle Time (s)	70						
		PRC Over All Lanes (%)	-72.3	Total Delay Over All Lanes(pcuHr)	208.78								

Stage Sequence Diagram

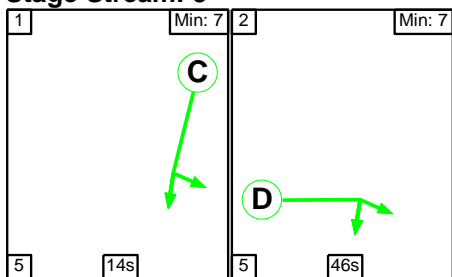
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	47	13
Change Point	31	13

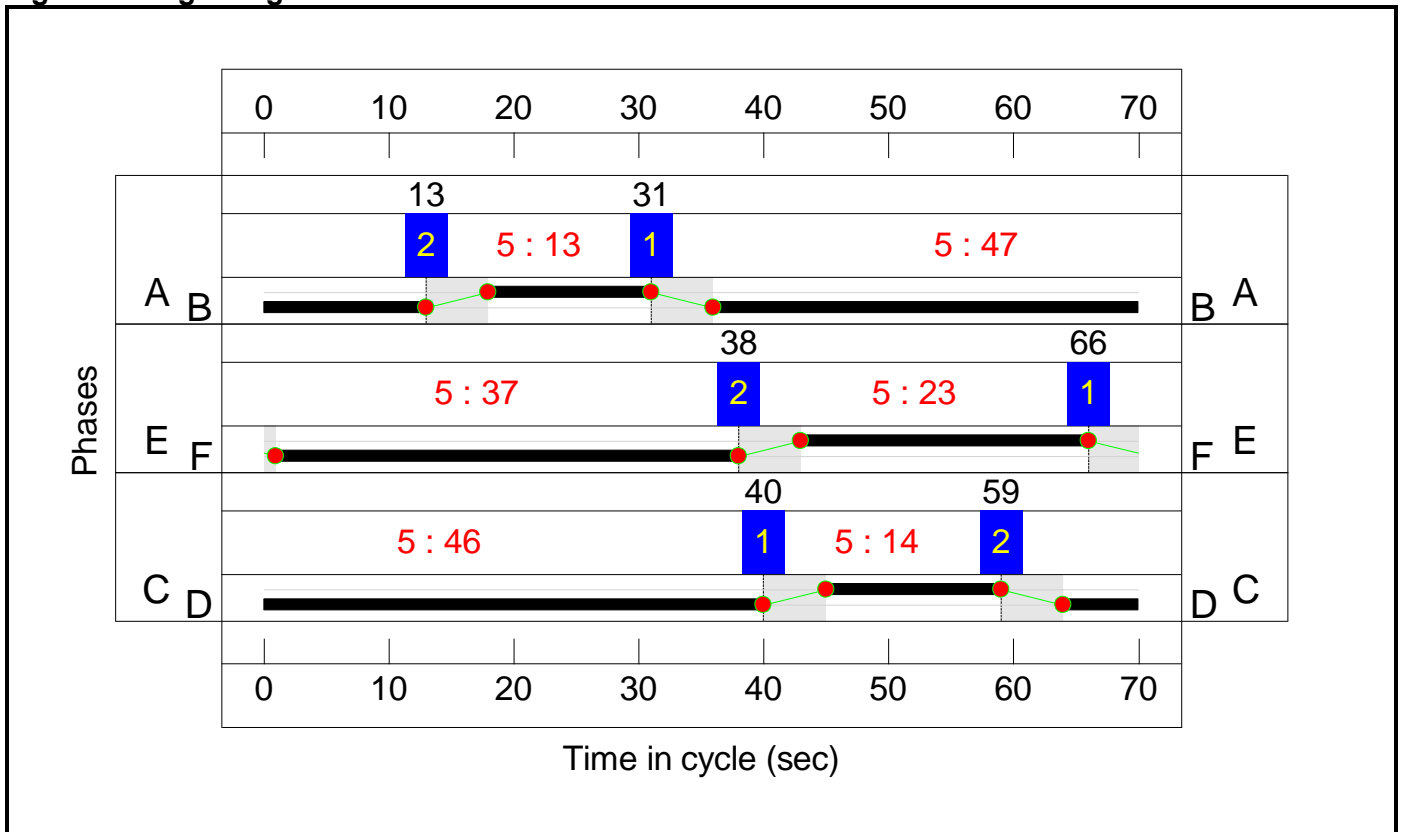
Stage Stream: 2

Stage	1	2
Duration	37	23
Change Point	66	38

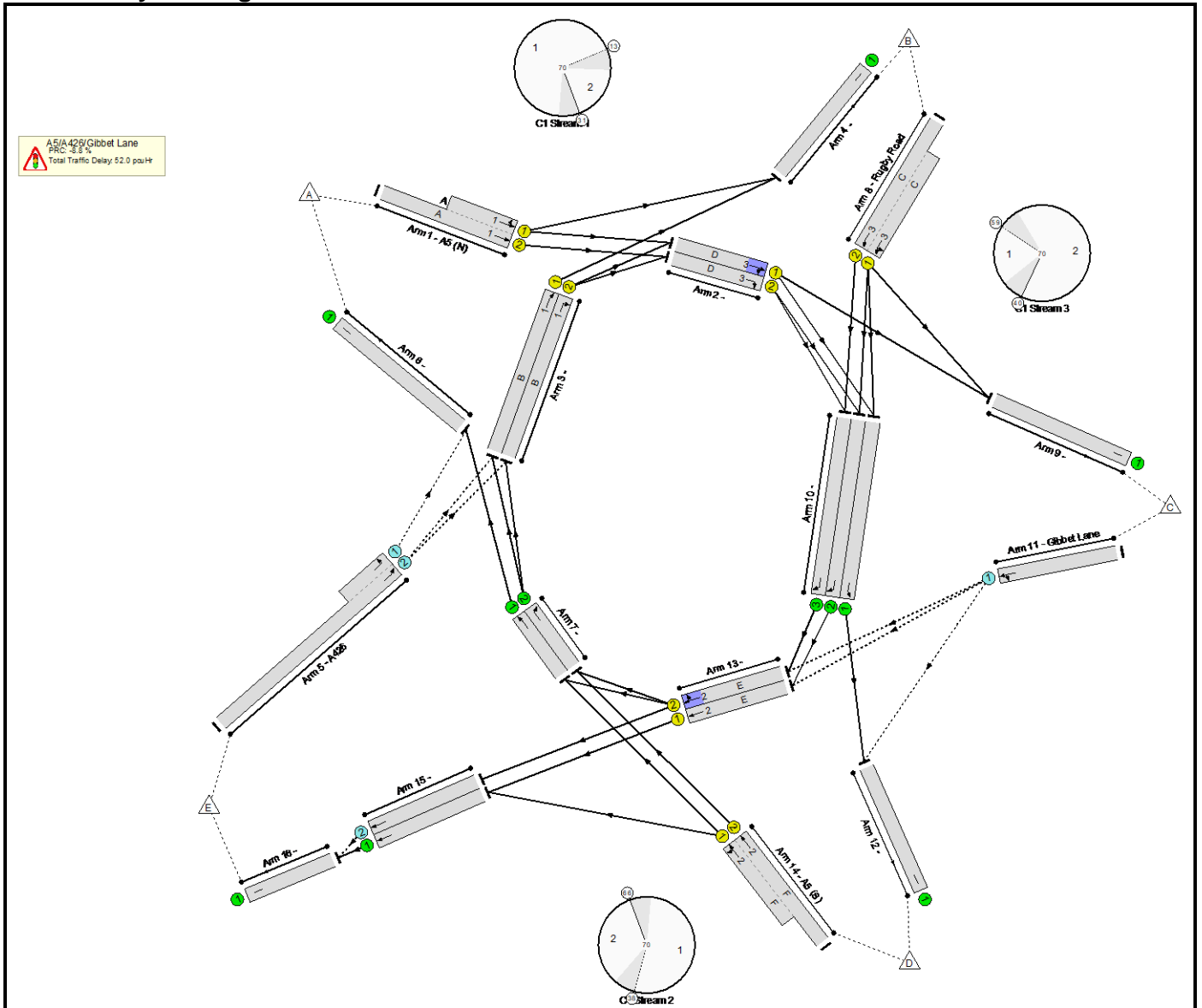
Stage Stream: 3

Stage	1	2
Duration	14	46
Change Point	40	59

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	98.0%
A5/A426/Gibbet Lane	-	-	N/A	-	-		-	-	-	-	-	-	98.0%
1/2+1/1	A5 (N) Ahead Left	U	1	N/A	A		1	13	-	582	1959:1832	270+366	91.4 : 91.4%
2/1	Ahead Right	U	3	N/A	D		1	46	-	563	1832	1230	45.8%
2/2	Right	U	3	N/A	D		1	46	-	249	1959	1315	18.9%
3/1	Ahead	U	1	N/A	B		1	47	-	750	1877	1287	58.3%
3/2	Right	U	1	N/A	B		1	47	-	233	1855	1272	18.3%
4/1		U	N/A	N/A	-		-	-	-	753	Inf	Inf	0.0%
5/2+5/1	A426 Ahead Left	O	N/A	N/A	-		-	-	-	879	1800:1800	681+278	91.6 : 91.6%
6/1		U	N/A	N/A	-		-	-	-	870	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	615	Inf	Inf	0.0%
7/2	Right	U	N/A	N/A	-		-	-	-	359	Inf	Inf	0.0%
8/2+8/1	Rugby Road Left Ahead	U	3	N/A	C		1	14	-	719	2038:1930	437+414	82.2 : 87.0%
9/1		U	N/A	N/A	-		-	-	-	112	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	690	Inf	Inf	0.0%
10/2	Right	U	N/A	N/A	-		-	-	-	245	Inf	Inf	0.0%
10/3	Right	U	N/A	N/A	-		-	-	-	484	Inf	Inf	0.0%
11/1	Gibbet Lane Left Ahead	O	N/A	N/A	-		-	-	-	164	672	447	36.7%
12/1		U	N/A	N/A	-		-	-	-	715	Inf	Inf	0.0%
13/1	Ahead	U	2	N/A	E		1	23	-	326	1877	644	50.7%
13/2	Right Ahead	U	2	N/A	E		1	23	-	542	1855	636	85.2%
14/2+14/1	A5 (S) Ahead Left	U	2	N/A	F		1	37	-	1203	2031:1925	324+904	98.0 : 98.0%
15/1	Ahead	U	N/A	N/A	-		-	-	-	631	Inf	Inf	0.0%
15/2	Ahead	O	N/A	N/A	-		-	-	-	466	Inf	576	80.9%

Full Input Data And Results

16/1		U	N/A	N/A	-		-	-	-	1097	Inf	Inf	0.0%
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Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	2388	0	0	20.8	31.2	0.0	52.0	-	-	-	-
A5/A426/Gibbet Lane	-	-	2388	0	0	20.8	31.2	0.0	52.0	-	-	-	-
1/2+1/1	582	582	-	-	-	4.3	4.6	-	8.9 (3.7+5.2)	54.9 (53.9:55.7)	6.3	4.6	10.9
2/1	563	563	-	-	-	0.3	0.4	-	0.8	4.8	2.0	0.4	2.4
2/2	249	249	-	-	-	0.0	0.1	-	0.1	1.7	0.0	0.1	0.1
3/1	750	750	-	-	-	0.8	0.7	-	1.5	7.3	6.0	0.7	6.7
3/2	233	233	-	-	-	0.2	0.1	-	0.3	4.9	1.3	0.1	1.5
4/1	753	753	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	879	879	1758	0	0	0.9	4.9	-	5.8 (4.4+1.4)	23.8 (25.2:20.3)	10.1	4.9	14.9
6/1	870	870	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	615	615	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	359	359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	719	719	-	-	-	5.3	2.6	-	7.9 (3.9+4.0)	39.6 (39.4:39.8)	6.7	2.6	9.3
9/1	112	112	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	690	690	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	245	245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	164	164	164	0	0	0.1	0.3	-	0.4	8.4	0.7	0.3	1.0
12/1	715	715	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	326	326	-	-	-	1.0	0.5	-	1.6	17.2	3.8	0.5	4.3
13/2	542	542	-	-	-	0.9	2.7	-	3.7	24.4	3.4	2.7	6.1
14/2+14/1	1203	1203	-	-	-	4.4	12.2	-	16.6 (4.1+12.5)	49.7 (47.1:50.6)	18.8	12.2	31.0
15/1	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	466	466	466	0	0	2.4	2.0	-	4.4	34.3	9.0	2.0	11.1

Full Input Data And Results

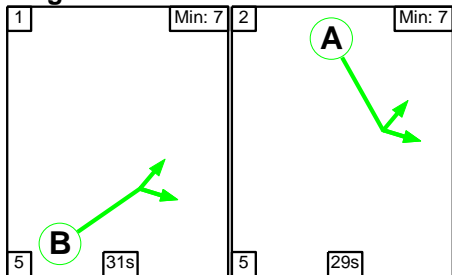
16/1	1097	1097	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1	Stream: 1	PRC for Signalled Lanes (%)	-1.6	Total Delay for Signalled Lanes (pcuHr)	10.72	Cycle Time (s)	70						
C1	Stream: 2	PRC for Signalled Lanes (%)	-8.8	Total Delay for Signalled Lanes (pcuHr)	21.84	Cycle Time (s)	70						
C1	Stream: 3	PRC for Signalled Lanes (%)	3.4	Total Delay for Signalled Lanes (pcuHr)	8.78	Cycle Time (s)	70						
		PRC Over All Lanes (%)	-8.8	Total Delay Over All Lanes(pcuHr)	51.98								

Full Input Data And Results

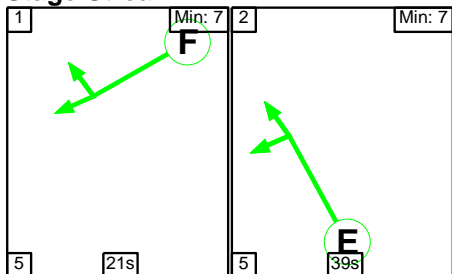
Scenario 13: '2036 WD AM' (FG13: '2036 WD AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

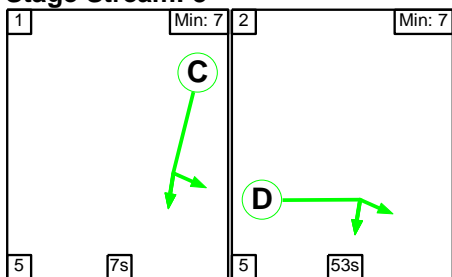
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	31	29
Change Point	6	42

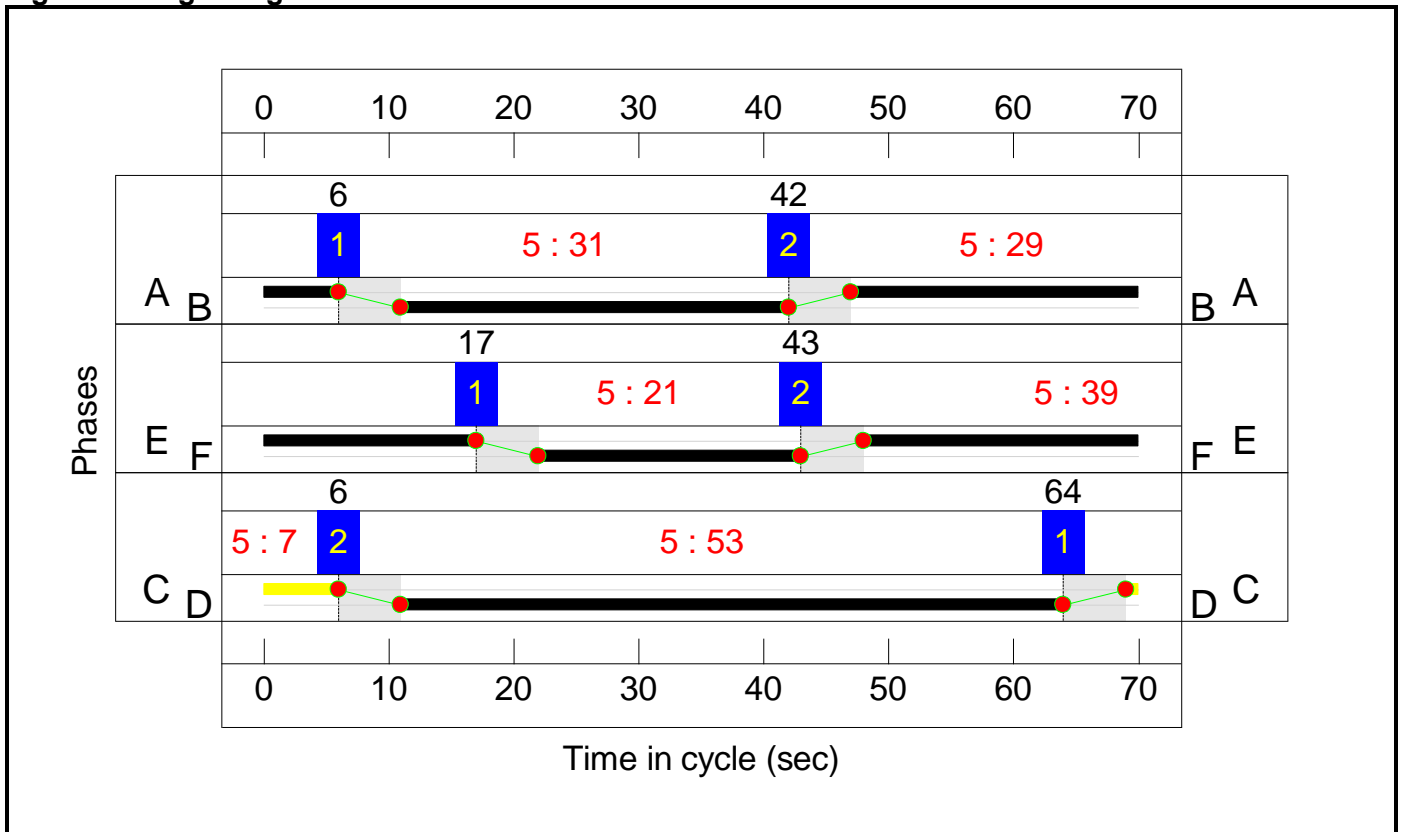
Stage Stream: 2

Stage	1	2
Duration	21	39
Change Point	17	43

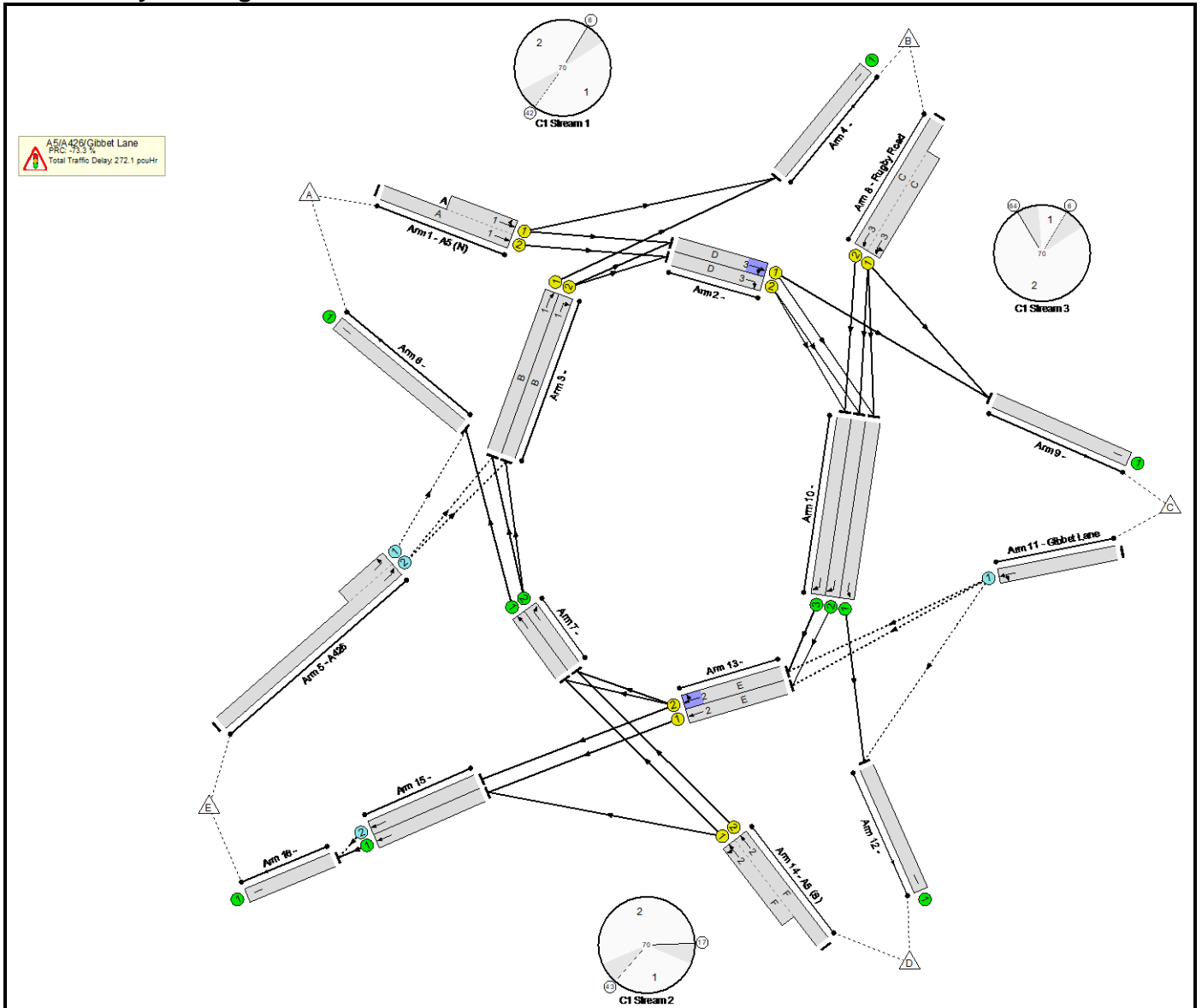
Stage Stream: 3

Stage	1	2
Duration	7	53
Change Point	64	6

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	156.0%
A5/A426/Gibbet Lane	-	-	N/A	-	-		-	-	-	-	-	-	156.0%
1/2+1/1	A5 (N) Ahead Left	U	1	N/A	A		1	29	-	892	1959:1832	625+519	78.0 : 78.0%
2/1	Ahead Right	U	3	N/A	D		1	53	-	750	1832	1413	51.3%
2/2	Right	U	3	N/A	D		1	53	-	487	1959	1511	32.2%
3/1	Ahead	U	1	N/A	B		1	31	-	386	1877	858	42.8%
3/2	Right	U	1	N/A	B		1	31	-	350	1855	848	38.3%
4/1		U	N/A	N/A	-		-	-	-	391	Inf	Inf	0.0%
5/2+5/1	A426 Ahead Left	O	N/A	N/A	-		-	-	-	867	1800:1800	796+636	60.6 : 60.6%
6/1		U	N/A	N/A	-		-	-	-	889	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	504	Inf	Inf	0.0%
7/2	Right	U	N/A	N/A	-		-	-	-	254	Inf	Inf	0.0%
8/2+8/1	Rugby Road Left Ahead	U	3	N/A	C		1	7	-	687	2038:1930	233+221	147.3 : 156.0%
9/1		U	N/A	N/A	-		-	-	-	205	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	690	Inf	Inf	0.0%
10/2	Right	U	N/A	N/A	-		-	-	-	443	Inf	Inf	0.0%
10/3	Right	U	N/A	N/A	-		-	-	-	586	Inf	Inf	0.0%
11/1	Gibbet Lane Left Ahead	O	N/A	N/A	-		-	-	-	399	672	428	93.2%
12/1		U	N/A	N/A	-		-	-	-	732	Inf	Inf	0.0%
13/1	Ahead	U	2	N/A	E		1	39	-	693	1877	1073	58.0%
13/2	Right Ahead	U	2	N/A	E		1	39	-	693	1855	1060	55.0%
14/2+14/1	A5 (S) Ahead Left	U	2	N/A	F		1	21	-	941	2031:1925	160+580	127.1 : 127.1%
15/1	Ahead	U	N/A	N/A	-		-	-	-	987	Inf	Inf	0.0%
15/2	Ahead	O	N/A	N/A	-		-	-	-	582	Inf	527	89.7%

Full Input Data And Results

16/1		U	N/A	N/A	-		-	-	-	1569	Inf	Inf	0.0%
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Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	2606	0	0	37.0	235.1	0.0	272.1	-	-	-	-
A5/A426/Gibbet Lane	-	-	2606	0	0	37.0	235.1	0.0	272.1	-	-	-	-
1/2+1/1	892	892	-	-	-	3.7	1.7	-	5.5 (3.0+2.4)	22.0 (22.3:21.7)	7.2	1.7	8.9
2/1	725	725	-	-	-	0.3	0.5	-	0.8	4.1	1.9	0.5	2.4
2/2	487	487	-	-	-	0.3	0.2	-	0.5	3.9	1.8	0.2	2.0
3/1	367	367	-	-	-	1.4	0.4	-	1.7	17.1	4.4	0.4	4.8
3/2	325	325	-	-	-	1.0	0.3	-	1.3	14.4	3.2	0.3	3.6
4/1	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	867	867	1734	0	0	0.1	0.8	-	0.9 (0.5+0.4)	3.7 (3.8:3.5)	2.9	0.8	3.7
6/1	793	793	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	408	408	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	210	210	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	687	453	-	-	-	14.6	118.2	-	132.8 (62.9+70.0)	696.0 (659.8:732.1)	10.5	118.2	128.7
9/1	172	172	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	646	646	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	476	476	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	399	399	399	0	0	0.9	5.1	-	6.0	53.8	6.8	5.1	11.8
12/1	688	688	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	622	622	-	-	-	0.9	0.7	-	1.6	9.4	4.8	0.7	5.5
13/2	583	583	-	-	-	0.5	0.6	-	1.1	6.6	1.8	0.6	2.4
14/2+14/1	941	740	-	-	-	11.8	102.7	-	114.5 (24.6+89.9)	438.1 (433.8:439.3)	21.8	102.7	124.5
15/1	853	853	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	473	473	473	0	0	1.6	3.8	-	5.4	41.2	8.7	3.8	12.5

Full Input Data And Results

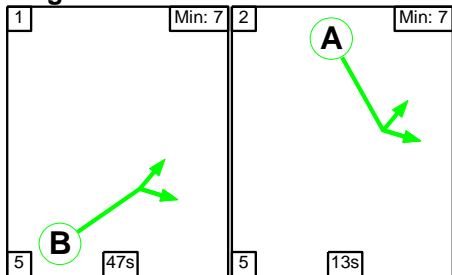
16/1	1326	1326	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1	Stream: 1	PRC for Signalled Lanes (%)	15.4	Total Delay for Signalled Lanes (pcuHr)	8.50	Cycle Time (s)	70						
C1	Stream: 2	PRC for Signalled Lanes (%)	-41.3	Total Delay for Signalled Lanes (pcuHr)	117.21	Cycle Time (s)	70						
C1	Stream: 3	PRC for Signalled Lanes (%)	-73.3	Total Delay for Signalled Lanes (pcuHr)	134.17	Cycle Time (s)	70						
		PRC Over All Lanes (%)	-73.3	Total Delay Over All Lanes(pcuHr)	272.14								

Full Input Data And Results

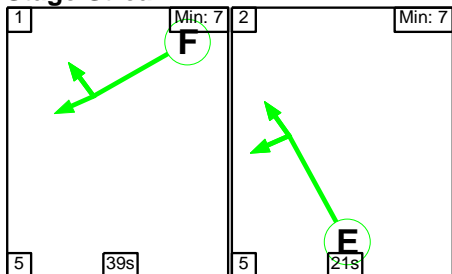
Scenario 14: '2036 WD PM' (FG14: '2036 WD PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

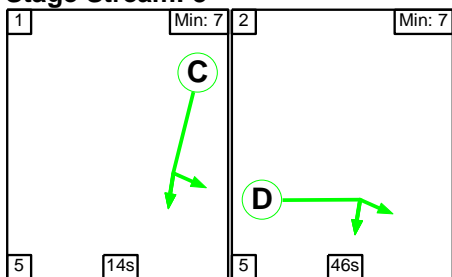
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	47	13
Change Point	0	52

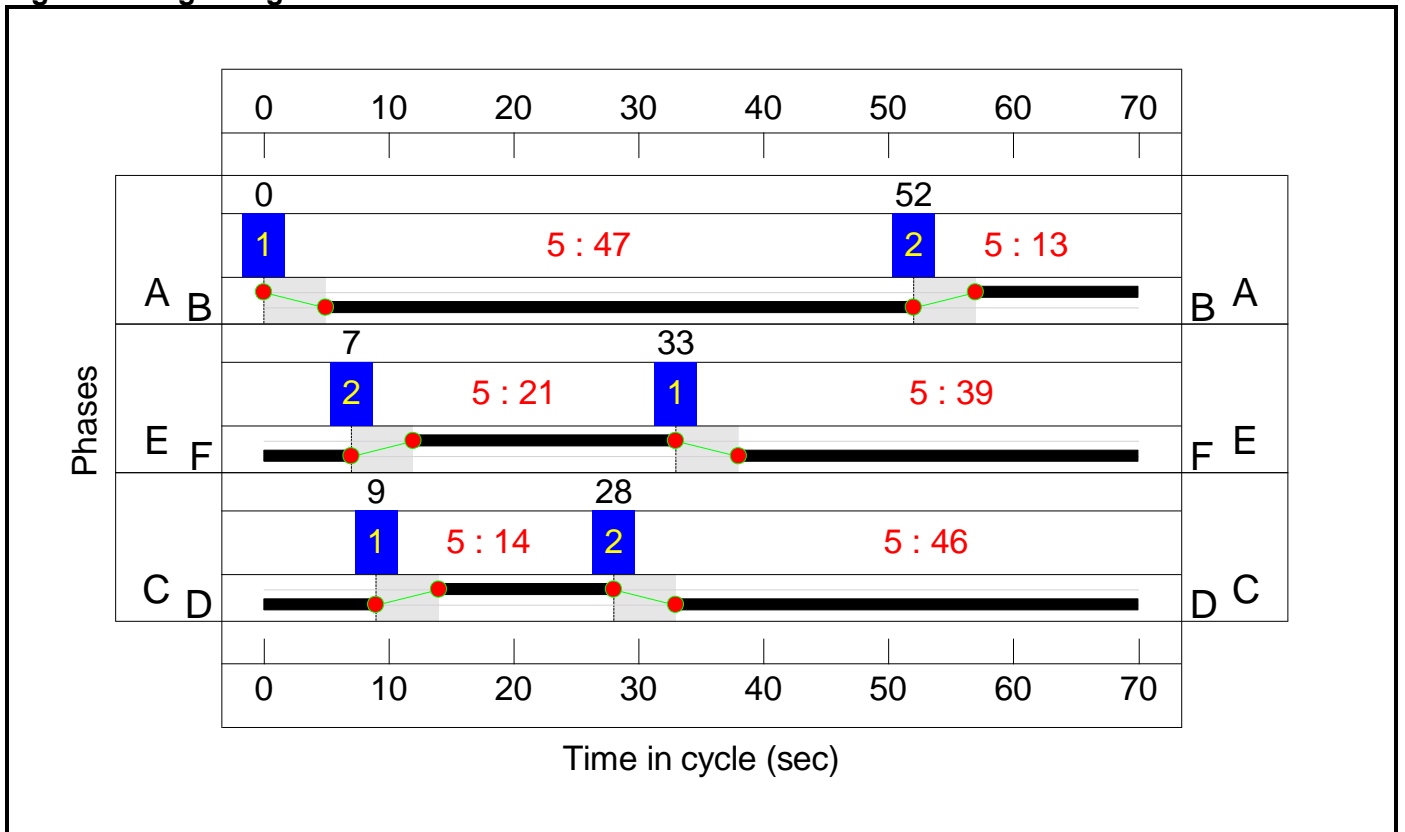
Stage Stream: 2

Stage	1	2
Duration	39	21
Change Point	33	7

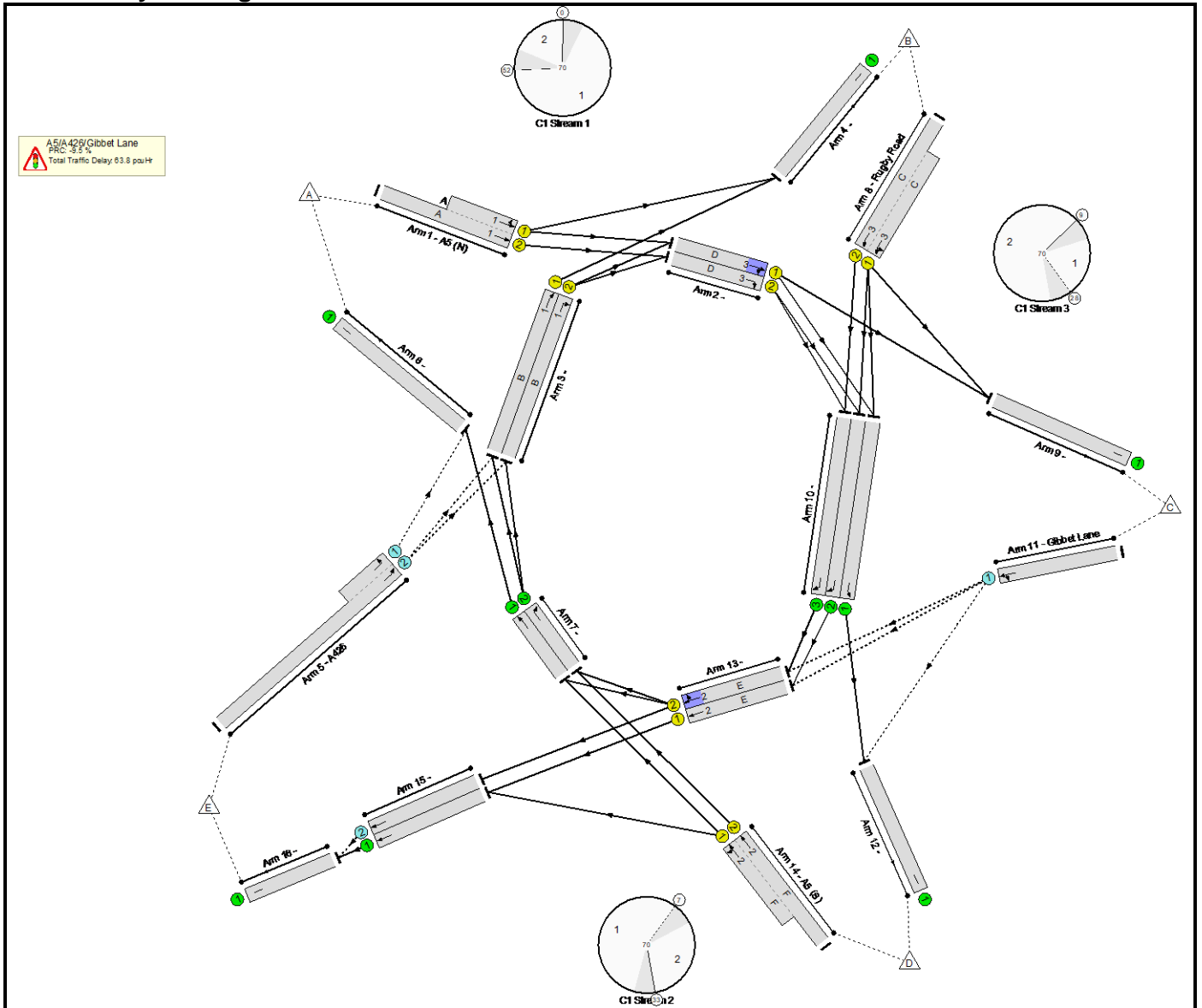
Stage Stream: 3

Stage	1	2
Duration	14	46
Change Point	9	28

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	98.6%
A5/A426/Gibbet Lane	-	-	N/A	-	-		-	-	-	-	-	-	98.6%
1/2+1/1	A5 (N) Ahead Left	U	1	N/A	A		1	13	-	594	1959:1832	257+366	95.3 : 95.3%
2/1	Ahead Right	U	3	N/A	D		1	46	-	586	1832	1230	47.6%
2/2	Right	U	3	N/A	D		1	46	-	247	1959	1315	18.8%
3/1	Ahead	U	1	N/A	B		1	47	-	789	1877	1287	61.3%
3/2	Right	U	1	N/A	B		1	47	-	242	1855	1272	19.0%
4/1		U	N/A	N/A	-		-	-	-	792	Inf	Inf	0.0%
5/2+5/1	A426 Ahead Left	O	N/A	N/A	-		-	-	-	905	1800:1800	659+259	98.6 : 98.6%
6/1		U	N/A	N/A	-		-	-	-	917	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	662	Inf	Inf	0.0%
7/2	Right	U	N/A	N/A	-		-	-	-	381	Inf	Inf	0.0%
8/2+8/1	Rugby Road Left Ahead	U	3	N/A	C		1	14	-	729	2038:1930	437+414	83.3 : 88.3%
9/1		U	N/A	N/A	-		-	-	-	121	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	742	Inf	Inf	0.0%
10/2	Right	U	N/A	N/A	-		-	-	-	211	Inf	Inf	0.0%
10/3	Right	U	N/A	N/A	-		-	-	-	488	Inf	Inf	0.0%
11/1	Gibbet Lane Left Ahead	O	N/A	N/A	-		-	-	-	180	672	444	40.6%
12/1		U	N/A	N/A	-		-	-	-	773	Inf	Inf	0.0%
13/1	Ahead	U	2	N/A	E		1	21	-	297	1877	590	50.3%
13/2	Right Ahead	U	2	N/A	E		1	21	-	551	1855	583	94.5%
14/2+14/1	A5 (S) Ahead Left	U	2	N/A	F		1	39	-	1246	2031:1925	347+943	96.7 : 96.7%
15/1	Ahead	U	N/A	N/A	-		-	-	-	583	Inf	Inf	0.0%
15/2	Ahead	O	N/A	N/A	-		-	-	-	468	Inf	587	79.8%

Full Input Data And Results

16/1		U	N/A	N/A	-		-	-	-	1051	Inf	Inf	0.0%
------	--	---	-----	-----	---	--	---	---	---	------	-----	-----	------

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	2458	0	0	21.6	42.2	0.0	63.8	-	-	-	-
A5/A426/Gibbet Lane	-	-	2458	0	0	21.6	42.2	0.0	63.8	-	-	-	-
1/2+1/1	594	594	-	-	-	4.4	6.9	-	11.3 (4.6+6.7)	68.4 (67.1:69.2)	6.7	6.9	13.5
2/1	586	586	-	-	-	0.3	0.5	-	0.8	4.9	2.0	0.5	2.5
2/2	247	247	-	-	-	0.0	0.1	-	0.1	1.7	0.0	0.1	0.1
3/1	789	789	-	-	-	0.9	0.8	-	1.7	7.7	6.4	0.8	7.2
3/2	242	242	-	-	-	0.2	0.1	-	0.3	4.8	1.3	0.1	1.4
4/1	792	792	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	905	905	1810	0	0	1.3	12.1	-	13.5 (10.0+3.4)	53.5 (55.4:48.6)	12.3	12.1	24.4
6/1	917	917	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	662	662	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	381	381	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	729	729	-	-	-	5.4	2.9	-	8.2 (4.1+4.1)	40.6 (40.5:40.8)	6.8	2.9	9.7
9/1	121	121	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	742	742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	211	211	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	180	180	180	0	0	0.1	0.3	-	0.5	9.0	0.8	0.3	1.1
12/1	773	773	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	297	297	-	-	-	1.2	0.5	-	1.7	21.1	4.0	0.5	4.5
13/2	551	551	-	-	-	1.2	6.2	-	7.4	48.1	4.2	6.2	10.4
14/2+14/1	1246	1246	-	-	-	4.1	9.9	-	14.0 (3.5+10.5)	40.5 (38.1:41.4)	19.0	9.9	28.9
15/1	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	468	468	468	0	0	2.4	1.9	-	4.3	33.1	8.9	1.9	10.8

Full Input Data And Results

16/1	1051	1051	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1	Stream: 1	PRC for Signalled Lanes (%)	-5.8	Total Delay for Signalled Lanes (pcuHr)	13.29	Cycle Time (s)	70						
C1	Stream: 2	PRC for Signalled Lanes (%)	-7.4	Total Delay for Signalled Lanes (pcuHr)	23.14	Cycle Time (s)	70						
C1	Stream: 3	PRC for Signalled Lanes (%)	2.0	Total Delay for Signalled Lanes (pcuHr)	9.14	Cycle Time (s)	70						
		PRC Over All Lanes (%)	-9.5	Total Delay Over All Lanes(pcuHr)	63.78								

<h1>Junctions 10</h1>
<h2>ARCADY 10 - Roundabout Module</h2>
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Filename: 220726 JCT 48 (Existing).j10

Path: X:\NTT\NTT2814_Hinckley Rail Freight Interchange\02. Project Delivery\01. WIP\Design and Calculations\T&I Planning\04 Junction Modelling\JTC 48 - A5 - A4303 - B4027 - Coal Pit Lane

Report generation date: 26/07/2022 12:13:22

-
- »2018, AM
 - »2018, PM
 - »WoD 2026, AM
 - »WoD 2026, PM
 - »WoDWS 2026, AM
 - »WoDWS 2026, PM
 - »WD 2026, AM
 - »WD 2026, PM
 - »WoD 2036, AM
 - »WoD 2036, PM
 - »WoDWS 2036, AM
 - »WoDWS 2036, PM
 - »WD 2036, AM
 - »WD 2036, PM

Summary of junction performance

		AM					PM					
Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	
2018												
A - A5 N	D1	4.4	12.20	0.82	B	11 % [A - A5 N]	D2	0.7	3.50	0.42	A	23 % [D - B4027 S]
B - A4303 E		1.3	3.98	0.56	A			1.1	3.32	0.52	A	
C - A5 S		1.3	5.56	0.58	A			1.4	5.95	0.59	A	
D - B4027 S		0.3	5.05	0.25	A			1.2	9.47	0.55	A	
E - Coal Pit Lane W		1.4	11.61	0.58	B			0.5	8.40	0.32	A	
WoD 2026												
A - A5 N	D3	5.5	16.58	0.86	C	-3 % [E - Coal Pit Lane W]	D4	1.2	4.63	0.55	A	9 % [D - B4027 S]
B - A4303 E		2.2	5.44	0.69	A			1.8	4.42	0.65	A	
C - A5 S		2.1	8.32	0.68	A			1.9	7.93	0.66	A	
D - B4027 S		1.3	10.30	0.58	B			2.4	16.11	0.71	C	
E - Coal Pit Lane W		6.6	52.15	0.89	F			0.5	9.78	0.35	A	
WoDWS 2026												
A - A5 N	D5	6.6	19.34	0.88	C	-3 % [E - Coal Pit Lane W]	D6	1.3	4.77	0.56	A	9 % [D - B4027 S]
B - A4303 E		2.3	5.52	0.70	A			1.9	4.53	0.65	A	
C - A5 S		2.1	8.24	0.68	A			2.0	8.21	0.67	A	
D - B4027 S		1.3	10.33	0.58	B			2.3	16.03	0.71	C	
E - Coal Pit Lane W		6.2	50.00	0.89	E			0.5	9.90	0.35	A	
WD 2026												
A - A5 N	D7	8.9	25.68	0.91	D	-9 % [E - Coal Pit Lane W]	D8	1.8	5.91	0.65	A	7 % [D - B4027 S]
B - A4303 E		2.7	6.27	0.73	A			1.9	4.64	0.65	A	
C - A5 S		2.8	10.45	0.74	B			2.6	10.00	0.73	B	
D - B4027 S		1.9	13.98	0.67	B			2.6	18.25	0.73	C	
E - Coal Pit Lane W		18.0	129.31	1.02	F			0.6	10.87	0.38	B	
WoD 2036												
A - A5 N	D9	7.5	22.42	0.89	C	-21 % [E - Coal Pit Lane W]	D10	2.3	6.97	0.70	A	1 % [D - B4027 S]
B - A4303 E		2.7	6.04	0.73	A			4.7	9.53	0.83	A	
C - A5 S		4.5	15.91	0.83	C			3.0	13.18	0.76	B	
D - B4027 S		11.7	64.98	0.96	F			4.8	31.18	0.84	D	
E - Coal Pit Lane W		106.8	667.51	1.53	F			0.8	12.84	0.45	B	
WoDWS 2036												
A - A5 N	D11	7.7	22.88	0.90	C	-20 % [E - Coal Pit Lane W]	D12	2.3	7.03	0.70	A	4 % [D - B4027 S]
B - A4303 E		2.7	6.13	0.73	A			4.5	9.06	0.82	A	
C - A5 S		4.4	15.48	0.82	C			3.0	13.00	0.76	B	
D - B4027 S		10.4	59.71	0.94	F			3.2	22.61	0.77	C	
E - Coal Pit Lane W		100.6	632.00	1.50	F			0.7	11.93	0.42	B	
WD 2036												
A - A5 N	D13	5.4	16.45	0.85	C	-27 % [E - Coal Pit Lane W]	D14	2.9	8.13	0.74	A	1 % [D - B4027 S]
B - A4303 E		3.1	6.72	0.76	A			4.6	9.45	0.83	A	
C - A5 S		6.4	21.59	0.87	C			4.1	17.03	0.81	C	
D - B4027 S		22.1	111.68	1.03	F			4.7	31.38	0.84	D	
E - Coal Pit Lane W		187.3	1339.18	1.89	F			0.8	12.96	0.44	B	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

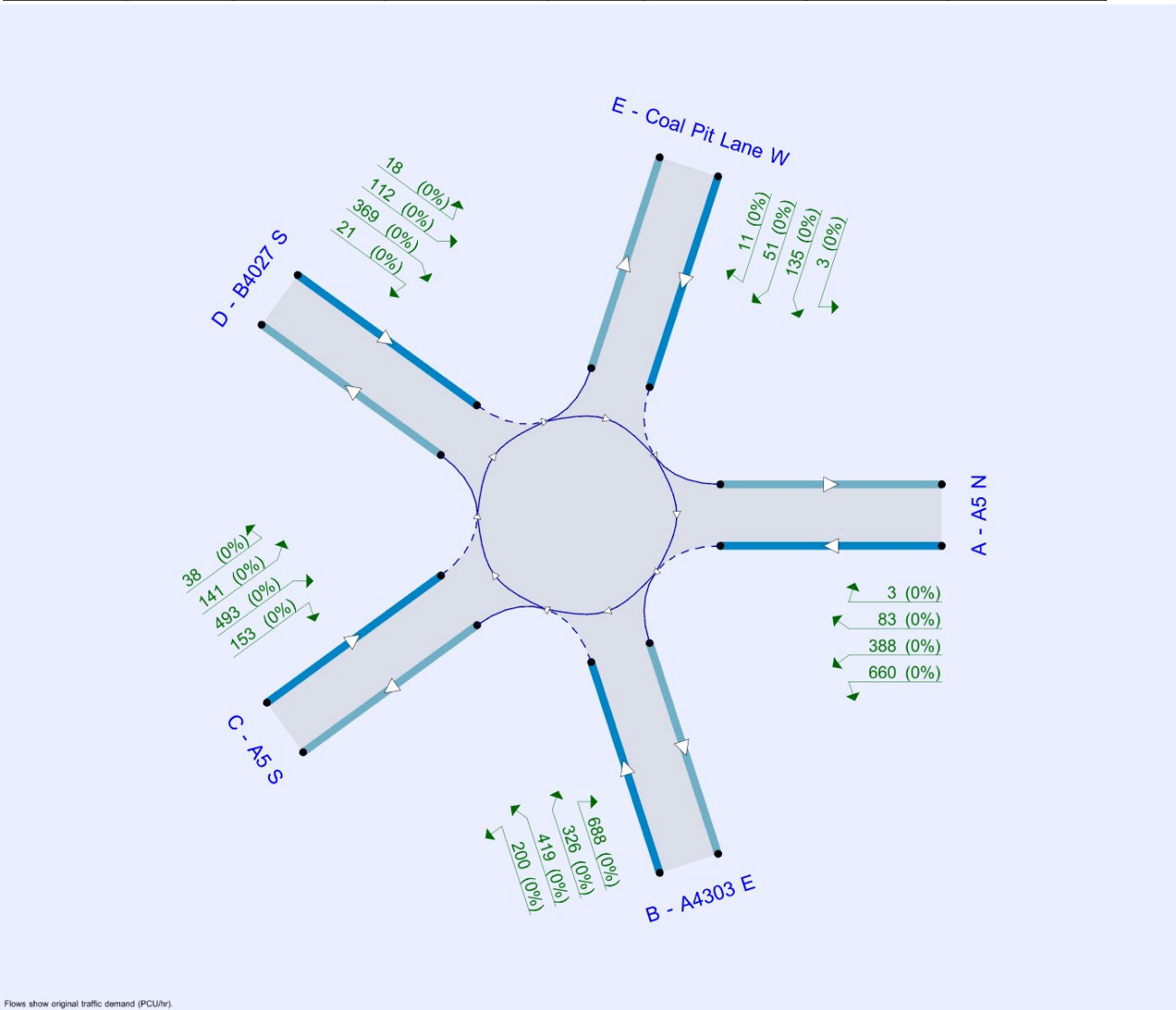
File summary

File Description

Title	J48
Location	A5 / B4027 / Coal Pit lane
Site number	J48
Date	21/12/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	NTT2814
Enumerator	BWB\petr.jandik
Description	

Units

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



Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queuing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75					✓	Delay	0.85	36.00	20.00		500

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	2018	AM	ONE HOUR	07:15	08:45	15	✓
D2	2018	PM	ONE HOUR	16:15	17:45	15	✓
D3	WoD 2026	AM	ONE HOUR	07:15	08:45	15	✓
D4	WoD 2026	PM	ONE HOUR	16:15	17:45	15	✓
D5	WoDWS 2026	AM	ONE HOUR	07:15	08:45	15	✓
D6	WoDWS 2026	PM	ONE HOUR	16:15	17:45	15	✓
D7	WD 2026	AM	ONE HOUR	07:15	08:45	15	✓
D8	WD 2026	PM	ONE HOUR	16:15	17:45	15	✓
D9	WoD 2036	AM	ONE HOUR	07:15	08:45	15	✓
D10	WoD 2036	PM	ONE HOUR	16:15	17:45	15	✓
D11	WoDWS 2036	AM	ONE HOUR	07:15	08:45	15	✓
D12	WoDWS 2036	PM	ONE HOUR	16:15	17:45	15	✓
D13	WD 2036	AM	ONE HOUR	07:15	08:45	15	✓
D14	WD 2036	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

2018, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A5 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J48	A5 / B4027 / Coal Pit lane	Standard Roundabout		A, B, C, D, E	7.92	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	11	A - A5 N	7.92	A

Arms

Arms

Arm	Name	Description	No give-way line
A	A5 N		
B	A4303 E		
C	A5 S		
D	B4027 S		
E	Coal Pit Lane W		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - A5 N	4.76	7.35	42.5	45.8	93.4	30.0		
B - A4303 E	7.17	8.52	22.3	67.0	79.5	33.0		
C - A5 S	4.79	6.96	18.1	53.0	92.3	31.0		
D - B4027 S	3.37	6.12	16.3	42.8	88.1	34.0		
E - Coal Pit Lane W	3.23	6.69	7.4	20.5	88.4	54.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A5 N	0.524	2157
B - A4303 E	0.608	2575
C - A5 S	0.499	1978
D - B4027 S	0.444	1581
E - Coal Pit Lane W	0.381	1283

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	2018	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A5 N		ONE HOUR	✓	1207	100.000
B - A4303 E		ONE HOUR	✓	1037	100.000
C - A5 S		ONE HOUR	✓	798	100.000
D - B4027 S		ONE HOUR	✓	220	100.000
E - Coal Pit Lane W		ONE HOUR	✓	392	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
From	A - A5 N	20	563	563	57	4
	B - A4303 E	346	2	299	257	133
	C - A5 S	352	355	0	21	70
	D - B4027 S	29	176	12	0	3
	E - Coal Pit Lane W	9	246	133	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
From	A - A5 N	0	0	0	0	0
	B - A4303 E	0	0	0	0	0
	C - A5 S	0	0	0	0	0
	D - B4027 S	0	0	0	0	0
	E - Coal Pit Lane W	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 N	0.82	12.20	4.4	B	1108	1661
B - A4303 E	0.56	3.98	1.3	A	952	1427
C - A5 S	0.58	5.56	1.3	A	732	1098
D - B4027 S	0.25	5.05	0.3	A	202	303
E - Coal Pit Lane W	0.58	11.61	1.4	B	360	540

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	909	227	695	1793	0.507	905	567	0.0	1.0	4.035	A
B - A4303 E	781	195	594	2214	0.353	779	1006	0.0	0.5	2.504	A
C - A5 S	601	150	618	1670	0.360	599	755	0.0	0.6	3.353	A
D - B4027 S	166	41	962	1154	0.143	165	254	0.0	0.2	3.637	A
E - Coal Pit Lane W	295	74	969	914	0.323	293	158	0.0	0.5	5.782	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1085	271	833	1721	0.631	1082	679	1.0	1.7	5.615	A
B - A4303 E	932	233	711	2143	0.435	931	1204	0.5	0.8	2.969	A
C - A5 S	717	179	739	1609	0.446	716	903	0.6	0.8	4.028	A
D - B4027 S	198	49	1151	1070	0.185	198	304	0.2	0.2	4.124	A
E - Coal Pit Lane W	352	88	1160	841	0.419	351	189	0.5	0.7	7.334	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1329	332	1018	1624	0.818	1319	830	1.7	4.2	11.439	B
B - A4303 E	1142	285	867	2049	0.557	1140	1470	0.8	1.2	3.953	A
C - A5 S	879	220	904	1527	0.575	876	1103	0.8	1.3	5.517	A
D - B4027 S	242	61	1408	956	0.253	242	372	0.2	0.3	5.036	A
E - Coal Pit Lane W	432	108	1419	743	0.581	429	231	0.7	1.3	11.392	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1329	332	1022	1622	0.819	1328	832	4.2	4.4	12.197	B
B - A4303 E	1142	285	873	2045	0.558	1142	1477	1.2	1.3	3.985	A
C - A5 S	879	220	906	1526	0.576	879	1108	1.3	1.3	5.561	A
D - B4027 S	242	61	1411	955	0.254	242	373	0.3	0.3	5.052	A
E - Coal Pit Lane W	432	108	1422	741	0.582	432	231	1.3	1.4	11.610	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1085	271	838	1718	0.632	1096	682	4.4	1.7	5.877	A
B - A4303 E	932	233	719	2138	0.436	934	1214	1.3	0.8	2.996	A
C - A5 S	717	179	742	1608	0.446	720	912	1.3	0.8	4.063	A
D - B4027 S	198	49	1156	1068	0.185	198	306	0.3	0.2	4.139	A
E - Coal Pit Lane W	352	88	1165	840	0.420	355	189	1.4	0.7	7.469	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	909	227	700	1790	0.508	912	570	1.7	1.0	4.109	A
B - A4303 E	781	195	599	2211	0.353	782	1013	0.8	0.5	2.519	A
C - A5 S	601	150	620	1668	0.360	602	760	0.8	0.6	3.377	A
D - B4027 S	166	41	967	1152	0.144	166	256	0.2	0.2	3.652	A
E - Coal Pit Lane W	295	74	974	912	0.324	296	158	0.7	0.5	5.853	A

2018, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A5 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J48	A5 / B4027 / Coal Pit lane	Standard Roundabout		A, B, C, D, E	5.14	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	23	D - B4027 S	5.14	A

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	2018	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A5 N		ONE HOUR	✓	682	100.000
B - A4303 E		ONE HOUR	✓	1082	100.000
C - A5 S		ONE HOUR	✓	803	100.000
D - B4027 S		ONE HOUR	✓	424	100.000
E - Coal Pit Lane W		ONE HOUR	✓	181	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
From	A - A5 N	16	323	318	23	2
	B - A4303 E	489	1	239	149	204
	C - A5 S	501	145	0	13	144
	D - B4027 S	80	308	23	0	13
	E - Coal Pit Lane W	3	111	61	5	1

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W	
A - A5 N	0	0	0	0	0	0
B - A4303 E	0	0	0	0	0	0
C - A5 S	0	0	0	0	0	0
D - B4027 S	0	0	0	0	0	0
E - Coal Pit Lane W	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 N	0.42	3.50	0.7	A	626	939
B - A4303 E	0.52	3.32	1.1	A	993	1489
C - A5 S	0.59	5.95	1.4	A	737	1105
D - B4027 S	0.55	9.47	1.2	A	389	584
E - Coal Pit Lane W	0.32	8.40	0.5	A	166	249

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	513	128	491	1900	0.270	512	817	0.0	0.4	2.591	A
B - A4303 E	815	204	337	2371	0.344	813	666	0.0	0.5	2.307	A
C - A5 S	605	151	668	1645	0.368	602	481	0.0	0.6	3.447	A
D - B4027 S	319	80	1128	1081	0.295	318	143	0.0	0.4	4.707	A
E - Coal Pit Lane W	136	34	1172	837	0.163	135	273	0.0	0.2	5.129	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	613	153	588	1849	0.332	613	978	0.4	0.5	2.909	A
B - A4303 E	973	243	403	2330	0.417	972	797	0.5	0.7	2.649	A
C - A5 S	722	180	799	1579	0.457	721	576	0.6	0.8	4.189	A
D - B4027 S	381	95	1350	982	0.388	380	171	0.4	0.6	5.973	A
E - Coal Pit Lane W	163	41	1403	749	0.217	162	327	0.2	0.3	6.137	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	751	188	718	1781	0.422	750	1196	0.5	0.7	3.489	A
B - A4303 E	1191	298	493	2275	0.524	1190	975	0.7	1.1	3.312	A
C - A5 S	884	221	979	1490	0.594	882	705	0.8	1.4	5.897	A
D - B4027 S	467	117	1651	848	0.550	465	209	0.6	1.2	9.331	A
E - Coal Pit Lane W	199	50	1716	630	0.317	199	400	0.3	0.5	8.339	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	751	188	721	1779	0.422	751	1199	0.7	0.7	3.499	A
B - A4303 E	1191	298	494	2275	0.524	1191	978	1.1	1.1	3.321	A
C - A5 S	884	221	980	1489	0.594	884	706	1.4	1.4	5.950	A
D - B4027 S	467	117	1655	847	0.551	467	209	1.2	1.2	9.472	A
E - Coal Pit Lane W	199	50	1721	628	0.317	199	401	0.5	0.5	8.402	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	613	153	592	1847	0.332	614	982	0.7	0.5	2.921	A
B - A4303 E	973	243	405	2329	0.418	974	801	1.1	0.7	2.658	A
C - A5 S	722	180	801	1578	0.457	724	577	1.4	0.9	4.227	A
D - B4027 S	381	95	1355	980	0.389	383	171	1.2	0.6	6.059	A
E - Coal Pit Lane W	163	41	1410	746	0.218	163	328	0.5	0.3	6.187	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	513	128	494	1898	0.271	514	821	0.5	0.4	2.603	A
B - A4303 E	815	204	338	2370	0.344	815	670	0.7	0.5	2.318	A
C - A5 S	605	151	671	1643	0.368	606	483	0.9	0.6	3.471	A
D - B4027 S	319	80	1133	1078	0.296	320	143	0.6	0.4	4.753	A
E - Coal Pit Lane W	136	34	1179	834	0.163	137	274	0.3	0.2	5.162	A

WoD 2026, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A5 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J48	A5 / B4027 / Coal Pit lane	Standard Roundabout		A, B, C, D, E	14.43	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-3	E - Coal Pit Lane W	14.43	B

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
D3	WoD 2026	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A5 N		ONE HOUR	✓	1143	100.000
B - A4303 E		ONE HOUR	✓	1350	100.000
C - A5 S		ONE HOUR	✓	851	100.000
D - B4027 S		ONE HOUR	✓	432	100.000
E - Coal Pit Lane W		ONE HOUR	✓	442	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
From	A - A5 N	22	640	428	49	4
	B - A4303 E	533	2	321	340	154
	C - A5 S	382	394	0	18	57
	D - B4027 S	59	351	17	0	5
	E - Coal Pit Lane W	12	310	116	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
	A - A5 N	0	0	0	0	0
	B - A4303 E	0	0	0	0	0
	C - A5 S	0	0	0	0	0
	D - B4027 S	0	0	0	0	0
	E - Coal Pit Lane W	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 N	0.86	16.58	5.5	C	1049	1573
B - A4303 E	0.69	5.44	2.2	A	1239	1858
C - A5 S	0.68	8.32	2.1	A	781	1171
D - B4027 S	0.58	10.30	1.3	B	396	595
E - Coal Pit Lane W	0.89	52.15	6.6	F	406	608

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	861	215	893	1689	0.509	856	756	0.0	1.0	4.303	A
B - A4303 E	1016	254	479	2284	0.445	1013	1271	0.0	0.8	2.825	A
C - A5 S	641	160	831	1563	0.410	638	661	0.0	0.7	3.879	A
D - B4027 S	325	81	1161	1066	0.305	323	308	0.0	0.4	4.839	A
E - Coal Pit Lane W	333	83	1319	781	0.426	330	165	0.0	0.7	7.936	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1028	257	1069	1597	0.643	1025	905	1.0	1.8	6.258	A
B - A4303 E	1214	303	573	2227	0.545	1212	1521	0.8	1.2	3.543	A
C - A5 S	765	191	995	1482	0.516	764	791	0.7	1.1	5.003	A
D - B4027 S	388	97	1389	964	0.403	387	369	0.4	0.7	6.228	A
E - Coal Pit Lane W	397	99	1579	682	0.583	395	197	0.7	1.4	12.445	B

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1258	315	1294	1479	0.851	1245	1105	1.8	5.1	14.598	B
B - A4303 E	1486	372	694	2154	0.690	1482	1845	1.2	2.2	5.331	A
C - A5 S	937	234	1216	1371	0.683	933	961	1.1	2.1	8.133	A
D - B4027 S	476	119	1698	827	0.575	473	451	0.7	1.3	10.084	B
E - Coal Pit Lane W	487	122	1930	548	0.888	470	241	1.4	5.6	39.584	E

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1258	315	1311	1471	0.856	1257	1110	5.1	5.5	16.582	C
B - A4303 E	1486	372	703	2148	0.692	1486	1865	2.2	2.2	5.436	A
C - A5 S	937	234	1220	1369	0.684	937	969	2.1	2.1	8.315	A
D - B4027 S	476	119	1704	825	0.577	476	452	1.3	1.3	10.304	B
E - Coal Pit Lane W	487	122	1937	545	0.893	483	242	5.6	6.6	52.151	F

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1028	257	1097	1582	0.649	1042	911	5.5	1.9	6.840	A
B - A4303 E	1214	303	587	2218	0.547	1218	1552	2.2	1.2	3.610	A
C - A5 S	765	191	1000	1479	0.517	769	805	2.1	1.1	5.103	A
D - B4027 S	388	97	1398	961	0.404	391	371	1.3	0.7	6.347	A
E - Coal Pit Lane W	397	99	1590	677	0.587	418	199	6.6	1.5	14.880	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	861	215	903	1684	0.511	864	760	1.9	1.1	4.409	A
B - A4303 E	1016	254	484	2281	0.446	1018	1283	1.2	0.8	2.853	A
C - A5 S	641	160	836	1561	0.410	642	666	1.1	0.7	3.924	A
D - B4027 S	325	81	1168	1063	0.306	326	310	0.7	0.4	4.893	A
E - Coal Pit Lane W	333	83	1328	777	0.428	336	166	1.5	0.8	8.201	A

WoD 2026, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A5 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J48	A5 / B4027 / Coal Pit lane	Standard Roundabout		A, B, C, D, E	7.07	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	9	D - B4027 S	7.07	A

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
D4	WoD 2026	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A5 N		ONE HOUR	✓	857	100.000
B - A4303 E		ONE HOUR	✓	1344	100.000
C - A5 S		ONE HOUR	✓	797	100.000
D - B4027 S		ONE HOUR	✓	496	100.000
E - Coal Pit Lane W		ONE HOUR	✓	176	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
From	A - A5 N	18	505	295	36	3
	B - A4303 E	586	1	230	249	278
	C - A5 S	452	181	0	21	143
	D - B4027 S	82	380	21	0	13
	E - Coal Pit Lane W	2	126	42	5	1

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
	A - A5 N	0	0	0	0	0
	B - A4303 E	0	0	0	0	0
	C - A5 S	0	0	0	0	0
	D - B4027 S	0	0	0	0	0
	E - Coal Pit Lane W	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 N	0.55	4.63	1.2	A	786	1180
B - A4303 E	0.65	4.42	1.8	A	1233	1850
C - A5 S	0.66	7.93	1.9	A	731	1097
D - B4027 S	0.71	16.11	2.4	C	455	683
E - Coal Pit Lane W	0.35	9.78	0.5	A	162	242

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	645	161	567	1860	0.347	643	855	0.0	0.5	2.953	A
B - A4303 E	1012	253	316	2383	0.425	1009	894	0.0	0.7	2.613	A
C - A5 S	600	150	884	1537	0.390	597	441	0.0	0.6	3.821	A
D - B4027 S	373	93	1248	1027	0.363	371	233	0.0	0.6	5.467	A
E - Coal Pit Lane W	133	33	1290	792	0.167	132	329	0.0	0.2	5.447	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	770	193	679	1801	0.428	770	1023	0.5	0.7	3.485	A
B - A4303 E	1208	302	378	2346	0.515	1207	1070	0.7	1.1	3.159	A
C - A5 S	716	179	1057	1451	0.494	715	528	0.6	1.0	4.886	A
D - B4027 S	446	111	1493	919	0.485	444	279	0.6	0.9	7.571	A
E - Coal Pit Lane W	158	40	1544	695	0.228	158	393	0.2	0.3	6.697	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	944	236	827	1724	0.547	942	1251	0.7	1.2	4.594	A
B - A4303 E	1480	370	462	2294	0.645	1477	1307	1.1	1.8	4.387	A
C - A5 S	878	219	1293	1333	0.658	874	646	1.0	1.9	7.784	A
D - B4027 S	546	137	1825	771	0.708	541	342	0.9	2.3	15.288	C
E - Coal Pit Lane W	194	48	1885	565	0.343	193	481	0.3	0.5	9.649	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	944	236	833	1721	0.548	944	1255	1.2	1.2	4.632	A
B - A4303 E	1480	370	463	2294	0.645	1480	1313	1.8	1.8	4.422	A
C - A5 S	878	219	1296	1331	0.659	877	647	1.9	1.9	7.926	A
D - B4027 S	546	137	1831	768	0.711	546	342	2.3	2.4	16.110	C
E - Coal Pit Lane W	194	48	1894	562	0.345	194	482	0.5	0.5	9.785	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	770	193	687	1797	0.429	772	1029	1.2	0.8	3.520	A
B - A4303 E	1208	302	380	2345	0.515	1211	1079	1.8	1.1	3.186	A
C - A5 S	716	179	1061	1449	0.495	720	530	1.9	1.0	4.965	A
D - B4027 S	446	111	1501	915	0.487	452	280	2.4	1.0	7.856	A
E - Coal Pit Lane W	158	40	1557	690	0.229	159	395	0.5	0.3	6.789	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	645	161	572	1857	0.347	646	860	0.8	0.5	2.975	A
B - A4303 E	1012	253	317	2382	0.425	1013	900	1.1	0.7	2.631	A
C - A5 S	600	150	887	1535	0.391	601	443	1.0	0.6	3.860	A
D - B4027 S	373	93	1254	1024	0.364	375	234	1.0	0.6	5.557	A
E - Coal Pit Lane W	133	33	1299	788	0.168	133	330	0.3	0.2	5.494	A

WoDWS 2026, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A5 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J48	A5 / B4027 / Coal Pit lane	Standard Roundabout		A, B, C, D, E	14.95	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-3	E - Coal Pit Lane W	14.95	B

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
D5	WoDWS 2026	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A5 N		ONE HOUR	✓	1176	100.000
B - A4303 E		ONE HOUR	✓	1362	100.000
C - A5 S		ONE HOUR	✓	841	100.000
D - B4027 S		ONE HOUR	✓	431	100.000
E - Coal Pit Lane W		ONE HOUR	✓	437	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
From	A - A5 N	23	672	428	49	4
	B - A4303 E	545	2	321	340	154
	C - A5 S	376	392	0	17	56
	D - B4027 S	57	352	17	0	5
	E - Coal Pit Lane W	12	310	111	4	0

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W	
A - A5 N	0	0	0	0	0	0
B - A4303 E	0	0	0	0	0	0
C - A5 S	0	0	0	0	0	0
D - B4027 S	0	0	0	0	0	0
E - Coal Pit Lane W	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 N	0.88	19.34	6.6	C	1079	1619
B - A4303 E	0.70	5.52	2.3	A	1250	1875
C - A5 S	0.68	8.24	2.1	A	772	1158
D - B4027 S	0.58	10.33	1.3	B	395	593
E - Coal Pit Lane W	0.89	50.00	6.2	E	401	601

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	885	221	889	1691	0.523	881	760	0.0	1.1	4.418	A
B - A4303 E	1025	256	476	2286	0.449	1022	1294	0.0	0.8	2.841	A
C - A5 S	633	158	841	1558	0.406	630	657	0.0	0.7	3.869	A
D - B4027 S	324	81	1164	1065	0.305	323	308	0.0	0.4	4.843	A
E - Coal Pit Lane W	329	82	1322	779	0.422	326	164	0.0	0.7	7.893	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1057	264	1064	1600	0.661	1054	909	1.1	1.9	6.558	A
B - A4303 E	1224	306	570	2229	0.549	1223	1548	0.8	1.2	3.570	A
C - A5 S	756	189	1006	1476	0.512	755	786	0.7	1.0	4.981	A
D - B4027 S	387	97	1393	963	0.402	387	368	0.4	0.7	6.235	A
E - Coal Pit Lane W	393	98	1583	680	0.578	390	197	0.7	1.3	12.317	B

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1295	324	1288	1482	0.874	1278	1111	1.9	6.0	16.476	C
B - A4303 E	1500	375	689	2157	0.695	1495	1878	1.2	2.2	5.411	A
C - A5 S	926	231	1230	1364	0.679	922	954	1.0	2.1	8.063	A
D - B4027 S	475	119	1702	826	0.575	472	449	0.7	1.3	10.107	B
E - Coal Pit Lane W	481	120	1934	547	0.880	465	240	1.3	5.3	38.484	E

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1295	324	1304	1474	0.879	1292	1115	6.0	6.6	19.341	C
B - A4303 E	1500	375	698	2151	0.697	1499	1899	2.2	2.3	5.523	A
C - A5 S	926	231	1234	1362	0.680	926	964	2.1	2.1	8.243	A
D - B4027 S	475	119	1709	823	0.577	474	451	1.3	1.3	10.327	B
E - Coal Pit Lane W	481	120	1942	544	0.885	478	241	5.3	6.2	49.997	E

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1057	264	1091	1586	0.667	1075	915	6.6	2.0	7.298	A
B - A4303 E	1224	306	585	2220	0.552	1229	1581	2.3	1.2	3.647	A
C - A5 S	756	189	1012	1473	0.513	760	801	2.1	1.1	5.078	A
D - B4027 S	387	97	1402	959	0.404	390	371	1.3	0.7	6.356	A
E - Coal Pit Lane W	393	98	1594	676	0.581	412	198	6.2	1.4	14.559	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	885	221	899	1686	0.525	889	764	2.0	1.1	4.537	A
B - A4303 E	1025	256	481	2283	0.449	1027	1306	1.2	0.8	2.872	A
C - A5 S	633	158	845	1556	0.407	635	663	1.1	0.7	3.912	A
D - B4027 S	324	81	1171	1061	0.306	325	309	0.7	0.4	4.896	A
E - Coal Pit Lane W	329	82	1331	776	0.424	332	165	1.4	0.7	8.151	A

WoDWS 2026, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A5 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J48	A5 / B4027 / Coal Pit lane	Standard Roundabout		A, B, C, D, E	7.15	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	9	D - B4027 S	7.15	A

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
D6	WoDWS 2026	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A5 N		ONE HOUR	✓	884	100.000
B - A4303 E		ONE HOUR	✓	1354	100.000
C - A5 S		ONE HOUR	✓	804	100.000
D - B4027 S		ONE HOUR	✓	487	100.000
E - Coal Pit Lane W		ONE HOUR	✓	175	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
From	A - A5 N	18	519	307	37	3
	B - A4303 E	602	1	226	250	275
	C - A5 S	461	177	0	23	143
	D - B4027 S	82	372	21	0	12
	E - Coal Pit Lane W	2	125	42	5	1

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
	A - A5 N	0	0	0	0	0
	B - A4303 E	0	0	0	0	0
	C - A5 S	0	0	0	0	0
	D - B4027 S	0	0	0	0	0
	E - Coal Pit Lane W	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 N	0.56	4.77	1.3	A	811	1217
B - A4303 E	0.65	4.53	1.9	A	1242	1864
C - A5 S	0.67	8.21	2.0	A	738	1107
D - B4027 S	0.71	16.03	2.3	C	447	670
E - Coal Pit Lane W	0.35	9.90	0.5	A	161	241

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	666	166	557	1865	0.357	663	874	0.0	0.6	2.990	A
B - A4303 E	1019	255	326	2377	0.429	1016	895	0.0	0.7	2.639	A
C - A5 S	605	151	895	1532	0.395	603	447	0.0	0.6	3.865	A
D - B4027 S	367	92	1261	1021	0.359	364	236	0.0	0.6	5.460	A
E - Coal Pit Lane W	132	33	1300	788	0.167	131	326	0.0	0.2	5.471	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	795	199	667	1808	0.440	794	1046	0.6	0.8	3.547	A
B - A4303 E	1217	304	390	2339	0.521	1216	1071	0.7	1.1	3.202	A
C - A5 S	723	181	1070	1444	0.501	721	535	0.6	1.0	4.974	A
D - B4027 S	438	109	1509	911	0.480	436	283	0.6	0.9	7.556	A
E - Coal Pit Lane W	157	39	1556	691	0.228	157	390	0.2	0.3	6.742	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	973	243	813	1731	0.562	971	1278	0.8	1.3	4.726	A
B - A4303 E	1491	373	477	2286	0.652	1488	1308	1.1	1.8	4.494	A
C - A5 S	885	221	1310	1324	0.668	881	655	1.0	2.0	8.053	A
D - B4027 S	536	134	1845	762	0.704	531	346	0.9	2.2	15.223	C
E - Coal Pit Lane W	193	48	1899	560	0.344	192	476	0.3	0.5	9.760	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	973	243	819	1728	0.563	973	1283	1.3	1.3	4.769	A
B - A4303 E	1491	373	478	2285	0.652	1491	1314	1.8	1.9	4.532	A
C - A5 S	885	221	1312	1323	0.669	885	656	2.0	2.0	8.213	A
D - B4027 S	536	134	1851	760	0.706	536	347	2.2	2.3	16.032	C
E - Coal Pit Lane W	193	48	1909	556	0.346	193	478	0.5	0.5	9.902	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	795	199	675	1803	0.441	797	1052	1.3	0.8	3.584	A
B - A4303 E	1217	304	391	2337	0.521	1220	1080	1.9	1.1	3.230	A
C - A5 S	723	181	1074	1442	0.501	727	537	2.0	1.0	5.059	A
D - B4027 S	438	109	1517	908	0.482	443	284	2.3	0.9	7.839	A
E - Coal Pit Lane W	157	39	1569	686	0.229	158	392	0.5	0.3	6.838	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	666	166	562	1863	0.357	666	879	0.8	0.6	3.013	A
B - A4303 E	1019	255	327	2376	0.429	1021	901	1.1	0.8	2.657	A
C - A5 S	605	151	899	1530	0.396	607	449	1.0	0.7	3.907	A
D - B4027 S	367	92	1268	1018	0.360	368	237	0.9	0.6	5.548	A
E - Coal Pit Lane W	132	33	1309	785	0.168	132	327	0.3	0.2	5.519	A

WD 2026, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A5 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J48	A5 / B4027 / Coal Pit lane	Standard Roundabout		A, B, C, D, E	25.57	D

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-9	E - Coal Pit Lane W	25.57	D

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
D7	WD 2026	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A5 N		ONE HOUR	✓	1213	100.000
B - A4303 E		ONE HOUR	✓	1427	100.000
C - A5 S		ONE HOUR	✓	898	100.000
D - B4027 S		ONE HOUR	✓	464	100.000
E - Coal Pit Lane W		ONE HOUR	✓	447	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
From	A - A5 N	29	687	450	44	3
	B - A4303 E	594	2	330	346	155
	C - A5 S	440	391	0	16	51
	D - B4027 S	60	383	16	0	5
	E - Coal Pit Lane W	12	326	106	3	0

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W	
A - A5 N	0	0	0	0	0	0
B - A4303 E	0	0	0	0	0	0
C - A5 S	0	0	0	0	0	0
D - B4027 S	0	0	0	0	0	0
E - Coal Pit Lane W	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 N	0.91	25.68	8.9	D	1113	1670
B - A4303 E	0.73	6.27	2.7	A	1309	1964
C - A5 S	0.74	10.45	2.8	B	824	1236
D - B4027 S	0.67	13.98	1.9	B	426	639
E - Coal Pit Lane W	1.02	129.31	18.0	F	410	615

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	913	228	917	1676	0.545	908	851	0.0	1.2	4.659	A
B - A4303 E	1074	269	487	2279	0.471	1071	1339	0.0	0.9	2.970	A
C - A5 S	676	169	882	1538	0.440	673	676	0.0	0.8	4.148	A
D - B4027 S	349	87	1248	1027	0.340	347	307	0.0	0.5	5.280	A
E - Coal Pit Lane W	337	84	1435	736	0.457	333	161	0.0	0.8	8.858	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1090	273	1098	1582	0.689	1087	1018	1.2	2.2	7.208	A
B - A4303 E	1283	321	583	2221	0.578	1281	1602	0.9	1.4	3.820	A
C - A5 S	807	202	1055	1451	0.556	805	808	0.8	1.2	5.558	A
D - B4027 S	417	104	1494	918	0.454	416	367	0.5	0.8	7.152	A
E - Coal Pit Lane W	402	100	1718	629	0.639	398	192	0.8	1.7	15.390	C

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1336	334	1306	1473	0.907	1313	1242	2.2	7.8	20.175	C
B - A4303 E	1571	393	697	2152	0.730	1566	1922	1.4	2.6	6.093	A
C - A5 S	989	247	1289	1335	0.741	983	974	1.2	2.7	10.059	B
D - B4027 S	511	128	1824	772	0.662	507	448	0.8	1.9	13.382	B
E - Coal Pit Lane W	492	123	2096	485	1.015	452	235	1.7	11.8	72.783	F

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1336	334	1326	1462	0.913	1331	1249	7.8	8.9	25.677	D
B - A4303 E	1571	393	709	2145	0.733	1571	1948	2.6	2.7	6.268	A
C - A5 S	989	247	1294	1332	0.742	988	985	2.7	2.8	10.452	B
D - B4027 S	511	128	1833	768	0.666	511	450	1.9	1.9	13.975	B
E - Coal Pit Lane W	492	123	2108	480	1.025	467	236	11.8	18.0	129.315	F

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1090	273	1172	1543	0.707	1116	1028	8.9	2.5	8.919	A
B - A4303 E	1283	321	612	2203	0.582	1288	1676	2.7	1.4	3.956	A
C - A5 S	807	202	1063	1447	0.558	813	837	2.8	1.3	5.730	A
D - B4027 S	417	104	1506	913	0.457	421	370	1.9	0.9	7.394	A
E - Coal Pit Lane W	402	100	1734	623	0.645	466	193	18.0	1.9	31.976	D

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	913	228	930	1670	0.547	918	857	2.5	1.2	4.820	A
B - A4303 E	1074	269	493	2275	0.472	1076	1355	1.4	0.9	3.008	A
C - A5 S	676	169	887	1535	0.440	678	682	1.3	0.8	4.210	A
D - B4027 S	349	87	1257	1023	0.341	351	309	0.9	0.5	5.363	A
E - Coal Pit Lane W	337	84	1446	732	0.459	341	161	1.9	0.9	9.291	A

WD 2026, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A5 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J48	A5 / B4027 / Coal Pit lane	Standard Roundabout		A, B, C, D, E	8.16	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	7	D - B4027 S	8.16	A

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
D8	WD 2026	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A5 N		ONE HOUR	✓	1020	100.000
B - A4303 E		ONE HOUR	✓	1335	100.000
C - A5 S		ONE HOUR	✓	869	100.000
D - B4027 S		ONE HOUR	✓	486	100.000
E - Coal Pit Lane W		ONE HOUR	✓	181	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
From	A - A5 N	31	593	352	41	3
	B - A4303 E	594	2	212	255	272
	C - A5 S	530	166	0	32	141
	D - B4027 S	82	372	19	0	13
	E - Coal Pit Lane W	2	133	39	6	1

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
	A - A5 N	0	0	0	0	0
	B - A4303 E	0	0	0	0	0
	C - A5 S	0	0	0	0	0
	D - B4027 S	0	0	0	0	0
	E - Coal Pit Lane W	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 N	0.65	5.91	1.8	A	936	1404
B - A4303 E	0.65	4.64	1.9	A	1225	1838
C - A5 S	0.73	10.00	2.6	B	797	1196
D - B4027 S	0.73	18.25	2.6	C	446	669
E - Coal Pit Lane W	0.38	10.87	0.6	B	166	249

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	768	192	552	1868	0.411	765	929	0.0	0.7	3.257	A
B - A4303 E	1005	251	369	2351	0.427	1002	949	0.0	0.7	2.663	A
C - A5 S	654	164	904	1527	0.429	651	467	0.0	0.7	4.098	A
D - B4027 S	366	91	1305	1002	0.365	364	251	0.0	0.6	5.619	A
E - Coal Pit Lane W	136	34	1346	770	0.177	135	323	0.0	0.2	5.662	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	917	229	661	1810	0.506	916	1112	0.7	1.0	4.017	A
B - A4303 E	1200	300	442	2307	0.520	1199	1136	0.7	1.1	3.244	A
C - A5 S	781	195	1082	1438	0.543	779	558	0.7	1.2	5.452	A
D - B4027 S	437	109	1562	888	0.492	435	300	0.6	1.0	7.927	A
E - Coal Pit Lane W	163	41	1611	670	0.243	162	386	0.2	0.3	7.091	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1123	281	805	1735	0.647	1120	1358	1.0	1.8	5.821	A
B - A4303 E	1470	367	540	2247	0.654	1467	1385	1.1	1.9	4.594	A
C - A5 S	957	239	1324	1317	0.726	951	683	1.2	2.6	9.688	A
D - B4027 S	535	134	1908	734	0.729	529	367	1.0	2.5	17.048	C
E - Coal Pit Lane W	199	50	1965	535	0.373	198	472	0.3	0.6	10.670	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1123	281	812	1732	0.649	1123	1364	1.8	1.8	5.912	A
B - A4303 E	1470	367	542	2246	0.654	1470	1393	1.9	1.9	4.636	A
C - A5 S	957	239	1327	1316	0.727	957	685	2.6	2.6	10.000	B
D - B4027 S	535	134	1916	731	0.732	535	368	2.5	2.6	18.248	C
E - Coal Pit Lane W	199	50	1977	530	0.376	199	473	0.6	0.6	10.873	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	917	229	671	1806	0.508	920	1120	1.8	1.0	4.081	A
B - A4303 E	1200	300	444	2305	0.521	1203	1147	1.9	1.1	3.274	A
C - A5 S	781	195	1086	1436	0.544	787	561	2.6	1.2	5.593	A
D - B4027 S	437	109	1572	883	0.495	443	301	2.6	1.0	8.297	A
E - Coal Pit Lane W	163	41	1627	663	0.245	164	388	0.6	0.3	7.221	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	768	192	558	1865	0.412	769	935	1.0	0.7	3.289	A
B - A4303 E	1005	251	371	2350	0.428	1006	956	1.1	0.8	2.682	A
C - A5 S	654	164	908	1525	0.429	656	469	1.2	0.8	4.154	A
D - B4027 S	366	91	1313	999	0.366	368	252	1.0	0.6	5.719	A
E - Coal Pit Lane W	136	34	1356	767	0.178	137	324	0.3	0.2	5.719	A

WoD 2036, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A5 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J48	A5 / B4027 / Coal Pit lane	Standard Roundabout		A, B, C, D, E	95.34	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-21	E - Coal Pit Lane W	95.34	F

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
D9	WoD 2036	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A5 N		ONE HOUR	✓	1155	100.000
B - A4303 E		ONE HOUR	✓	1452	100.000
C - A5 S		ONE HOUR	✓	969	100.000
D - B4027 S		ONE HOUR	✓	616	100.000
E - Coal Pit Lane W		ONE HOUR	✓	541	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
From	A - A5 N	28	687	383	53	4
	B - A4303 E	625	2	288	361	176
	C - A5 S	459	421	0	20	69
	D - B4027 S	93	495	21	0	7
	E - Coal Pit Lane W	17	397	122	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
	A - A5 N	0	0	0	0	0
	B - A4303 E	0	0	0	0	0
	C - A5 S	0	0	0	0	0
	D - B4027 S	0	0	0	0	0
	E - Coal Pit Lane W	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 N	0.89	22.42	7.5	C	1060	1590
B - A4303 E	0.73	6.04	2.7	A	1332	1999
C - A5 S	0.83	15.91	4.5	C	889	1334
D - B4027 S	0.96	64.98	11.7	F	565	848
E - Coal Pit Lane W	1.53	667.51	106.8	F	496	745

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	870	217	1091	1585	0.548	865	916	0.0	1.2	4.963	A
B - A4303 E	1093	273	460	2296	0.476	1090	1496	0.0	0.9	2.976	A
C - A5 S	730	182	941	1509	0.484	726	609	0.0	0.9	4.578	A
D - B4027 S	464	116	1337	988	0.470	460	329	0.0	0.9	6.783	A
E - Coal Pit Lane W	407	102	1606	672	0.606	401	192	0.0	1.5	13.053	B

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1038	260	1296	1478	0.702	1034	1095	1.2	2.3	8.022	A
B - A4303 E	1305	326	548	2242	0.582	1303	1782	0.9	1.4	3.827	A
C - A5 S	871	218	1125	1416	0.615	869	726	0.9	1.6	6.538	A
D - B4027 S	554	138	1600	871	0.636	551	394	0.9	1.7	11.122	B
E - Coal Pit Lane W	486	122	1921	552	0.882	471	230	1.5	5.4	38.790	E

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1272	318	1390	1429	0.890	1254	1327	2.3	6.8	18.842	C
B - A4303 E	1599	400	623	2197	0.728	1594	2020	1.4	2.6	5.924	A
C - A5 S	1067	267	1374	1293	0.825	1056	844	1.6	4.3	14.577	B
D - B4027 S	678	170	1950	715	0.948	649	479	1.7	8.9	42.896	E
E - Coal Pit Lane W	596	149	2319	400	1.490	397	280	5.4	55.0	294.915	F

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1272	318	1400	1424	0.893	1269	1337	6.8	7.5	22.423	C
B - A4303 E	1599	400	628	2194	0.729	1599	2041	2.6	2.7	6.044	A
C - A5 S	1067	267	1378	1290	0.827	1066	848	4.3	4.5	15.913	C
D - B4027 S	678	170	1963	710	0.956	667	481	8.9	11.7	64.984	F
E - Coal Pit Lane W	596	149	2349	388	1.533	388	282	55.0	106.8	667.506	F

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1038	260	1390	1429	0.727	1057	1114	7.5	2.8	10.138	B
B - A4303 E	1305	326	572	2228	0.586	1310	1875	2.7	1.4	3.943	A
C - A5 S	871	218	1133	1413	0.617	883	749	4.5	1.6	6.936	A
D - B4027 S	554	138	1618	863	0.642	593	397	11.7	1.9	15.196	C
E - Coal Pit Lane W	486	122	1979	529	0.919	524	232	106.8	97.3	646.795	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	870	217	1349	1450	0.600	874	931	2.8	1.5	6.304	A
B - A4303 E	1093	273	525	2256	0.484	1095	1699	1.4	0.9	3.106	A
C - A5 S	730	182	948	1505	0.485	732	672	1.6	1.0	4.675	A
D - B4027 S	464	116	1347	983	0.472	468	334	1.9	0.9	7.030	A
E - Coal Pit Lane W	407	102	1621	666	0.612	659	193	97.3	34.5	363.933	F

WoD 2036, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A5 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J48	A5 / B4027 / Coal Pit lane	Standard Roundabout		A, B, C, D, E	12.43	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	1	D - B4027 S	12.43	B

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
D10	WoD 2036	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A5 N		ONE HOUR	✓	1081	100.000
B - A4303 E		ONE HOUR	✓	1657	100.000
C - A5 S		ONE HOUR	✓	767	100.000
D - B4027 S		ONE HOUR	✓	536	100.000
E - Coal Pit Lane W		ONE HOUR	✓	208	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
From	A - A5 N	26	606	372	74	3
	B - A4303 E	708	2	202	415	330
	C - A5 S	428	165	0	33	141
	D - B4027 S	108	389	22	0	17
	E - Coal Pit Lane W	3	141	53	10	1

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
	A - A5 N	0	0	0	0	0
	B - A4303 E	0	0	0	0	0
	C - A5 S	0	0	0	0	0
	D - B4027 S	0	0	0	0	0
	E - Coal Pit Lane W	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 N	0.70	6.97	2.3	A	992	1488
B - A4303 E	0.83	9.53	4.7	A	1520	2281
C - A5 S	0.76	13.18	3.0	B	704	1056
D - B4027 S	0.84	31.18	4.8	D	492	738
E - Coal Pit Lane W	0.45	12.84	0.8	B	191	286

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	814	203	586	1850	0.440	811	954	0.0	0.8	3.454	A
B - A4303 E	1247	312	421	2320	0.538	1243	976	0.0	1.2	3.330	A
C - A5 S	577	144	1177	1391	0.415	575	487	0.0	0.7	4.396	A
D - B4027 S	404	101	1352	981	0.411	401	399	0.0	0.7	6.167	A
E - Coal Pit Lane W	157	39	1384	756	0.207	156	369	0.0	0.3	5.988	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	972	243	701	1790	0.543	970	1142	0.8	1.2	4.386	A
B - A4303 E	1490	372	503	2269	0.656	1487	1168	1.2	1.9	4.581	A
C - A5 S	690	172	1408	1275	0.541	688	582	0.7	1.2	6.106	A
D - B4027 S	482	120	1618	863	0.558	480	477	0.7	1.2	9.340	A
E - Coal Pit Lane W	187	47	1657	652	0.287	186	441	0.3	0.4	7.719	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1190	298	850	1712	0.695	1186	1391	1.2	2.2	6.791	A
B - A4303 E	1824	456	615	2202	0.829	1814	1421	1.9	4.6	9.035	A
C - A5 S	844	211	1718	1121	0.753	838	711	1.2	2.9	12.415	B
D - B4027 S	590	148	1973	705	0.837	578	582	1.2	4.3	26.040	D
E - Coal Pit Lane W	229	57	2013	517	0.443	227	538	0.4	0.8	12.388	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1190	298	860	1706	0.698	1190	1401	2.2	2.3	6.969	A
B - A4303 E	1824	456	617	2200	0.829	1824	1433	4.6	4.7	9.530	A
C - A5 S	844	211	1727	1116	0.757	844	714	2.9	3.0	13.178	B
D - B4027 S	590	148	1985	700	0.843	588	586	4.3	4.8	31.177	D
E - Coal Pit Lane W	229	57	2032	509	0.450	229	541	0.8	0.8	12.839	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	972	243	718	1781	0.546	976	1156	2.3	1.2	4.494	A
B - A4303 E	1490	372	507	2267	0.657	1501	1186	4.7	1.9	4.764	A
C - A5 S	690	172	1421	1269	0.543	697	587	3.0	1.2	6.368	A
D - B4027 S	482	120	1636	855	0.564	496	482	4.8	1.3	10.392	B
E - Coal Pit Lane W	187	47	1685	641	0.292	189	446	0.8	0.4	7.978	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	814	203	592	1847	0.441	816	961	1.2	0.8	3.496	A
B - A4303 E	1247	312	423	2318	0.538	1251	985	1.9	1.2	3.383	A
C - A5 S	577	144	1184	1387	0.416	579	490	1.2	0.7	4.467	A
D - B4027 S	404	101	1362	977	0.413	406	402	1.3	0.7	6.334	A
E - Coal Pit Lane W	157	39	1397	751	0.208	157	371	0.4	0.3	6.065	A

WoDWS 2036, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A5 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J48	A5 / B4027 / Coal Pit lane	Standard Roundabout		A, B, C, D, E	89.30	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-20	E - Coal Pit Lane W	89.30	F

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
D11	WoDWS 2036	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A5 N		ONE HOUR	✓	1159	100.000
B - A4303 E		ONE HOUR	✓	1464	100.000
C - A5 S		ONE HOUR	✓	961	100.000
D - B4027 S		ONE HOUR	✓	606	100.000
E - Coal Pit Lane W		ONE HOUR	✓	530	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
From	A - A5 N	27	697	380	51	4
	B - A4303 E	638	2	293	356	175
	C - A5 S	453	423	0	18	67
	D - B4027 S	89	491	20	0	6
	E - Coal Pit Lane W	16	391	118	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
	A - A5 N	0	0	0	0	0
	B - A4303 E	0	0	0	0	0
	C - A5 S	0	0	0	0	0
	D - B4027 S	0	0	0	0	0
	E - Coal Pit Lane W	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 N	0.90	22.88	7.7	C	1064	1595
B - A4303 E	0.73	6.13	2.7	A	1343	2015
C - A5 S	0.82	15.48	4.4	C	882	1323
D - B4027 S	0.94	59.71	10.4	F	556	834
E - Coal Pit Lane W	1.50	632.00	100.6	F	486	730

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	873	218	1082	1590	0.549	868	917	0.0	1.2	4.949	A
B - A4303 E	1102	276	452	2301	0.479	1099	1497	0.0	0.9	2.986	A
C - A5 S	723	181	944	1507	0.480	720	607	0.0	0.9	4.552	A
D - B4027 S	456	114	1341	986	0.463	453	323	0.0	0.8	6.754	A
E - Coal Pit Lane W	399	100	1605	672	0.594	393	189	0.0	1.4	12.686	B

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1042	260	1286	1483	0.702	1038	1096	1.2	2.3	7.999	A
B - A4303 E	1316	329	539	2248	0.585	1314	1785	0.9	1.4	3.848	A
C - A5 S	864	216	1129	1415	0.611	861	724	0.9	1.5	6.477	A
D - B4027 S	545	136	1605	869	0.627	542	386	0.8	1.6	10.898	B
E - Coal Pit Lane W	476	119	1920	552	0.864	463	226	1.4	4.9	35.960	E

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1276	319	1388	1430	0.892	1258	1329	2.3	6.9	19.111	C
B - A4303 E	1612	403	614	2202	0.732	1607	2031	1.4	2.7	5.997	A
C - A5 S	1058	265	1378	1290	0.820	1047	843	1.5	4.2	14.241	B
D - B4027 S	667	167	1956	713	0.936	641	469	1.6	8.2	40.587	E
E - Coal Pit Lane W	584	146	2321	399	1.462	396	276	4.9	51.7	278.123	F

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1276	319	1399	1424	0.896	1273	1339	6.9	7.7	22.879	C
B - A4303 E	1612	403	619	2199	0.733	1612	2053	2.7	2.7	6.125	A
C - A5 S	1058	265	1383	1288	0.822	1057	848	4.2	4.4	15.477	C
D - B4027 S	667	167	1969	707	0.943	658	471	8.2	10.4	59.715	F
E - Coal Pit Lane W	584	146	2350	388	1.503	388	277	51.7	100.6	631.998	F

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1042	260	1386	1431	0.728	1061	1114	7.7	2.8	10.213	B
B - A4303 E	1316	329	564	2232	0.590	1321	1883	2.7	1.5	3.971	A
C - A5 S	864	216	1137	1411	0.612	875	749	4.4	1.6	6.853	A
D - B4027 S	545	136	1623	861	0.633	579	389	10.4	1.8	14.269	B
E - Coal Pit Lane W	476	119	1973	532	0.896	526	228	100.6	88.2	601.460	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	873	218	1348	1451	0.601	878	931	2.8	1.5	6.327	A
B - A4303 E	1102	276	518	2261	0.488	1104	1707	1.5	1.0	3.117	A
C - A5 S	723	181	951	1503	0.481	726	670	1.6	0.9	4.650	A
D - B4027 S	456	114	1351	982	0.465	460	327	1.8	0.9	6.948	A
E - Coal Pit Lane W	399	100	1620	666	0.599	658	190	88.2	23.3	309.453	F

WoDWS 2036, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A5 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J48	A5 / B4027 / Coal Pit lane	Standard Roundabout		A, B, C, D, E	10.97	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	4	D - B4027 S	10.97	B

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
D12	WoDWS 2036	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A5 N		ONE HOUR	✓	1099	100.000
B - A4303 E		ONE HOUR	✓	1650	100.000
C - A5 S		ONE HOUR	✓	776	100.000
D - B4027 S		ONE HOUR	✓	489	100.000
E - Coal Pit Lane W		ONE HOUR	✓	198	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
From	A - A5 N	26	633	370	67	3
	B - A4303 E	713	2	212	398	325
	C - A5 S	433	173	0	32	138
	D - B4027 S	89	368	18	0	14
	E - Coal Pit Lane W	3	136	49	9	1

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
	A - A5 N	0	0	0	0	0
	B - A4303 E	0	0	0	0	0
	C - A5 S	0	0	0	0	0
	D - B4027 S	0	0	0	0	0
	E - Coal Pit Lane W	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 N	0.70	7.03	2.3	A	1008	1513
B - A4303 E	0.82	9.06	4.5	A	1514	2271
C - A5 S	0.76	13.00	3.0	B	712	1068
D - B4027 S	0.77	22.61	3.2	C	449	673
E - Coal Pit Lane W	0.42	11.93	0.7	B	182	273

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	827	207	566	1861	0.445	824	948	0.0	0.8	3.464	A
B - A4303 E	1242	311	407	2328	0.534	1238	983	0.0	1.1	3.289	A
C - A5 S	584	146	1158	1400	0.417	581	487	0.0	0.7	4.382	A
D - B4027 S	368	92	1360	978	0.377	366	379	0.0	0.6	5.863	A
E - Coal Pit Lane W	149	37	1365	763	0.195	148	361	0.0	0.2	5.845	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	988	247	677	1802	0.548	986	1134	0.8	1.2	4.404	A
B - A4303 E	1483	371	487	2279	0.651	1481	1176	1.1	1.8	4.490	A
C - A5 S	698	174	1385	1287	0.542	696	582	0.7	1.2	6.075	A
D - B4027 S	440	110	1627	859	0.512	438	454	0.6	1.0	8.514	A
E - Coal Pit Lane W	178	44	1634	661	0.269	178	431	0.2	0.4	7.438	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1210	303	823	1726	0.701	1206	1382	1.2	2.3	6.864	A
B - A4303 E	1817	454	595	2214	0.821	1807	1434	1.8	4.3	8.639	A
C - A5 S	854	214	1691	1134	0.753	847	711	1.2	2.9	12.268	B
D - B4027 S	538	135	1984	700	0.769	530	554	1.0	3.0	20.299	C
E - Coal Pit Lane W	218	55	1988	526	0.415	217	526	0.4	0.7	11.597	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1210	303	832	1721	0.703	1210	1391	2.3	2.3	7.033	A
B - A4303 E	1817	454	598	2212	0.821	1816	1444	4.3	4.5	9.064	A
C - A5 S	854	214	1700	1130	0.756	854	714	2.9	3.0	12.999	B
D - B4027 S	538	135	1997	695	0.775	538	557	3.0	3.2	22.614	C
E - Coal Pit Lane W	218	55	2005	520	0.420	218	529	0.7	0.7	11.928	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	988	247	689	1796	0.550	992	1146	2.3	1.2	4.504	A
B - A4303 E	1483	371	491	2277	0.651	1494	1191	4.5	1.9	4.654	A
C - A5 S	698	174	1397	1281	0.545	705	587	3.0	1.2	6.326	A
D - B4027 S	440	110	1644	851	0.516	448	458	3.2	1.1	9.112	A
E - Coal Pit Lane W	178	44	1656	652	0.273	179	436	0.7	0.4	7.632	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	827	207	572	1858	0.445	829	954	1.2	0.8	3.508	A
B - A4303 E	1242	311	410	2326	0.534	1245	991	1.9	1.2	3.340	A
C - A5 S	584	146	1165	1397	0.418	586	490	1.2	0.7	4.452	A
D - B4027 S	368	92	1369	973	0.378	370	382	1.1	0.6	5.987	A
E - Coal Pit Lane W	149	37	1376	759	0.196	150	363	0.4	0.2	5.915	A

WD 2036, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A5 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J48	A5 / B4027 / Coal Pit lane	Standard Roundabout		A, B, C, D, E	191.80	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-27	E - Coal Pit Lane W	191.80	F

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
D13	WD 2036	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A5 N		ONE HOUR	✓	1116	100.000
B - A4303 E		ONE HOUR	✓	1507	100.000
C - A5 S		ONE HOUR	✓	1016	100.000
D - B4027 S		ONE HOUR	✓	625	100.000
E - Coal Pit Lane W		ONE HOUR	✓	608	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
From	A - A5 N	30	643	398	42	3
	B - A4303 E	661	2	313	361	170
	C - A5 S	510	423	0	18	65
	D - B4027 S	93	503	22	0	7
	E - Coal Pit Lane W	18	447	137	6	0

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W	
A - A5 N	0	0	0	0	0	0
B - A4303 E	0	0	0	0	0	0
C - A5 S	0	0	0	0	0	0
D - B4027 S	0	0	0	0	0	0
E - Coal Pit Lane W	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 N	0.85	16.45	5.4	C	1024	1536
B - A4303 E	0.76	6.72	3.1	A	1383	2074
C - A5 S	0.87	21.59	6.4	C	932	1398
D - B4027 S	1.03	111.68	22.1	F	574	860
E - Coal Pit Lane W	1.89	1339.18	187.3	F	558	837

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	840	210	1146	1557	0.540	836	983	0.0	1.2	4.959	A
B - A4303 E	1135	284	476	2286	0.496	1131	1505	0.0	1.0	3.106	A
C - A5 S	765	191	956	1501	0.510	761	650	0.0	1.0	4.842	A
D - B4027 S	471	118	1397	961	0.490	467	320	0.0	0.9	7.228	A
E - Coal Pit Lane W	458	114	1680	643	0.712	449	184	0.0	2.3	17.745	C

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1003	251	1328	1462	0.686	999	1175	1.2	2.1	7.724	A
B - A4303 E	1355	339	559	2236	0.606	1353	1768	1.0	1.5	4.067	A
C - A5 S	913	228	1144	1407	0.649	910	768	1.0	1.8	7.196	A
D - B4027 S	562	140	1671	839	0.669	558	383	0.9	1.9	12.613	B
E - Coal Pit Lane W	547	137	2009	518	1.056	493	220	2.3	15.7	87.799	F

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1229	307	1354	1448	0.849	1217	1417	2.1	5.1	14.890	B
B - A4303 E	1659	415	625	2196	0.756	1653	1947	1.5	3.0	6.564	A
C - A5 S	1119	280	1395	1282	0.873	1102	883	1.8	5.9	18.599	C
D - B4027 S	688	172	2033	679	1.014	640	465	1.9	14.0	60.971	F
E - Coal Pit Lane W	669	167	2405	367	1.823	367	267	15.7	91.4	550.747	F

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1229	307	1363	1443	0.851	1227	1429	5.1	5.4	16.451	C
B - A4303 E	1659	415	627	2194	0.756	1659	1963	3.0	3.1	6.717	A
C - A5 S	1119	280	1400	1279	0.875	1117	885	5.9	6.4	21.589	C
D - B4027 S	688	172	2050	671	1.026	656	467	14.0	22.1	111.679	F
E - Coal Pit Lane W	669	167	2437	355	1.886	355	269	91.4	170.0	1339.176	F

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1003	251	1391	1428	0.702	1015	1201	5.4	2.4	8.949	A
B - A4303 E	1355	339	565	2232	0.607	1361	1841	3.1	1.6	4.161	A
C - A5 S	913	228	1151	1404	0.651	931	775	6.4	1.9	7.896	A
D - B4027 S	562	140	1697	828	0.679	641	385	22.1	2.2	27.309	D
E - Coal Pit Lane W	547	137	2115	478	1.145	477	223	170.0	187.3	1242.976	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	840	210	1335	1458	0.576	844	996	2.4	1.4	5.909	A
B - A4303 E	1135	284	523	2257	0.503	1137	1656	1.6	1.0	3.218	A
C - A5 S	765	191	964	1497	0.511	768	697	1.9	1.1	4.961	A
D - B4027 S	471	118	1408	956	0.492	476	324	2.2	1.0	7.564	A
E - Coal Pit Lane W	458	114	1699	636	0.720	633	185	187.3	143.5	941.982	F

WD 2036, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A5 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J48	A5 / B4027 / Coal Pit lane	Standard Roundabout		A, B, C, D, E	13.32	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	1	D - B4027 S	13.32	B

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
D14	WD 2036	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A5 N		ONE HOUR	✓	1170	100.000
B - A4303 E		ONE HOUR	✓	1634	100.000
C - A5 S		ONE HOUR	✓	825	100.000
D - B4027 S		ONE HOUR	✓	520	100.000
E - Coal Pit Lane W		ONE HOUR	✓	201	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
From	A - A5 N	36	660	388	83	3
	B - A4303 E	688	1	200	419	326
	C - A5 S	493	153	0	38	141
	D - B4027 S	112	369	21	0	18
	E - Coal Pit Lane W	3	135	51	11	1

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W	
A - A5 N	0	0	0	0	0	0
B - A4303 E	0	0	0	0	0	0
C - A5 S	0	0	0	0	0	0
D - B4027 S	0	0	0	0	0	0
E - Coal Pit Lane W	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 N	0.74	8.13	2.9	A	1074	1610
B - A4303 E	0.83	9.45	4.6	A	1499	2249
C - A5 S	0.81	17.03	4.1	C	757	1136
D - B4027 S	0.84	31.38	4.7	D	477	716
E - Coal Pit Lane W	0.44	12.96	0.8	B	184	277

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	881	220	555	1866	0.472	877	998	0.0	0.9	3.626	A
B - A4303 E	1230	308	445	2305	0.534	1226	987	0.0	1.1	3.323	A
C - A5 S	621	155	1176	1391	0.446	618	495	0.0	0.8	4.638	A
D - B4027 S	391	98	1381	968	0.404	389	413	0.0	0.7	6.184	A
E - Coal Pit Lane W	151	38	1403	749	0.202	150	367	0.0	0.3	6.006	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1052	263	664	1809	0.581	1050	1194	0.9	1.4	4.730	A
B - A4303 E	1469	367	533	2251	0.652	1466	1181	1.1	1.9	4.567	A
C - A5 S	742	185	1407	1276	0.581	739	592	0.8	1.4	6.681	A
D - B4027 S	467	117	1652	848	0.551	465	494	0.7	1.2	9.359	A
E - Coal Pit Lane W	181	45	1679	644	0.281	180	439	0.3	0.4	7.759	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1288	322	805	1736	0.742	1283	1453	1.4	2.8	7.849	A
B - A4303 E	1799	450	651	2180	0.825	1789	1437	1.9	4.5	8.964	A
C - A5 S	908	227	1717	1121	0.810	898	723	1.4	3.9	15.473	C
D - B4027 S	573	143	2012	688	0.832	560	603	1.2	4.2	26.097	D
E - Coal Pit Lane W	221	55	2038	507	0.437	220	534	0.4	0.8	12.476	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1288	322	815	1730	0.745	1288	1465	2.8	2.9	8.131	A
B - A4303 E	1799	450	654	2178	0.826	1799	1449	4.5	4.6	9.450	A
C - A5 S	908	227	1726	1117	0.813	907	726	3.9	4.1	17.035	C
D - B4027 S	573	143	2027	681	0.840	571	606	4.2	4.7	31.379	D
E - Coal Pit Lane W	221	55	2059	499	0.444	221	538	0.8	0.8	12.961	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1052	263	681	1800	0.584	1058	1212	2.9	1.4	4.884	A
B - A4303 E	1469	367	538	2249	0.653	1480	1201	4.6	1.9	4.745	A
C - A5 S	742	185	1420	1270	0.584	752	597	4.1	1.4	7.105	A
D - B4027 S	467	117	1673	838	0.558	481	499	4.7	1.3	10.440	B
E - Coal Pit Lane W	181	45	1710	632	0.286	182	444	0.8	0.4	8.033	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	881	220	561	1863	0.473	883	1006	1.4	0.9	3.680	A
B - A4303 E	1230	308	448	2303	0.534	1233	996	1.9	1.2	3.376	A
C - A5 S	621	155	1183	1387	0.448	624	498	1.4	0.8	4.728	A
D - B4027 S	391	98	1391	964	0.406	394	416	1.3	0.7	6.345	A
E - Coal Pit Lane W	151	38	1416	744	0.203	152	369	0.4	0.3	6.086	A

<h1>Junctions 10</h1>
<h2>ARCADY 10 - Roundabout Module</h2>
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Filename: 220729 A5 A4303 B4027 Coal Pit Ln (BWB Miti +) Test.j10

Path: X:\NTT\NTT2814_Hinckley Rail Freight Interchange\02. Project Delivery\01. WIP\Design and Calculations\T&I Planning\04 Junction Modelling\JTC 48 - A5 - A4303 - B4027 - Coal Pit Lane

Report generation date: 10/08/2022 09:51:03

-
- »2018, AM
 - »2018, PM
 - »2026 WoD, AM
 - »2026 WoD, PM
 - »2026 WoDWS, AM
 - »2026 WoDWS, PM
 - »2026 WD, AM
 - »2026 WD, PM
 - »2036 WoD, AM
 - »2036 WoD, PM
 - »2036 WoDWS, AM
 - »2036 WoDWS, PM
 - »2036 WD, AM
 - »2036 WD, PM

Summary of junction performance

		AM					PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2018												
A - A5 N	D1	2.2	6.05	0.69	A	27 % [A - A5 N]	D2	0.6	2.74	0.36	A	35 % [D - B4027 S]
B - A4303 E		1.2	3.79	0.55	A			1.1	3.23	0.52	A	
C - A5 S		1.2	4.92	0.55	A			1.3	5.23	0.56	A	
D - B4027 S		0.3	4.12	0.22	A			0.9	6.75	0.47	A	
E - Coal Pit Lane W		0.5	4.51	0.35	A			0.2	4.04	0.18	A	
2026 WoD												
A - A5 N	D3	2.6	7.67	0.73	A	19 % [A - A5 N]	D4	0.9	3.40	0.47	A	19 % [D - B4027 S]
B - A4303 E		2.1	5.21	0.68	A			1.7	4.26	0.64	A	
C - A5 S		1.8	7.03	0.65	A			1.6	6.76	0.62	A	
D - B4027 S		0.9	7.18	0.49	A			1.5	9.72	0.60	A	
E - Coal Pit Lane W		1.0	7.17	0.49	A			0.2	4.42	0.19	A	
2026 WoDWS												
A - A5 N	D5	2.9	8.24	0.75	A	17 % [A - A5 N]	D6	0.9	3.48	0.48	A	19 % [D - B4027 S]
B - A4303 E		2.2	5.29	0.69	A			1.8	4.36	0.64	A	
C - A5 S		1.8	6.98	0.64	A			1.7	6.97	0.63	A	
D - B4027 S		0.9	7.20	0.49	A			1.4	9.70	0.59	A	
E - Coal Pit Lane W		0.9	7.12	0.49	A			0.2	4.45	0.19	A	
2026 WD												
A - A5 N	D7	3.5	9.66	0.78	A	14 % [A - A5 N]	D8	1.3	4.05	0.56	A	17 % [D - B4027 S]
B - A4303 E		2.6	6.01	0.72	A			1.8	4.46	0.65	A	
C - A5 S		2.3	8.53	0.70	A			2.2	8.23	0.69	A	
D - B4027 S		1.2	8.89	0.56	A			1.5	10.55	0.61	B	
E - Coal Pit Lane W		1.2	8.63	0.54	A			0.3	4.67	0.21	A	
2036 WoD												
A - A5 N	D9	4.2	12.38	0.82	B	5 % [D - B4027 S]	D10	1.5	4.53	0.60	A	10 % [D - B4027 S]
B - A4303 E		2.7	6.05	0.73	A			4.4	8.84	0.82	A	
C - A5 S		3.5	11.96	0.78	B			2.4	10.43	0.71	B	
D - B4027 S		3.7	20.26	0.80	C			2.3	14.20	0.70	B	
E - Coal Pit Lane W		2.9	18.18	0.75	C			0.3	5.04	0.24	A	
2036 WoDWS												
A - A5 N	D11	4.2	12.23	0.81	B	5 % [D - B4027 S]	D12	1.5	4.55	0.60	A	14 % [D - B4027 S]
B - A4303 E		2.7	6.11	0.73	A			4.2	8.43	0.81	A	
C - A5 S		3.4	11.71	0.78	B			2.4	10.31	0.71	B	
D - B4027 S		3.5	19.38	0.78	C			1.8	12.02	0.64	B	
E - Coal Pit Lane W		2.7	17.12	0.74	C			0.3	4.87	0.23	A	
2036 WD												
A - A5 N	D13	4.1	12.45	0.81	B	-2 % [E - Coal Pit Lane W]	D14	1.8	4.99	0.64	A	10 % [D - B4027 S]
B - A4303 E		3.1	6.91	0.76	A			4.3	8.77	0.81	A	
C - A5 S		4.5	15.07	0.83	C			3.1	12.75	0.76	B	
D - B4027 S		5.0	27.89	0.85	D			2.2	14.33	0.70	B	
E - Coal Pit Lane W		7.4	42.55	0.90	E			0.3	5.07	0.24	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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

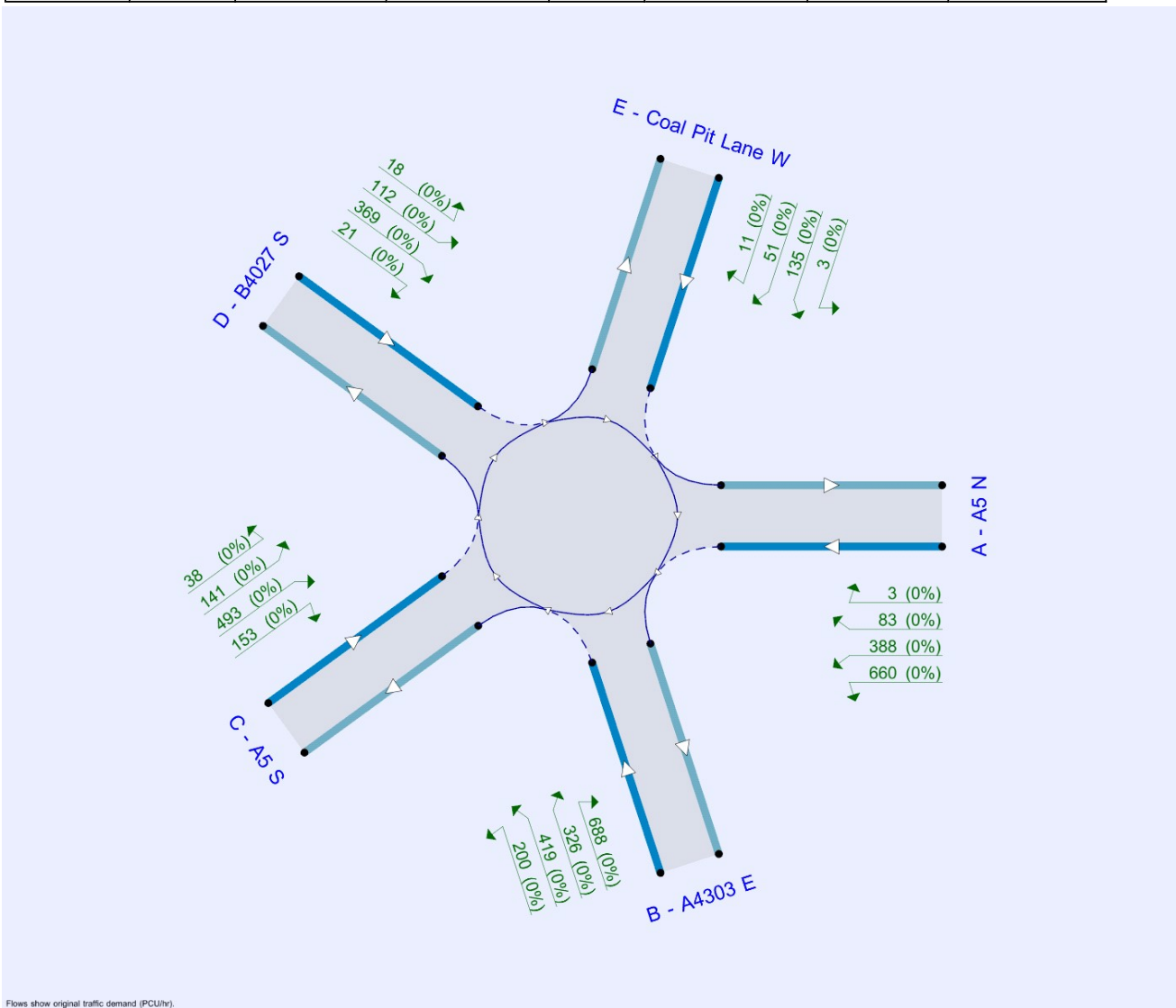
File summary

File Description

Title	J48
Location	A5 / B4027 / Coal Pit lane
Site number	J48
Date	21/12/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	NTT2814
Enumerator	BWB\petr.jandik
Description	

Units

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



Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queuing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75					✓	Delay	0.85	36.00	20.00		500

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	2018	AM	ONE HOUR	07:15	08:45	15	✓
D2	2018	PM	ONE HOUR	16:15	17:45	15	✓
D3	2026 WoD	AM	ONE HOUR	07:15	08:45	15	✓
D4	2026 WoD	PM	ONE HOUR	16:15	17:45	15	✓
D5	2026 WoDWS	AM	ONE HOUR	07:15	08:45	15	✓
D6	2026 WoDWS	PM	ONE HOUR	16:15	17:45	15	✓
D7	2026 WD	AM	ONE HOUR	07:15	08:45	15	✓
D8	2026 WD	PM	ONE HOUR	16:15	17:45	15	✓
D9	2036 WoD	AM	ONE HOUR	07:15	08:45	15	✓
D10	2036 WoD	PM	ONE HOUR	16:15	17:45	15	✓
D11	2036 WoDWS	AM	ONE HOUR	07:15	08:45	15	✓
D12	2036 WoDWS	PM	ONE HOUR	16:15	17:45	15	✓
D13	2036 WD	AM	ONE HOUR	07:15	08:45	15	✓
D14	2036 WD	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

2018, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A5 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J48	A5 / B4027 / Coal Pit lane	Standard Roundabout		A, B, C, D, E	4.87	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	27	A - A5 N	4.87	A

Arms

Arms

Arm	Name	Description	No give-way line
A	A5 N		
B	A4303 E		
C	A5 S		
D	B4027 S		
E	Coal Pit Lane W		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - A5 N	4.76	8.60	60.0	45.8	93.4	30.0		
B - A4303 E	7.17	8.60	29.5	67.0	79.5	33.0		
C - A5 S	4.79	7.60	18.1	53.0	92.3	31.0		
D - B4027 S	3.68	7.40	15.0	42.8	88.1	30.0		
E - Coal Pit Lane W	3.50	8.80	28.5	20.0	88.4	54.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A5 N	0.568	2474
B - A4303 E	0.612	2608
C - A5 S	0.513	2074
D - B4027 S	0.477	1789
E - Coal Pit Lane W	0.468	1895

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	2018	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A5 N		ONE HOUR	✓	1180	100.000
B - A4303 E		ONE HOUR	✓	1037	100.000
C - A5 S		ONE HOUR	✓	798	100.000
D - B4027 S		ONE HOUR	✓	220	100.000
E - Coal Pit Lane W		ONE HOUR	✓	392	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
From	A - A5 N	20	563	536	57	4
	B - A4303 E	346	2	299	257	133
	C - A5 S	352	355	0	21	70
	D - B4027 S	29	176	12	0	3
	E - Coal Pit Lane W	9	246	133	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
From	A - A5 N	0	0	0	0	0
	B - A4303 E	0	0	0	0	0
	C - A5 S	0	0	0	0	0
	D - B4027 S	0	0	0	0	0
	E - Coal Pit Lane W	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 N	0.69	6.05	2.2	A	1083	1624
B - A4303 E	0.55	3.79	1.2	A	952	1427
C - A5 S	0.55	4.92	1.2	A	732	1098
D - B4027 S	0.22	4.12	0.3	A	202	303
E - Coal Pit Lane W	0.35	4.51	0.5	A	360	540

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	888	222	696	2079	0.427	885	567	0.0	0.7	3.009	A
B - A4303 E	781	195	575	2256	0.346	779	1007	0.0	0.5	2.433	A
C - A5 S	601	150	618	1757	0.342	599	735	0.0	0.5	3.102	A
D - B4027 S	166	41	962	1330	0.125	165	254	0.0	0.1	3.087	A
E - Coal Pit Lane W	295	74	970	1442	0.205	294	158	0.0	0.3	3.134	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1061	265	833	2001	0.530	1059	679	0.7	1.1	3.817	A
B - A4303 E	932	233	688	2187	0.426	931	1205	0.5	0.7	2.865	A
C - A5 S	717	179	739	1695	0.423	717	880	0.5	0.7	3.674	A
D - B4027 S	198	49	1151	1240	0.159	198	304	0.1	0.2	3.452	A
E - Coal Pit Lane W	352	88	1160	1352	0.261	352	189	0.3	0.4	3.599	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1299	325	1020	1895	0.686	1295	831	1.1	2.1	5.964	A
B - A4303 E	1142	285	841	2093	0.545	1140	1474	0.7	1.2	3.770	A
C - A5 S	879	220	905	1610	0.546	877	1076	0.7	1.2	4.896	A
D - B4027 S	242	61	1409	1117	0.217	242	373	0.2	0.3	4.108	A
E - Coal Pit Lane W	432	108	1420	1231	0.351	431	231	0.4	0.5	4.496	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1299	325	1022	1894	0.686	1299	832	2.1	2.2	6.053	A
B - A4303 E	1142	285	843	2092	0.546	1142	1477	1.2	1.2	3.787	A
C - A5 S	879	220	906	1610	0.546	879	1079	1.2	1.2	4.924	A
D - B4027 S	242	61	1411	1116	0.217	242	373	0.3	0.3	4.118	A
E - Coal Pit Lane W	432	108	1422	1230	0.351	432	231	0.5	0.5	4.510	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1061	265	836	1999	0.531	1065	681	2.2	1.1	3.869	A
B - A4303 E	932	233	691	2185	0.427	934	1210	1.2	0.7	2.880	A
C - A5 S	717	179	741	1694	0.423	719	884	1.2	0.7	3.698	A
D - B4027 S	198	49	1155	1238	0.160	198	305	0.3	0.2	3.461	A
E - Coal Pit Lane W	352	88	1164	1351	0.261	353	189	0.5	0.4	3.613	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	888	222	700	2077	0.428	890	570	1.1	0.8	3.036	A
B - A4303 E	781	195	578	2255	0.346	782	1012	0.7	0.5	2.444	A
C - A5 S	601	150	620	1756	0.342	602	739	0.7	0.5	3.119	A
D - B4027 S	166	41	966	1328	0.125	166	256	0.2	0.1	3.096	A
E - Coal Pit Lane W	295	74	974	1440	0.205	296	158	0.4	0.3	3.147	A

2018, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A5 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J48	A5 / B4027 / Coal Pit lane	Standard Roundabout		A, B, C, D, E	4.15	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	35	D - B4027 S	4.15	A

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	2018	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A5 N		ONE HOUR	✓	682	100.000
B - A4303 E		ONE HOUR	✓	1082	100.000
C - A5 S		ONE HOUR	✓	803	100.000
D - B4027 S		ONE HOUR	✓	424	100.000
E - Coal Pit Lane W		ONE HOUR	✓	181	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
From	A - A5 N	16	323	318	23	2
	B - A4303 E	489	1	239	149	204
	C - A5 S	501	145	0	13	144
	D - B4027 S	80	308	23	0	13
	E - Coal Pit Lane W	3	111	61	5	1

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W	
A - A5 N	0	0	0	0	0	0
B - A4303 E	0	0	0	0	0	0
C - A5 S	0	0	0	0	0	0
D - B4027 S	0	0	0	0	0	0
E - Coal Pit Lane W	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 N	0.36	2.74	0.6	A	626	939
B - A4303 E	0.52	3.23	1.1	A	993	1489
C - A5 S	0.56	5.23	1.3	A	737	1105
D - B4027 S	0.47	6.75	0.9	A	389	584
E - Coal Pit Lane W	0.18	4.04	0.2	A	166	249

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	513	128	491	2195	0.234	512	817	0.0	0.3	2.138	A
B - A4303 E	815	204	337	2402	0.339	813	666	0.0	0.5	2.262	A
C - A5 S	605	151	668	1731	0.349	602	481	0.0	0.5	3.183	A
D - B4027 S	319	80	1128	1251	0.255	318	143	0.0	0.3	3.851	A
E - Coal Pit Lane W	136	34	1173	1347	0.101	136	273	0.0	0.1	2.973	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	613	153	588	2140	0.286	613	978	0.3	0.4	2.357	A
B - A4303 E	973	243	403	2361	0.412	972	797	0.5	0.7	2.589	A
C - A5 S	722	180	799	1664	0.434	721	576	0.5	0.8	3.813	A
D - B4027 S	381	95	1350	1146	0.333	381	171	0.3	0.5	4.701	A
E - Coal Pit Lane W	163	41	1403	1239	0.131	163	327	0.1	0.2	3.345	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	751	188	719	2065	0.364	750	1197	0.4	0.6	2.735	A
B - A4303 E	1191	298	494	2306	0.517	1190	976	0.7	1.1	3.221	A
C - A5 S	884	221	979	1572	0.562	882	705	0.8	1.3	5.199	A
D - B4027 S	467	117	1652	1002	0.466	465	209	0.5	0.9	6.692	A
E - Coal Pit Lane W	199	50	1717	1092	0.183	199	400	0.2	0.2	4.031	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	751	188	721	2064	0.364	751	1199	0.6	0.6	2.740	A
B - A4303 E	1191	298	494	2306	0.517	1191	978	1.1	1.1	3.229	A
C - A5 S	884	221	980	1572	0.563	884	706	1.3	1.3	5.234	A
D - B4027 S	467	117	1655	1000	0.467	467	209	0.9	0.9	6.748	A
E - Coal Pit Lane W	199	50	1721	1090	0.183	199	401	0.2	0.2	4.040	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	613	153	591	2139	0.287	614	981	0.6	0.4	2.361	A
B - A4303 E	973	243	404	2361	0.412	974	800	1.1	0.7	2.598	A
C - A5 S	722	180	801	1663	0.434	724	577	1.3	0.8	3.839	A
D - B4027 S	381	95	1354	1144	0.333	383	171	0.9	0.5	4.739	A
E - Coal Pit Lane W	163	41	1409	1236	0.132	163	328	0.2	0.2	3.357	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	513	128	494	2194	0.234	514	821	0.4	0.3	2.143	A
B - A4303 E	815	204	338	2401	0.339	815	669	0.7	0.5	2.272	A
C - A5 S	605	151	671	1730	0.349	605	483	0.8	0.5	3.202	A
D - B4027 S	319	80	1133	1249	0.256	320	143	0.5	0.3	3.878	A
E - Coal Pit Lane W	136	34	1178	1344	0.101	136	274	0.2	0.1	2.981	A

2026 WoD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A5 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J48	A5 / B4027 / Coal Pit lane	Standard Roundabout		A, B, C, D, E	6.65	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	19	A - A5 N	6.65	A

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
D3	2026 WoD	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A5 N		ONE HOUR	✓	1143	100.000
B - A4303 E		ONE HOUR	✓	1350	100.000
C - A5 S		ONE HOUR	✓	851	100.000
D - B4027 S		ONE HOUR	✓	432	100.000
E - Coal Pit Lane W		ONE HOUR	✓	442	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
From	A - A5 N	22	640	428	49	4
	B - A4303 E	533	2	321	340	154
	C - A5 S	382	394	0	18	57
	D - B4027 S	59	351	17	0	5
	E - Coal Pit Lane W	12	310	116	4	0

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W	
A - A5 N	0	0	0	0	0	0
B - A4303 E	0	0	0	0	0	0
C - A5 S	0	0	0	0	0	0
D - B4027 S	0	0	0	0	0	0
E - Coal Pit Lane W	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 N	0.73	7.67	2.6	A	1049	1573
B - A4303 E	0.68	5.21	2.1	A	1239	1858
C - A5 S	0.65	7.03	1.8	A	781	1171
D - B4027 S	0.49	7.18	0.9	A	396	595
E - Coal Pit Lane W	0.49	7.17	1.0	A	406	608

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	861	215	895	1966	0.438	857	756	0.0	0.8	3.239	A
B - A4303 E	1016	254	480	2314	0.439	1013	1273	0.0	0.8	2.759	A
C - A5 S	641	160	832	1648	0.389	638	662	0.0	0.6	3.556	A
D - B4027 S	325	81	1161	1235	0.263	324	308	0.0	0.4	3.944	A
E - Coal Pit Lane W	333	83	1320	1278	0.260	331	165	0.0	0.4	3.800	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1028	257	1072	1865	0.551	1026	905	0.8	1.2	4.280	A
B - A4303 E	1214	303	574	2257	0.538	1212	1523	0.8	1.2	3.442	A
C - A5 S	765	191	995	1564	0.489	764	792	0.6	0.9	4.490	A
D - B4027 S	388	97	1390	1127	0.345	388	369	0.4	0.5	4.868	A
E - Coal Pit Lane W	397	99	1580	1156	0.344	397	198	0.4	0.5	4.736	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1258	315	1310	1730	0.728	1253	1106	1.2	2.6	7.464	A
B - A4303 E	1486	372	702	2179	0.682	1483	1861	1.2	2.1	5.142	A
C - A5 S	937	234	1217	1450	0.646	934	968	0.9	1.8	6.920	A
D - B4027 S	476	119	1699	979	0.486	474	451	0.5	0.9	7.103	A
E - Coal Pit Lane W	487	122	1932	992	0.491	485	242	0.5	0.9	7.081	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1258	315	1314	1727	0.729	1258	1110	2.6	2.6	7.669	A
B - A4303 E	1486	372	705	2177	0.683	1486	1868	2.1	2.1	5.210	A
C - A5 S	937	234	1220	1449	0.647	937	971	1.8	1.8	7.030	A
D - B4027 S	476	119	1704	977	0.487	476	452	0.9	0.9	7.184	A
E - Coal Pit Lane W	487	122	1938	989	0.492	487	242	0.9	1.0	7.169	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1028	257	1078	1862	0.552	1033	910	2.6	1.2	4.375	A
B - A4303 E	1214	303	578	2254	0.538	1217	1533	2.1	1.2	3.486	A
C - A5 S	765	191	999	1562	0.490	768	796	1.8	1.0	4.556	A
D - B4027 S	388	97	1397	1123	0.346	390	371	0.9	0.5	4.922	A
E - Coal Pit Lane W	397	99	1589	1152	0.345	399	198	1.0	0.5	4.793	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	861	215	901	1962	0.439	862	760	1.2	0.8	3.279	A
B - A4303 E	1016	254	483	2313	0.439	1018	1280	1.2	0.8	2.785	A
C - A5 S	641	160	835	1646	0.389	642	665	1.0	0.6	3.592	A
D - B4027 S	325	81	1168	1232	0.264	326	310	0.5	0.4	3.975	A
E - Coal Pit Lane W	333	83	1328	1274	0.261	333	166	0.5	0.4	3.831	A

2026 WoD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A5 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J48	A5 / B4027 / Coal Pit lane	Standard Roundabout		A, B, C, D, E	5.35	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	19	D - B4027 S	5.35	A

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
D4	2026 WoD	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A5 N		ONE HOUR	✓	857	100.000
B - A4303 E		ONE HOUR	✓	1344	100.000
C - A5 S		ONE HOUR	✓	797	100.000
D - B4027 S		ONE HOUR	✓	496	100.000
E - Coal Pit Lane W		ONE HOUR	✓	176	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
From	A - A5 N	18	505	295	36	3
	B - A4303 E	586	1	230	249	278
	C - A5 S	452	181	0	21	143
	D - B4027 S	82	380	21	0	13
	E - Coal Pit Lane W	2	126	42	5	1

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W	
A - A5 N	0	0	0	0	0	0
B - A4303 E	0	0	0	0	0	0
C - A5 S	0	0	0	0	0	0
D - B4027 S	0	0	0	0	0	0
E - Coal Pit Lane W	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 N	0.47	3.40	0.9	A	786	1180
B - A4303 E	0.64	4.26	1.7	A	1233	1850
C - A5 S	0.62	6.76	1.6	A	731	1097
D - B4027 S	0.60	9.72	1.5	A	455	683
E - Coal Pit Lane W	0.19	4.42	0.2	A	162	242

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	645	161	567	2152	0.300	643	855	0.0	0.4	2.385	A
B - A4303 E	1012	253	316	2415	0.419	1009	895	0.0	0.7	2.555	A
C - A5 S	600	150	884	1621	0.370	598	441	0.0	0.6	3.510	A
D - B4027 S	373	93	1248	1194	0.313	372	233	0.0	0.5	4.366	A
E - Coal Pit Lane W	133	33	1291	1291	0.103	132	329	0.0	0.1	3.103	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	770	193	679	2088	0.369	770	1023	0.4	0.6	2.729	A
B - A4303 E	1208	302	378	2377	0.508	1207	1071	0.7	1.0	3.074	A
C - A5 S	716	179	1057	1532	0.468	715	528	0.6	0.9	4.400	A
D - B4027 S	446	111	1493	1077	0.414	445	279	0.5	0.7	5.682	A
E - Coal Pit Lane W	158	40	1545	1173	0.135	158	393	0.1	0.2	3.548	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	944	236	830	2003	0.471	942	1252	0.6	0.9	3.393	A
B - A4303 E	1480	370	463	2325	0.636	1477	1310	1.0	1.7	4.232	A
C - A5 S	878	219	1293	1411	0.622	875	646	0.9	1.6	6.673	A
D - B4027 S	546	137	1826	919	0.595	543	342	0.7	1.4	9.518	A
E - Coal Pit Lane W	194	48	1888	1012	0.192	193	481	0.2	0.2	4.396	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	944	236	833	2001	0.472	944	1255	0.9	0.9	3.404	A
B - A4303 E	1480	370	464	2325	0.637	1480	1313	1.7	1.7	4.260	A
C - A5 S	878	219	1296	1410	0.622	877	647	1.6	1.6	6.760	A
D - B4027 S	546	137	1831	916	0.596	546	342	1.4	1.5	9.716	A
E - Coal Pit Lane W	194	48	1895	1009	0.192	194	482	0.2	0.2	4.416	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	770	193	684	2086	0.369	772	1028	0.9	0.6	2.743	A
B - A4303 E	1208	302	379	2376	0.508	1211	1076	1.7	1.0	3.096	A
C - A5 S	716	179	1061	1530	0.468	719	530	1.6	0.9	4.456	A
D - B4027 S	446	111	1500	1074	0.415	449	280	1.5	0.7	5.785	A
E - Coal Pit Lane W	158	40	1554	1168	0.135	159	395	0.2	0.2	3.567	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	645	161	571	2150	0.300	646	860	0.6	0.4	2.396	A
B - A4303 E	1012	253	317	2414	0.419	1013	900	1.0	0.7	2.573	A
C - A5 S	600	150	887	1619	0.371	601	443	0.9	0.6	3.539	A
D - B4027 S	373	93	1254	1191	0.313	374	234	0.7	0.5	4.414	A
E - Coal Pit Lane W	133	33	1298	1288	0.103	133	330	0.2	0.1	3.118	A

2026 WoDWS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A5 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J48	A5 / B4027 / Coal Pit lane	Standard Roundabout		A, B, C, D, E	6.82	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	17	A - A5 N	6.82	A

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
D5	2026 WoDWS	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A5 N		ONE HOUR	✓	1176	100.000
B - A4303 E		ONE HOUR	✓	1362	100.000
C - A5 S		ONE HOUR	✓	841	100.000
D - B4027 S		ONE HOUR	✓	431	100.000
E - Coal Pit Lane W		ONE HOUR	✓	437	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
From	A - A5 N	23	672	428	49	4
	B - A4303 E	545	2	321	340	154
	C - A5 S	376	392	0	17	56
	D - B4027 S	57	352	17	0	5
	E - Coal Pit Lane W	12	310	111	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
	A - A5 N	0	0	0	0	0
	B - A4303 E	0	0	0	0	0
	C - A5 S	0	0	0	0	0
	D - B4027 S	0	0	0	0	0
	E - Coal Pit Lane W	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 N	0.75	8.24	2.9	A	1079	1619
B - A4303 E	0.69	5.29	2.2	A	1250	1875
C - A5 S	0.64	6.98	1.8	A	772	1158
D - B4027 S	0.49	7.20	0.9	A	395	593
E - Coal Pit Lane W	0.49	7.12	0.9	A	401	601

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	885	221	891	1968	0.450	882	760	0.0	0.8	3.305	A
B - A4303 E	1025	256	477	2316	0.443	1022	1296	0.0	0.8	2.774	A
C - A5 S	633	158	841	1643	0.385	631	658	0.0	0.6	3.547	A
D - B4027 S	324	81	1164	1234	0.263	323	308	0.0	0.4	3.946	A
E - Coal Pit Lane W	329	82	1323	1276	0.258	328	164	0.0	0.3	3.790	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1057	264	1066	1868	0.566	1055	909	0.8	1.3	4.416	A
B - A4303 E	1224	306	571	2259	0.542	1223	1551	0.8	1.2	3.470	A
C - A5 S	756	189	1006	1558	0.485	755	787	0.6	0.9	4.481	A
D - B4027 S	387	97	1393	1125	0.344	387	368	0.4	0.5	4.873	A
E - Coal Pit Lane W	393	98	1583	1154	0.340	392	197	0.3	0.5	4.719	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1295	324	1303	1734	0.747	1289	1112	1.3	2.9	7.979	A
B - A4303 E	1500	375	697	2182	0.687	1496	1895	1.2	2.2	5.218	A
C - A5 S	926	231	1231	1443	0.642	923	962	0.9	1.8	6.873	A
D - B4027 S	475	119	1703	977	0.486	473	450	0.5	0.9	7.117	A
E - Coal Pit Lane W	481	120	1936	990	0.486	479	240	0.5	0.9	7.035	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1295	324	1308	1731	0.748	1295	1115	2.9	2.9	8.237	A
B - A4303 E	1500	375	700	2180	0.688	1499	1902	2.2	2.2	5.290	A
C - A5 S	926	231	1234	1441	0.642	926	965	1.8	1.8	6.980	A
D - B4027 S	475	119	1709	975	0.487	474	451	0.9	0.9	7.198	A
E - Coal Pit Lane W	481	120	1942	987	0.488	481	241	0.9	0.9	7.120	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1057	264	1073	1865	0.567	1064	914	2.9	1.3	4.527	A
B - A4303 E	1224	306	575	2256	0.543	1228	1561	2.2	1.2	3.514	A
C - A5 S	756	189	1011	1556	0.486	759	792	1.8	1.0	4.540	A
D - B4027 S	387	97	1401	1121	0.346	389	370	0.9	0.5	4.926	A
E - Coal Pit Lane W	393	98	1592	1150	0.342	395	198	0.9	0.5	4.775	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	885	221	896	1965	0.451	887	764	1.3	0.8	3.348	A
B - A4303 E	1025	256	480	2315	0.443	1027	1304	1.2	0.8	2.800	A
C - A5 S	633	158	845	1641	0.386	634	662	1.0	0.6	3.583	A
D - B4027 S	324	81	1171	1231	0.264	325	309	0.5	0.4	3.976	A
E - Coal Pit Lane W	329	82	1331	1273	0.259	330	165	0.5	0.4	3.822	A

2026 WoDWS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A5 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J48	A5 / B4027 / Coal Pit lane	Standard Roundabout		A, B, C, D, E	5.42	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	19	D - B4027 S	5.42	A

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
D6	2026 WoDWS	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A5 N		ONE HOUR	✓	884	100.000
B - A4303 E		ONE HOUR	✓	1354	100.000
C - A5 S		ONE HOUR	✓	804	100.000
D - B4027 S		ONE HOUR	✓	487	100.000
E - Coal Pit Lane W		ONE HOUR	✓	175	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
From	A - A5 N	18	519	307	37	3
	B - A4303 E	602	1	226	250	275
	C - A5 S	461	177	0	23	143
	D - B4027 S	82	372	21	0	12
	E - Coal Pit Lane W	2	125	42	5	1

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W	
A - A5 N	0	0	0	0	0	0
B - A4303 E	0	0	0	0	0	0
C - A5 S	0	0	0	0	0	0
D - B4027 S	0	0	0	0	0	0
E - Coal Pit Lane W	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 N	0.48	3.48	0.9	A	811	1217
B - A4303 E	0.64	4.36	1.8	A	1242	1864
C - A5 S	0.63	6.97	1.7	A	738	1107
D - B4027 S	0.59	9.70	1.4	A	447	670
E - Coal Pit Lane W	0.19	4.45	0.2	A	161	241

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	666	166	558	2157	0.308	664	874	0.0	0.4	2.407	A
B - A4303 E	1019	255	326	2409	0.423	1016	896	0.0	0.7	2.580	A
C - A5 S	605	151	895	1615	0.375	603	447	0.0	0.6	3.549	A
D - B4027 S	367	92	1261	1188	0.309	365	236	0.0	0.4	4.366	A
E - Coal Pit Lane W	132	33	1300	1287	0.102	131	326	0.0	0.1	3.113	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	795	199	668	2095	0.379	794	1046	0.4	0.6	2.766	A
B - A4303 E	1217	304	390	2370	0.514	1216	1072	0.7	1.0	3.117	A
C - A5 S	723	181	1070	1525	0.474	722	535	0.6	0.9	4.473	A
D - B4027 S	438	109	1509	1070	0.409	437	283	0.4	0.7	5.681	A
E - Coal Pit Lane W	157	39	1556	1167	0.135	157	390	0.1	0.2	3.564	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	973	243	816	2011	0.484	972	1279	0.6	0.9	3.461	A
B - A4303 E	1491	373	477	2316	0.644	1488	1311	1.0	1.8	4.330	A
C - A5 S	885	221	1310	1403	0.631	882	655	0.9	1.7	6.875	A
D - B4027 S	536	134	1846	909	0.590	533	346	0.7	1.4	9.505	A
E - Coal Pit Lane W	193	48	1903	1005	0.192	192	477	0.2	0.2	4.426	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	973	243	819	2009	0.485	973	1283	0.9	0.9	3.475	A
B - A4303 E	1491	373	478	2316	0.644	1491	1315	1.8	1.8	4.363	A
C - A5 S	885	221	1312	1401	0.632	885	656	1.7	1.7	6.972	A
D - B4027 S	536	134	1851	907	0.591	536	347	1.4	1.4	9.703	A
E - Coal Pit Lane W	193	48	1909	1002	0.192	193	478	0.2	0.2	4.447	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	795	199	672	2092	0.380	796	1051	0.9	0.6	2.781	A
B - A4303 E	1217	304	391	2369	0.514	1220	1077	1.8	1.1	3.140	A
C - A5 S	723	181	1074	1523	0.474	726	537	1.7	0.9	4.531	A
D - B4027 S	438	109	1516	1066	0.411	441	284	1.4	0.7	5.779	A
E - Coal Pit Lane W	157	39	1565	1163	0.135	158	391	0.2	0.2	3.581	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	666	166	561	2155	0.309	666	879	0.6	0.4	2.420	A
B - A4303 E	1019	255	327	2408	0.423	1021	900	1.1	0.7	2.598	A
C - A5 S	605	151	899	1613	0.375	607	449	0.9	0.6	3.581	A
D - B4027 S	367	92	1268	1185	0.309	368	237	0.7	0.5	4.412	A
E - Coal Pit Lane W	132	33	1308	1283	0.103	132	327	0.2	0.1	3.128	A

2026 WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A5 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J48	A5 / B4027 / Coal Pit lane	Standard Roundabout		A, B, C, D, E	8.08	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	14	A - A5 N	8.08	A

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
D7	2026 WD	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A5 N		ONE HOUR	✓	1213	100.000
B - A4303 E		ONE HOUR	✓	1427	100.000
C - A5 S		ONE HOUR	✓	898	100.000
D - B4027 S		ONE HOUR	✓	464	100.000
E - Coal Pit Lane W		ONE HOUR	✓	447	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
From	A - A5 N	29	687	450	44	3
	B - A4303 E	594	2	330	346	155
	C - A5 S	440	391	0	16	51
	D - B4027 S	60	383	16	0	5
	E - Coal Pit Lane W	12	326	106	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
	A - A5 N	0	0	0	0	0
	B - A4303 E	0	0	0	0	0
	C - A5 S	0	0	0	0	0
	D - B4027 S	0	0	0	0	0
	E - Coal Pit Lane W	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 N	0.78	9.66	3.5	A	1113	1670
B - A4303 E	0.72	6.01	2.6	A	1309	1964
C - A5 S	0.70	8.53	2.3	A	824	1236
D - B4027 S	0.56	8.89	1.2	A	426	639
E - Coal Pit Lane W	0.54	8.63	1.2	A	410	615

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	913	228	920	1952	0.468	910	851	0.0	0.9	3.444	A
B - A4303 E	1074	269	488	2309	0.465	1071	1341	0.0	0.9	2.897	A
C - A5 S	676	169	882	1622	0.417	673	677	0.0	0.7	3.785	A
D - B4027 S	349	87	1249	1194	0.293	348	307	0.0	0.4	4.247	A
E - Coal Pit Lane W	337	84	1436	1223	0.275	335	161	0.0	0.4	4.046	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1090	273	1101	1849	0.590	1088	1019	0.9	1.4	4.721	A
B - A4303 E	1283	321	584	2251	0.570	1281	1605	0.9	1.3	3.706	A
C - A5 S	807	202	1056	1533	0.527	806	809	0.7	1.1	4.939	A
D - B4027 S	417	104	1494	1077	0.387	416	367	0.4	0.6	5.444	A
E - Coal Pit Lane W	402	100	1718	1091	0.368	401	192	0.4	0.6	5.212	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1336	334	1345	1710	0.781	1328	1245	1.4	3.4	9.226	A
B - A4303 E	1571	393	713	2172	0.723	1566	1960	1.3	2.6	5.895	A
C - A5 S	989	247	1290	1413	0.700	984	988	1.1	2.3	8.313	A
D - B4027 S	511	128	1826	919	0.556	508	449	0.6	1.2	8.724	A
E - Coal Pit Lane W	492	123	2100	913	0.539	490	235	0.6	1.1	8.463	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1336	334	1351	1707	0.783	1335	1249	3.4	3.5	9.664	A
B - A4303 E	1571	393	717	2170	0.724	1571	1969	2.6	2.6	6.010	A
C - A5 S	989	247	1295	1410	0.701	989	993	2.3	2.3	8.525	A
D - B4027 S	511	128	1833	915	0.558	511	450	1.2	1.2	8.894	A
E - Coal Pit Lane W	492	123	2108	909	0.541	492	236	1.1	1.2	8.631	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1090	273	1109	1844	0.591	1099	1025	3.5	1.5	4.882	A
B - A4303 E	1283	321	589	2247	0.571	1288	1619	2.6	1.3	3.769	A
C - A5 S	807	202	1062	1530	0.528	812	816	2.3	1.1	5.048	A
D - B4027 S	417	104	1504	1072	0.389	420	369	1.2	0.6	5.537	A
E - Coal Pit Lane W	402	100	1731	1086	0.370	404	193	1.2	0.6	5.301	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	913	228	926	1948	0.469	916	856	1.5	0.9	3.496	A
B - A4303 E	1074	269	491	2308	0.466	1076	1350	1.3	0.9	2.927	A
C - A5 S	676	169	887	1619	0.417	678	681	1.1	0.7	3.831	A
D - B4027 S	349	87	1256	1190	0.293	350	308	0.6	0.4	4.289	A
E - Coal Pit Lane W	337	84	1445	1219	0.276	337	161	0.6	0.4	4.087	A

2026 WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A5 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J48	A5 / B4027 / Coal Pit lane	Standard Roundabout		A, B, C, D, E	5.96	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	17	D - B4027 S	5.96	A

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
D8	2026 WD	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A5 N		ONE HOUR	✓	1020	100.000
B - A4303 E		ONE HOUR	✓	1335	100.000
C - A5 S		ONE HOUR	✓	869	100.000
D - B4027 S		ONE HOUR	✓	486	100.000
E - Coal Pit Lane W		ONE HOUR	✓	181	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
From	A - A5 N	31	593	352	41	3
	B - A4303 E	594	2	212	255	272
	C - A5 S	530	166	0	32	141
	D - B4027 S	82	372	19	0	13
	E - Coal Pit Lane W	2	133	39	6	1

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
From	A - A5 N	0	0	0	0	0
	B - A4303 E	0	0	0	0	0
	C - A5 S	0	0	0	0	0
	D - B4027 S	0	0	0	0	0
	E - Coal Pit Lane W	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 N	0.56	4.05	1.3	A	936	1404
B - A4303 E	0.65	4.46	1.8	A	1225	1838
C - A5 S	0.69	8.23	2.2	A	797	1196
D - B4027 S	0.61	10.55	1.5	B	446	669
E - Coal Pit Lane W	0.21	4.67	0.3	A	166	249

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	768	192	553	2160	0.356	766	929	0.0	0.5	2.574	A
B - A4303 E	1005	251	369	2382	0.422	1002	950	0.0	0.7	2.603	A
C - A5 S	654	164	905	1610	0.406	652	467	0.0	0.7	3.743	A
D - B4027 S	366	91	1305	1167	0.314	364	251	0.0	0.5	4.475	A
E - Coal Pit Lane W	136	34	1347	1265	0.108	136	323	0.0	0.1	3.185	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	917	229	662	2098	0.437	916	1112	0.5	0.8	3.045	A
B - A4303 E	1200	300	442	2338	0.513	1199	1136	0.7	1.0	3.158	A
C - A5 S	781	195	1082	1519	0.514	780	559	0.7	1.0	4.857	A
D - B4027 S	437	109	1562	1045	0.418	436	300	0.5	0.7	5.905	A
E - Coal Pit Lane W	163	41	1612	1141	0.143	163	386	0.1	0.2	3.678	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1123	281	809	2015	0.557	1121	1360	0.8	1.2	4.021	A
B - A4303 E	1470	367	541	2277	0.645	1467	1389	1.0	1.8	4.426	A
C - A5 S	957	239	1324	1395	0.686	952	684	1.0	2.1	8.051	A
D - B4027 S	535	134	1910	879	0.609	532	367	0.7	1.5	10.283	B
E - Coal Pit Lane W	199	50	1969	974	0.205	199	472	0.2	0.3	4.643	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1123	281	812	2013	0.558	1123	1364	1.2	1.3	4.046	A
B - A4303 E	1470	367	542	2277	0.646	1470	1394	1.8	1.8	4.461	A
C - A5 S	957	239	1327	1394	0.686	957	685	2.1	2.2	8.226	A
D - B4027 S	535	134	1916	876	0.611	535	368	1.5	1.5	10.548	B
E - Coal Pit Lane W	199	50	1977	970	0.205	199	473	0.3	0.3	4.669	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	917	229	667	2095	0.438	919	1118	1.3	0.8	3.064	A
B - A4303 E	1200	300	443	2337	0.514	1203	1143	1.8	1.1	3.182	A
C - A5 S	781	195	1086	1517	0.515	786	560	2.2	1.1	4.949	A
D - B4027 S	437	109	1570	1040	0.420	440	301	1.5	0.7	6.027	A
E - Coal Pit Lane W	163	41	1623	1136	0.143	163	388	0.3	0.2	3.700	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	768	192	557	2158	0.356	769	935	0.8	0.6	2.595	A
B - A4303 E	1005	251	371	2381	0.422	1006	955	1.1	0.7	2.622	A
C - A5 S	654	164	908	1608	0.407	656	469	1.1	0.7	3.786	A
D - B4027 S	366	91	1312	1163	0.314	367	252	0.7	0.5	4.527	A
E - Coal Pit Lane W	136	34	1355	1261	0.108	136	324	0.2	0.1	3.202	A

2036 WoD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A5 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J48	A5 / B4027 / Coal Pit lane	Standard Roundabout		A, B, C, D, E	12.04	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	5	D - B4027 S	12.04	B

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
D9	2036 WoD	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A5 N		ONE HOUR	✓	1155	100.000
B - A4303 E		ONE HOUR	✓	1452	100.000
C - A5 S		ONE HOUR	✓	969	100.000
D - B4027 S		ONE HOUR	✓	616	100.000
E - Coal Pit Lane W		ONE HOUR	✓	541	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
From	A - A5 N	28	687	383	53	4
	B - A4303 E	625	2	288	361	176
	C - A5 S	459	421	0	20	69
	D - B4027 S	93	495	21	0	7
	E - Coal Pit Lane W	17	397	122	5	0

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W	
A - A5 N	0	0	0	0	0	0
B - A4303 E	0	0	0	0	0	0
C - A5 S	0	0	0	0	0	0
D - B4027 S	0	0	0	0	0	0
E - Coal Pit Lane W	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 N	0.82	12.38	4.2	B	1060	1590
B - A4303 E	0.73	6.05	2.7	A	1332	1999
C - A5 S	0.78	11.96	3.5	B	889	1334
D - B4027 S	0.80	20.26	3.7	C	565	848
E - Coal Pit Lane W	0.75	18.18	2.9	C	496	745

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	870	217	1096	1852	0.470	866	916	0.0	0.9	3.638	A
B - A4303 E	1093	273	462	2326	0.470	1090	1500	0.0	0.9	2.904	A
C - A5 S	730	182	941	1592	0.458	726	610	0.0	0.8	4.144	A
D - B4027 S	464	116	1338	1151	0.403	461	329	0.0	0.7	5.196	A
E - Coal Pit Lane W	407	102	1607	1143	0.356	405	192	0.0	0.5	4.860	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1038	260	1311	1729	0.600	1036	1096	0.9	1.5	5.176	A
B - A4303 E	1305	326	552	2270	0.575	1303	1795	0.9	1.3	3.718	A
C - A5 S	871	218	1126	1497	0.582	869	730	0.8	1.4	5.712	A
D - B4027 S	554	138	1601	1026	0.540	552	394	0.7	1.2	7.561	A
E - Coal Pit Lane W	486	122	1923	996	0.488	485	230	0.5	0.9	7.025	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1272	318	1593	1569	0.810	1262	1338	1.5	4.0	11.352	B
B - A4303 E	1599	400	672	2197	0.728	1594	2182	1.3	2.6	5.919	A
C - A5 S	1067	267	1376	1369	0.779	1059	890	1.4	3.3	11.341	B
D - B4027 S	678	170	1953	858	0.791	669	481	1.2	3.4	18.247	C
E - Coal Pit Lane W	596	149	2342	800	0.745	589	281	0.9	2.7	16.529	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1272	318	1609	1560	0.815	1271	1345	4.0	4.2	12.377	B
B - A4303 E	1599	400	678	2193	0.729	1599	2202	2.6	2.7	6.047	A
C - A5 S	1067	267	1380	1366	0.781	1066	896	3.3	3.5	11.958	B
D - B4027 S	678	170	1964	853	0.795	677	483	3.4	3.7	20.261	C
E - Coal Pit Lane W	596	149	2359	792	0.753	595	282	2.7	2.9	18.178	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1038	260	1334	1716	0.605	1049	1107	4.2	1.6	5.483	A
B - A4303 E	1305	326	560	2265	0.576	1310	1823	2.7	1.4	3.791	A
C - A5 S	871	218	1132	1494	0.583	879	738	3.5	1.4	5.936	A
D - B4027 S	554	138	1615	1019	0.543	564	397	3.7	1.2	8.062	A
E - Coal Pit Lane W	486	122	1947	984	0.494	494	231	2.9	1.0	7.450	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	870	217	1106	1846	0.471	872	922	1.6	0.9	3.709	A
B - A4303 E	1093	273	465	2324	0.470	1095	1513	1.4	0.9	2.936	A
C - A5 S	730	182	946	1589	0.459	732	615	1.4	0.9	4.209	A
D - B4027 S	464	116	1346	1147	0.404	466	331	1.2	0.7	5.301	A
E - Coal Pit Lane W	407	102	1619	1138	0.358	409	193	1.0	0.6	4.953	A

2036 WoD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A5 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J48	A5 / B4027 / Coal Pit lane	Standard Roundabout		A, B, C, D, E	8.52	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	10	D - B4027 S	8.52	A

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
D10	2036 WoD	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A5 N		ONE HOUR	✓	1081	100.000
B - A4303 E		ONE HOUR	✓	1657	100.000
C - A5 S		ONE HOUR	✓	767	100.000
D - B4027 S		ONE HOUR	✓	536	100.000
E - Coal Pit Lane W		ONE HOUR	✓	208	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
From	A - A5 N	26	606	372	74	3
	B - A4303 E	708	2	202	415	330
	C - A5 S	428	165	0	33	141
	D - B4027 S	108	389	22	0	17
	E - Coal Pit Lane W	3	141	53	10	1

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W	
A - A5 N	0	0	0	0	0	0
B - A4303 E	0	0	0	0	0	0
C - A5 S	0	0	0	0	0	0
D - B4027 S	0	0	0	0	0	0
E - Coal Pit Lane W	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 N	0.60	4.53	1.5	A	992	1488
B - A4303 E	0.82	8.84	4.4	A	1520	2281
C - A5 S	0.71	10.43	2.4	B	704	1056
D - B4027 S	0.70	14.20	2.3	B	492	738
E - Coal Pit Lane W	0.24	5.04	0.3	A	191	286

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	814	203	587	2141	0.380	811	955	0.0	0.6	2.703	A
B - A4303 E	1247	312	421	2351	0.531	1243	977	0.0	1.1	3.237	A
C - A5 S	577	144	1177	1471	0.393	575	487	0.0	0.6	4.007	A
D - B4027 S	404	101	1353	1144	0.353	401	399	0.0	0.5	4.833	A
E - Coal Pit Lane W	157	39	1385	1247	0.126	156	369	0.0	0.1	3.297	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	972	243	702	2075	0.468	971	1142	0.6	0.9	3.256	A
B - A4303 E	1490	372	504	2300	0.648	1487	1169	1.1	1.8	4.412	A
C - A5 S	690	172	1408	1352	0.510	688	583	0.6	1.0	5.407	A
D - B4027 S	482	120	1619	1018	0.474	480	477	0.5	0.9	6.685	A
E - Coal Pit Lane W	187	47	1658	1120	0.167	187	441	0.1	0.2	3.857	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1190	298	857	1988	0.599	1188	1393	0.9	1.5	4.488	A
B - A4303 E	1824	456	616	2231	0.818	1815	1428	1.8	4.3	8.451	A
C - A5 S	844	211	1719	1193	0.708	839	712	1.0	2.3	10.032	B
D - B4027 S	590	148	1975	848	0.696	585	583	0.9	2.2	13.447	B
E - Coal Pit Lane W	229	57	2021	950	0.241	229	539	0.2	0.3	4.989	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1190	298	862	1985	0.600	1190	1401	1.5	1.5	4.531	A
B - A4303 E	1824	456	618	2230	0.818	1824	1434	4.3	4.4	8.836	A
C - A5 S	844	211	1727	1189	0.710	844	714	2.3	2.4	10.432	B
D - B4027 S	590	148	1986	843	0.700	590	586	2.2	2.3	14.201	B
E - Coal Pit Lane W	229	57	2034	944	0.243	229	542	0.3	0.3	5.036	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	972	243	710	2071	0.469	974	1153	1.5	0.9	3.288	A
B - A4303 E	1490	372	506	2299	0.648	1500	1178	4.4	1.9	4.561	A
C - A5 S	690	172	1420	1346	0.512	695	586	2.4	1.1	5.569	A
D - B4027 S	482	120	1633	1011	0.477	487	481	2.3	0.9	6.950	A
E - Coal Pit Lane W	187	47	1675	1112	0.168	187	445	0.3	0.2	3.898	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	814	203	591	2138	0.381	815	961	0.9	0.6	2.724	A
B - A4303 E	1247	312	423	2349	0.531	1250	983	1.9	1.1	3.285	A
C - A5 S	577	144	1184	1467	0.394	579	489	1.1	0.7	4.060	A
D - B4027 S	404	101	1362	1140	0.354	405	401	0.9	0.6	4.907	A
E - Coal Pit Lane W	157	39	1395	1242	0.126	157	371	0.2	0.1	3.316	A

2036 WoDWS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A5 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J48	A5 / B4027 / Coal Pit lane	Standard Roundabout		A, B, C, D, E	11.69	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	5	D - B4027 S	11.69	B

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
D11	2036 WoDWS	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A5 N		ONE HOUR	✓	1159	100.000
B - A4303 E		ONE HOUR	✓	1464	100.000
C - A5 S		ONE HOUR	✓	961	100.000
D - B4027 S		ONE HOUR	✓	606	100.000
E - Coal Pit Lane W		ONE HOUR	✓	530	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
From	A - A5 N	27	697	380	51	4
	B - A4303 E	638	2	293	356	175
	C - A5 S	453	423	0	18	67
	D - B4027 S	89	491	20	0	6
	E - Coal Pit Lane W	16	391	118	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
	A - A5 N	0	0	0	0	0
	B - A4303 E	0	0	0	0	0
	C - A5 S	0	0	0	0	0
	D - B4027 S	0	0	0	0	0
	E - Coal Pit Lane W	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 N	0.81	12.23	4.2	B	1064	1595
B - A4303 E	0.73	6.11	2.7	A	1343	2015
C - A5 S	0.78	11.71	3.4	B	882	1323
D - B4027 S	0.78	19.38	3.5	C	556	834
E - Coal Pit Lane W	0.74	17.12	2.7	C	486	730

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	873	218	1086	1857	0.470	869	917	0.0	0.9	3.629	A
B - A4303 E	1102	276	453	2331	0.473	1099	1501	0.0	0.9	2.913	A
C - A5 S	723	181	944	1590	0.455	720	608	0.0	0.8	4.122	A
D - B4027 S	456	114	1342	1150	0.397	454	323	0.0	0.7	5.155	A
E - Coal Pit Lane W	399	100	1606	1144	0.349	397	189	0.0	0.5	4.806	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1042	260	1300	1736	0.600	1040	1097	0.9	1.5	5.153	A
B - A4303 E	1316	329	543	2276	0.578	1314	1797	0.9	1.4	3.736	A
C - A5 S	864	216	1129	1495	0.578	862	728	0.8	1.3	5.666	A
D - B4027 S	545	136	1605	1024	0.532	543	386	0.7	1.1	7.456	A
E - Coal Pit Lane W	476	119	1922	996	0.478	475	226	0.5	0.9	6.889	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1276	319	1580	1577	0.809	1266	1339	1.5	4.0	11.249	B
B - A4303 E	1612	403	660	2204	0.731	1607	2185	1.4	2.7	5.974	A
C - A5 S	1058	265	1380	1367	0.774	1050	887	1.3	3.3	11.129	B
D - B4027 S	667	167	1959	855	0.780	659	472	1.1	3.3	17.602	C
E - Coal Pit Lane W	584	146	2342	800	0.730	577	276	0.9	2.5	15.724	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1276	319	1595	1568	0.814	1275	1346	4.0	4.2	12.228	B
B - A4303 E	1612	403	666	2201	0.732	1612	2205	2.7	2.7	6.107	A
C - A5 S	1058	265	1385	1364	0.776	1058	892	3.3	3.4	11.707	B
D - B4027 S	667	167	1969	850	0.785	666	473	3.3	3.5	19.382	C
E - Coal Pit Lane W	584	146	2358	792	0.737	583	277	2.5	2.7	17.121	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1042	260	1321	1723	0.605	1053	1107	4.2	1.6	5.448	A
B - A4303 E	1316	329	550	2272	0.579	1321	1824	2.7	1.4	3.810	A
C - A5 S	864	216	1136	1492	0.579	872	735	3.4	1.4	5.877	A
D - B4027 S	545	136	1619	1017	0.536	554	389	3.5	1.2	7.918	A
E - Coal Pit Lane W	476	119	1945	985	0.484	483	228	2.7	1.0	7.269	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	873	218	1096	1851	0.471	875	923	1.6	0.9	3.699	A
B - A4303 E	1102	276	457	2329	0.473	1104	1514	1.4	0.9	2.946	A
C - A5 S	723	181	949	1588	0.456	726	612	1.4	0.8	4.188	A
D - B4027 S	456	114	1350	1145	0.398	458	324	1.2	0.7	5.253	A
E - Coal Pit Lane W	399	100	1618	1138	0.351	401	190	1.0	0.5	4.893	A

2036 WoDWS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A5 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J48	A5 / B4027 / Coal Pit lane	Standard Roundabout		A, B, C, D, E	8.01	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	14	D - B4027 S	8.01	A

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
D12	2036 WoDWS	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A5 N		ONE HOUR	✓	1099	100.000
B - A4303 E		ONE HOUR	✓	1650	100.000
C - A5 S		ONE HOUR	✓	776	100.000
D - B4027 S		ONE HOUR	✓	489	100.000
E - Coal Pit Lane W		ONE HOUR	✓	198	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
From	A - A5 N	26	633	370	67	3
	B - A4303 E	713	2	212	398	325
	C - A5 S	433	173	0	32	138
	D - B4027 S	89	368	18	0	14
	E - Coal Pit Lane W	3	136	49	9	1

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W	
A - A5 N	0	0	0	0	0	0
B - A4303 E	0	0	0	0	0	0
C - A5 S	0	0	0	0	0	0
D - B4027 S	0	0	0	0	0	0
E - Coal Pit Lane W	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 N	0.60	4.55	1.5	A	1008	1513
B - A4303 E	0.81	8.43	4.2	A	1514	2271
C - A5 S	0.71	10.31	2.4	B	712	1068
D - B4027 S	0.64	12.02	1.8	B	449	673
E - Coal Pit Lane W	0.23	4.87	0.3	A	182	273

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	827	207	567	2152	0.384	825	948	0.0	0.6	2.708	A
B - A4303 E	1242	311	408	2359	0.527	1238	984	0.0	1.1	3.200	A
C - A5 S	584	146	1158	1480	0.395	582	487	0.0	0.6	3.995	A
D - B4027 S	368	92	1360	1141	0.323	366	380	0.0	0.5	4.638	A
E - Coal Pit Lane W	149	37	1366	1256	0.119	149	361	0.0	0.1	3.248	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	988	247	678	2089	0.473	987	1134	0.6	0.9	3.264	A
B - A4303 E	1483	371	488	2310	0.642	1481	1177	1.1	1.8	4.327	A
C - A5 S	698	174	1386	1364	0.512	696	583	0.6	1.0	5.380	A
D - B4027 S	440	110	1628	1013	0.434	438	454	0.5	0.8	6.250	A
E - Coal Pit Lane W	178	44	1634	1131	0.157	178	432	0.1	0.2	3.778	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1210	303	828	2004	0.604	1208	1384	0.9	1.5	4.507	A
B - A4303 E	1817	454	597	2243	0.810	1807	1439	1.8	4.1	8.097	A
C - A5 S	854	214	1692	1207	0.708	849	712	1.0	2.3	9.925	A
D - B4027 S	538	135	1986	842	0.639	535	555	0.8	1.7	11.561	B
E - Coal Pit Lane W	218	55	1994	962	0.227	218	527	0.2	0.3	4.832	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1210	303	832	2001	0.605	1210	1391	1.5	1.5	4.548	A
B - A4303 E	1817	454	598	2242	0.810	1816	1444	4.1	4.2	8.429	A
C - A5 S	854	214	1700	1203	0.710	854	714	2.3	2.4	10.309	B
D - B4027 S	538	135	1997	837	0.643	538	557	1.7	1.8	12.018	B
E - Coal Pit Lane W	218	55	2005	957	0.228	218	529	0.3	0.3	4.871	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	988	247	684	2085	0.474	990	1144	1.5	0.9	3.296	A
B - A4303 E	1483	371	489	2309	0.642	1493	1185	4.2	1.8	4.462	A
C - A5 S	698	174	1396	1358	0.514	703	586	2.4	1.1	5.536	A
D - B4027 S	440	110	1642	1006	0.437	444	458	1.8	0.8	6.437	A
E - Coal Pit Lane W	178	44	1650	1123	0.158	178	435	0.3	0.2	3.813	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	827	207	571	2150	0.385	828	954	0.9	0.6	2.728	A
B - A4303 E	1242	311	409	2358	0.527	1245	990	1.8	1.1	3.245	A
C - A5 S	584	146	1165	1477	0.396	586	489	1.1	0.7	4.048	A
D - B4027 S	368	92	1369	1136	0.324	369	382	0.8	0.5	4.701	A
E - Coal Pit Lane W	149	37	1375	1252	0.119	149	363	0.2	0.1	3.267	A

2036 WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A5 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J48	A5 / B4027 / Coal Pit lane	Standard Roundabout		A, B, C, D, E	17.02	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-2	E - Coal Pit Lane W	17.02	C

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
D13	2036 WD	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A5 N		ONE HOUR	✓	1116	100.000
B - A4303 E		ONE HOUR	✓	1507	100.000
C - A5 S		ONE HOUR	✓	1016	100.000
D - B4027 S		ONE HOUR	✓	625	100.000
E - Coal Pit Lane W		ONE HOUR	✓	608	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
From	A - A5 N	30	643	398	42	3
	B - A4303 E	661	2	313	361	170
	C - A5 S	510	423	0	18	65
	D - B4027 S	93	503	22	0	7
	E - Coal Pit Lane W	18	447	137	6	0

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W	
A - A5 N	0	0	0	0	0	0
B - A4303 E	0	0	0	0	0	0
C - A5 S	0	0	0	0	0	0
D - B4027 S	0	0	0	0	0	0
E - Coal Pit Lane W	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 N	0.81	12.45	4.1	B	1024	1536
B - A4303 E	0.76	6.91	3.1	A	1383	2074
C - A5 S	0.83	15.07	4.5	C	932	1398
D - B4027 S	0.85	27.89	5.0	D	574	860
E - Coal Pit Lane W	0.90	42.55	7.4	E	558	837

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	840	210	1153	1819	0.462	837	984	0.0	0.9	3.653	A
B - A4303 E	1135	284	478	2316	0.490	1131	1511	0.0	1.0	3.028	A
C - A5 S	765	191	957	1584	0.483	761	652	0.0	0.9	4.358	A
D - B4027 S	471	118	1397	1123	0.419	468	320	0.0	0.7	5.473	A
E - Coal Pit Lane W	458	114	1681	1109	0.413	455	184	0.0	0.7	5.485	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1003	251	1379	1691	0.593	1001	1177	0.9	1.4	5.202	A
B - A4303 E	1355	339	572	2258	0.600	1353	1808	1.0	1.5	3.965	A
C - A5 S	913	228	1144	1487	0.614	911	780	0.9	1.6	6.216	A
D - B4027 S	562	140	1672	992	0.566	560	383	0.7	1.3	8.281	A
E - Coal Pit Lane W	547	137	2012	954	0.573	544	220	0.7	1.3	8.729	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1229	307	1661	1530	0.803	1219	1433	1.4	3.8	11.250	B
B - A4303 E	1659	415	693	2184	0.760	1653	2187	1.5	3.1	6.701	A
C - A5 S	1119	280	1398	1357	0.824	1108	948	1.6	4.3	13.844	B
D - B4027 S	688	172	2038	818	0.842	675	468	1.3	4.5	23.393	C
E - Coal Pit Lane W	669	167	2445	752	0.891	650	268	1.3	6.1	31.129	D

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1229	307	1689	1515	0.811	1228	1444	3.8	4.1	12.451	B
B - A4303 E	1659	415	701	2179	0.761	1659	2215	3.1	3.1	6.910	A
C - A5 S	1119	280	1403	1355	0.826	1118	956	4.3	4.5	15.071	C
D - B4027 S	688	172	2051	811	0.848	686	470	4.5	5.0	27.894	D
E - Coal Pit Lane W	669	167	2468	741	0.904	664	270	6.1	7.4	42.552	E

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1003	251	1425	1665	0.603	1014	1191	4.1	1.5	5.613	A
B - A4303 E	1355	339	584	2251	0.602	1361	1854	3.1	1.5	4.076	A
C - A5 S	913	228	1152	1483	0.616	925	793	4.5	1.6	6.573	A
D - B4027 S	562	140	1691	983	0.572	577	386	5.0	1.4	9.161	A
E - Coal Pit Lane W	547	137	2046	938	0.583	570	222	7.4	1.4	10.396	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	840	210	1165	1812	0.464	843	991	1.5	0.9	3.726	A
B - A4303 E	1135	284	482	2313	0.490	1137	1526	1.5	1.0	3.065	A
C - A5 S	765	191	962	1581	0.484	768	657	1.6	0.9	4.442	A
D - B4027 S	471	118	1407	1118	0.421	473	322	1.4	0.7	5.601	A
E - Coal Pit Lane W	458	114	1695	1102	0.415	461	185	1.4	0.7	5.636	A

2036 WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A5 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J48	A5 / B4027 / Coal Pit lane	Standard Roundabout		A, B, C, D, E	9.00	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	10	D - B4027 S	9.00	A

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
D14	2036 WD	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A5 N		ONE HOUR	✓	1170	100.000
B - A4303 E		ONE HOUR	✓	1634	100.000
C - A5 S		ONE HOUR	✓	825	100.000
D - B4027 S		ONE HOUR	✓	520	100.000
E - Coal Pit Lane W		ONE HOUR	✓	201	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
From	A - A5 N	36	660	388	83	3
	B - A4303 E	688	1	200	419	326
	C - A5 S	493	153	0	38	141
	D - B4027 S	112	369	21	0	18
	E - Coal Pit Lane W	3	135	51	11	1

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		A - A5 N	B - A4303 E	C - A5 S	D - B4027 S	E - Coal Pit Lane W
	A - A5 N	0	0	0	0	0
	B - A4303 E	0	0	0	0	0
	C - A5 S	0	0	0	0	0
	D - B4027 S	0	0	0	0	0
	E - Coal Pit Lane W	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A5 N	0.64	4.99	1.8	A	1074	1610
B - A4303 E	0.81	8.77	4.3	A	1499	2249
C - A5 S	0.76	12.75	3.1	B	757	1136
D - B4027 S	0.70	14.33	2.2	B	477	716
E - Coal Pit Lane W	0.24	5.07	0.3	A	184	277

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	881	220	556	2158	0.408	878	999	0.0	0.7	2.806	A
B - A4303 E	1230	308	446	2335	0.527	1226	988	0.0	1.1	3.230	A
C - A5 S	621	155	1176	1471	0.422	618	495	0.0	0.7	4.206	A
D - B4027 S	391	98	1381	1131	0.346	389	413	0.0	0.5	4.843	A
E - Coal Pit Lane W	151	38	1404	1238	0.122	151	367	0.0	0.1	3.308	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1052	263	665	2096	0.502	1051	1195	0.7	1.0	3.438	A
B - A4303 E	1469	367	533	2282	0.644	1466	1183	1.1	1.8	4.398	A
C - A5 S	742	185	1407	1353	0.548	740	592	0.7	1.2	5.855	A
D - B4027 S	467	117	1652	1001	0.467	466	494	0.5	0.9	6.707	A
E - Coal Pit Lane W	181	45	1680	1109	0.163	180	439	0.1	0.2	3.874	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1288	322	811	2013	0.640	1285	1457	1.0	1.8	4.924	A
B - A4303 E	1799	450	652	2209	0.814	1789	1444	1.8	4.2	8.395	A
C - A5 S	908	227	1718	1194	0.761	901	724	1.2	3.0	12.021	B
D - B4027 S	573	143	2015	829	0.691	567	604	0.9	2.1	13.533	B
E - Coal Pit Lane W	221	55	2047	937	0.236	221	535	0.2	0.3	5.021	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1288	322	817	2010	0.641	1288	1466	1.8	1.8	4.985	A
B - A4303 E	1799	450	654	2208	0.815	1799	1451	4.2	4.3	8.771	A
C - A5 S	908	227	1726	1189	0.764	908	727	3.0	3.1	12.748	B
D - B4027 S	573	143	2027	823	0.696	572	607	2.1	2.2	14.328	B
E - Coal Pit Lane W	221	55	2061	931	0.238	221	538	0.3	0.3	5.073	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	1052	263	673	2092	0.503	1055	1207	1.8	1.0	3.483	A
B - A4303 E	1469	367	536	2280	0.644	1479	1192	4.3	1.8	4.543	A
C - A5 S	742	185	1419	1347	0.551	749	596	3.1	1.2	6.099	A
D - B4027 S	467	117	1669	993	0.471	473	498	2.2	0.9	6.982	A
E - Coal Pit Lane W	181	45	1699	1100	0.164	181	443	0.3	0.2	3.919	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A5 N	881	220	560	2156	0.409	882	1006	1.0	0.7	2.828	A
B - A4303 E	1230	308	448	2334	0.527	1233	995	1.8	1.1	3.276	A
C - A5 S	621	155	1183	1468	0.423	623	498	1.2	0.7	4.274	A
D - B4027 S	391	98	1390	1126	0.348	393	416	0.9	0.5	4.918	A
E - Coal Pit Lane W	151	38	1414	1234	0.123	152	369	0.2	0.1	3.327	A

<h1>Junctions 10</h1>
<h2>ARCADY 10 - Roundabout Module</h2>
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Filename: 230808_A5_Higham_Lane_Roundabout.j10

Path: X:\NTT\NTT2814_Hinckley Rail Freight Interchange\02. Project Delivery\01. WIP\Design and Calculations\T&I Planning\04 Junction Modelling\A5_Higham_Lane_RAB

Report generation date: 08/08/2023 13:48:41

-
- »2018, AM
 - »2018, PM
 - »2026 WoD, AM
 - »2026 WoD, PM
 - »2026 WoDWS, AM
 - »2026 WoDWS, PM
 - »2026 WD, AM
 - »2026 WD, PM
 - »2036 WoD, AM
 - »2036 WoD, PM
 - »2036 WoDWS, AM
 - »2036 WoDWS, PM
 - »2036 WD, AM
 - »2036 WD, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2018										
Nuneaton Lane	D1	0.7	4.89	0.41	A	D2	0.3	4.03	0.21	A
Watling Street E		1.6	5.90	0.60	A		1.6	5.38	0.59	A
Higham Lane		0.4	3.48	0.30	A		0.5	3.64	0.34	A
Watling Street W		0.9	3.39	0.44	A		1.4	4.37	0.56	A
2026 WoD										
Nuneaton Lane	D3	0.9	6.02	0.46	A	D4	0.4	4.63	0.29	A
Watling Street E		1.8	6.83	0.63	A		1.8	6.25	0.63	A
Higham Lane		0.6	3.82	0.36	A		0.6	3.72	0.36	A
Watling Street W		1.3	4.13	0.54	A		1.6	4.92	0.61	A
2026 WoDWS										
Nuneaton Lane	D5	0.7	5.50	0.41	A	D6	0.3	4.40	0.25	A
Watling Street E		1.7	6.31	0.61	A		1.7	5.94	0.62	A
Higham Lane		0.5	3.72	0.34	A		0.5	3.57	0.33	A
Watling Street W		1.3	4.09	0.54	A		1.7	4.91	0.61	A
2026 WD										
Nuneaton Lane	D7	0.7	5.24	0.41	A	D8	0.4	4.50	0.29	A
Watling Street E		1.5	5.82	0.57	A		1.5	5.58	0.58	A
Higham Lane		0.5	3.67	0.35	A		0.5	3.44	0.32	A
Watling Street W		1.1	3.87	0.51	A		1.5	4.67	0.59	A
2036 WoD										
Nuneaton Lane	D9	0.9	6.01	0.47	A	D10	0.8	6.15	0.45	A
Watling Street E		1.8	6.44	0.62	A		2.7	8.99	0.72	A
Higham Lane		1.0	4.75	0.49	A		0.8	4.23	0.43	A
Watling Street W		1.3	4.30	0.53	A		1.9	5.68	0.64	A
2036 WoDWS										
Nuneaton Lane	D11	0.7	5.39	0.41	A	D12	0.7	5.73	0.40	A
Watling Street E		1.7	6.11	0.61	A		2.6	8.44	0.70	A
Higham Lane		0.9	4.72	0.48	A		0.7	4.04	0.40	A
Watling Street W		1.3	4.35	0.54	A		1.9	5.57	0.64	A
2036 WD										
Nuneaton Lane	D13	0.8	5.59	0.43	A	D14	0.8	6.36	0.46	A
Watling Street E		1.9	6.51	0.62	A		3.0	9.83	0.73	A
Higham Lane		1.0	4.88	0.49	A		0.7	4.25	0.43	A
Watling Street W		1.4	4.58	0.55	A		2.1	6.09	0.66	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	
Location	
Site number	
Date	28/10/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	BWB\vbeshan.devaharan
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

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	2018	AM	ONE HOUR	07:15	08:45	15	✓
D2	2018	PM	ONE HOUR	16:15	17:45	15	✓
D3	2026 WoD	AM	ONE HOUR	07:15	08:45	15	✓
D4	2026 WoD	PM	ONE HOUR	16:15	17:45	15	✓
D5	2026 WoDWS	AM	ONE HOUR	07:15	08:45	15	✓
D6	2026 WoDWS	PM	ONE HOUR	16:15	17:45	15	✓
D7	2026 WD	AM	ONE HOUR	07:15	08:45	15	✓
D8	2026 WD	PM	ONE HOUR	16:15	17:45	15	✓
D9	2036 WoD	AM	ONE HOUR	07:15	08:45	15	✓
D10	2036 WoD	PM	ONE HOUR	16:15	17:45	15	✓
D11	2036 WoDWS	AM	ONE HOUR	07:15	08:45	15	✓
D12	2036 WoDWS	PM	ONE HOUR	16:15	17:45	15	✓
D13	2036 WD	AM	ONE HOUR	07:15	08:45	15	✓
D14	2036 WD	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

2018, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Watling Street E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Higham Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Watling Street W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.54	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Nuneaton Lane		
2	Watling Street E		
3	Higham Lane		
4	Watling Street W		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
Nuneaton Lane	2.55	8.11	26.7	23.5	54.0	21.0		
Watling Street E	4.02	7.91	42.5	20.0	54.0	30.5		
Higham Lane	3.71	8.99	33.0	22.8	54.0	20.0		
Watling Street W	3.73	7.77	67.6	21.2	54.0	27.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
Nuneaton Lane	0.628	1852
Watling Street E	0.667	2126
Higham Lane	0.706	2271
Watling Street W	0.682	2186

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	2018	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Nuneaton Lane		ONE HOUR	✓	468	100.000
Watling Street E		ONE HOUR	✓	897	100.000
Higham Lane		ONE HOUR	✓	401	100.000
Watling Street W		ONE HOUR	✓	826	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		Nuneaton Lane	Watling Street E	Higham Lane	Watling Street W
From	Nuneaton Lane	0	16	288	164
	Watling Street E	13	3	55	826
	Higham Lane	87	36	0	278
	Watling Street W	10	628	187	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		Nuneaton Lane	Watling Street E	Higham Lane	Watling Street W
From	Nuneaton Lane	0	0	2	0
	Watling Street E	8	0	5	10
	Higham Lane	0	6	0	1
	Watling Street W	10	14	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
Nuneaton Lane	0.41	4.89	0.7	A	429	644
Watling Street E	0.60	5.90	1.6	A	823	1235
Higham Lane	0.30	3.48	0.4	A	368	552
Watling Street W	0.44	3.39	0.9	A	758	1137

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	352	88	642	1449	0.243	351	83	0.0	0.3	3.316	A
Watling Street E	675	169	480	1806	0.374	673	513	0.0	0.7	3.476	A
Higham Lane	302	75	755	1738	0.174	301	398	0.0	0.2	2.534	A
Watling Street W	622	155	104	2115	0.294	620	952	0.0	0.5	2.655	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	421	105	768	1370	0.307	420	99	0.3	0.4	3.835	A
Watling Street E	806	202	575	1743	0.463	805	614	0.7	0.9	4.204	A
Higham Lane	360	90	904	1633	0.221	360	476	0.2	0.3	2.862	A
Watling Street W	743	186	125	2101	0.353	742	1139	0.5	0.6	2.923	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	515	129	940	1262	0.408	514	121	0.4	0.7	4.870	A
Watling Street E	988	247	703	1657	0.596	985	751	0.9	1.6	5.851	A
Higham Lane	442	110	1106	1491	0.296	441	583	0.3	0.4	3.468	A
Watling Street W	909	227	153	2082	0.437	908	1394	0.6	0.9	3.384	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	515	129	941	1261	0.409	515	121	0.7	0.7	4.885	A
Watling Street E	988	247	705	1656	0.596	988	752	1.6	1.6	5.903	A
Higham Lane	442	110	1109	1489	0.297	442	584	0.4	0.4	3.477	A
Watling Street W	909	227	153	2082	0.437	909	1397	0.9	0.9	3.390	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	421	105	770	1369	0.307	422	99	0.7	0.5	3.852	A
Watling Street E	806	202	577	1741	0.463	809	615	1.6	1.0	4.243	A
Higham Lane	360	90	908	1630	0.221	361	477	0.4	0.3	2.871	A
Watling Street W	743	186	125	2101	0.353	744	1144	0.9	0.6	2.932	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	352	88	644	1448	0.243	353	83	0.5	0.3	3.331	A
Watling Street E	675	169	482	1804	0.374	676	515	1.0	0.7	3.502	A
Higham Lane	302	75	759	1735	0.174	302	400	0.3	0.2	2.542	A
Watling Street W	622	155	105	2115	0.294	622	957	0.6	0.5	2.666	A

2018, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Watling Street E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Higham Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Watling Street W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.58	A

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	2018	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Nuneaton Lane		ONE HOUR	✓	223	100.000
Watling Street E		ONE HOUR	✓	958	100.000
Higham Lane		ONE HOUR	✓	465	100.000
Watling Street W		ONE HOUR	✓	1021	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		Nuneaton Lane	Watling Street E	Higham Lane	Watling Street W
From	Nuneaton Lane	0	18	123	82
	Watling Street E	21	2	58	877
	Higham Lane	174	50	0	241
	Watling Street W	46	701	273	1

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	Nuneaton Lane	Watling Street E	Higham Lane	Watling Street W
Nuneaton Lane	0	0	0	1
Watling Street E	0	50	3	8
Higham Lane	1	2	0	0
Watling Street W	4	9	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
Nuneaton Lane	0.21	4.03	0.3	A	205	307
Watling Street E	0.59	5.38	1.6	A	879	1319
Higham Lane	0.34	3.64	0.5	A	427	640
Watling Street W	0.56	4.37	1.4	A	937	1405

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	168	42	771	1368	0.123	167	181	0.0	0.1	3.007	A
Watling Street E	721	180	359	1886	0.382	719	579	0.0	0.7	3.309	A
Higham Lane	350	88	737	1751	0.200	349	341	0.0	0.3	2.582	A
Watling Street W	769	192	185	2060	0.373	766	901	0.0	0.6	2.959	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	200	50	922	1273	0.157	200	216	0.1	0.2	3.368	A
Watling Street E	861	215	430	1839	0.468	860	692	0.7	0.9	3.951	A
Higham Lane	418	105	883	1648	0.254	418	408	0.3	0.3	2.942	A
Watling Street W	918	229	222	2035	0.451	917	1078	0.6	0.9	3.426	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	246	61	1129	1143	0.215	245	265	0.2	0.3	4.023	A
Watling Street E	1055	264	527	1775	0.594	1052	847	0.9	1.6	5.341	A
Higham Lane	512	128	1080	1509	0.339	511	499	0.3	0.5	3.627	A
Watling Street W	1124	281	272	2001	0.562	1122	1320	0.9	1.4	4.353	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	246	61	1131	1142	0.215	246	265	0.3	0.3	4.029	A
Watling Street E	1055	264	527	1774	0.595	1055	849	1.6	1.6	5.381	A
Higham Lane	512	128	1082	1507	0.340	512	500	0.5	0.5	3.636	A
Watling Street W	1124	281	272	2001	0.562	1124	1322	1.4	1.4	4.373	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	200	50	925	1271	0.158	201	217	0.3	0.2	3.375	A
Watling Street E	861	215	431	1838	0.469	864	695	1.6	1.0	3.984	A
Higham Lane	418	105	886	1646	0.254	419	409	0.5	0.3	2.951	A
Watling Street W	918	229	222	2034	0.451	920	1082	1.4	0.9	3.447	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	168	42	774	1366	0.123	168	182	0.2	0.1	3.015	A
Watling Street E	721	180	361	1885	0.383	722	581	1.0	0.7	3.332	A
Higham Lane	350	88	741	1748	0.200	350	342	0.3	0.3	2.590	A
Watling Street W	769	192	186	2059	0.373	770	905	0.9	0.6	2.977	A

2026 WoD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Watling Street E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Higham Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Watling Street W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.21	A

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
D3	2026 WoD	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Nuneaton Lane		ONE HOUR	✓	474	100.000
Watling Street E		ONE HOUR	✓	879	100.000
Higham Lane		ONE HOUR	✓	485	100.000
Watling Street W		ONE HOUR	✓	1030	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		Nuneaton Lane	Watling Street E	Higham Lane	Watling Street W
From	Nuneaton Lane	0	12	282	180
	Watling Street E	11	2	50	816
	Higham Lane	90	31	0	364
	Watling Street W	14	688	327	1

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	Nuneaton Lane	Watling Street E	Higham Lane	Watling Street W
Nuneaton Lane	0	0	2	0
Watling Street E	8	0	5	10
Higham Lane	0	6	0	1
Watling Street W	10	14	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
Nuneaton Lane	0.46	6.02	0.9	A	435	652
Watling Street E	0.63	6.83	1.8	A	807	1210
Higham Lane	0.36	3.82	0.6	A	445	668
Watling Street W	0.54	4.13	1.3	A	945	1418

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	357	89	787	1358	0.263	355	86	0.0	0.4	3.629	A
Watling Street E	662	165	593	1731	0.382	659	550	0.0	0.7	3.674	A
Higham Lane	365	91	757	1737	0.210	364	494	0.0	0.3	2.652	A
Watling Street W	775	194	101	2118	0.366	773	1021	0.0	0.6	2.916	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	426	107	942	1261	0.338	425	103	0.4	0.5	4.359	A
Watling Street E	790	198	709	1653	0.478	789	658	0.7	1.0	4.563	A
Higham Lane	436	109	907	1631	0.267	436	592	0.3	0.4	3.044	A
Watling Street W	926	231	120	2104	0.440	925	1222	0.6	0.9	3.329	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	522	130	1153	1128	0.463	520	126	0.5	0.9	5.983	A
Watling Street E	968	242	868	1547	0.626	965	806	1.0	1.8	6.739	A
Higham Lane	534	133	1108	1489	0.359	533	724	0.4	0.6	3.804	A
Watling Street W	1134	284	147	2086	0.544	1132	1494	0.9	1.3	4.111	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	522	130	1155	1127	0.463	522	127	0.9	0.9	6.020	A
Watling Street E	968	242	870	1546	0.626	968	807	1.8	1.8	6.826	A
Higham Lane	534	133	1112	1487	0.359	534	726	0.6	0.6	3.820	A
Watling Street W	1134	284	148	2086	0.544	1134	1498	1.3	1.3	4.126	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	426	107	945	1259	0.338	427	104	0.9	0.5	4.389	A
Watling Street E	790	198	712	1651	0.479	793	660	1.8	1.0	4.621	A
Higham Lane	436	109	912	1628	0.268	437	594	0.6	0.4	3.059	A
Watling Street W	926	231	121	2104	0.440	928	1228	1.3	0.9	3.345	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	357	89	791	1356	0.263	357	87	0.5	0.4	3.650	A
Watling Street E	662	165	596	1729	0.383	663	552	1.0	0.7	3.711	A
Higham Lane	365	91	762	1734	0.211	366	497	0.4	0.3	2.663	A
Watling Street W	775	194	101	2117	0.366	776	1026	0.9	0.6	2.932	A

2026 WoD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Watling Street E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Higham Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Watling Street W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.13	A

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
D4	2026 WoD	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Nuneaton Lane		ONE HOUR	✓	290	100.000
Watling Street E		ONE HOUR	✓	953	100.000
Higham Lane		ONE HOUR	✓	488	100.000
Watling Street W		ONE HOUR	✓	1094	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		Nuneaton Lane	Watling Street E	Higham Lane	Watling Street W
From	Nuneaton Lane	0	19	176	95
	Watling Street E	24	2	70	857
	Higham Lane	200	48	0	240
	Watling Street W	54	687	352	1

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	Nuneaton Lane	Watling Street E	Higham Lane	Watling Street W
Nuneaton Lane	0	0	0	1
Watling Street E	0	50	3	8
Higham Lane	1	2	0	0
Watling Street W	4	9	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
Nuneaton Lane	0.29	4.63	0.4	A	266	399
Watling Street E	0.63	6.25	1.8	A	874	1312
Higham Lane	0.36	3.72	0.6	A	448	672
Watling Street W	0.61	4.92	1.6	A	1004	1506

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	218	55	818	1339	0.163	218	209	0.0	0.2	3.220	A
Watling Street E	717	179	468	1814	0.396	715	567	0.0	0.7	3.511	A
Higham Lane	367	92	734	1753	0.210	366	449	0.0	0.3	2.611	A
Watling Street W	824	206	206	2046	0.403	821	895	0.0	0.7	3.110	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	261	65	979	1238	0.211	260	250	0.2	0.3	3.696	A
Watling Street E	857	214	560	1752	0.489	855	679	0.7	1.0	4.308	A
Higham Lane	439	110	879	1651	0.266	438	537	0.3	0.4	2.986	A
Watling Street W	983	246	246	2018	0.487	982	1071	0.7	1.0	3.682	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	319	80	1198	1100	0.290	319	306	0.3	0.4	4.620	A
Watling Street E	1049	262	686	1669	0.629	1046	831	1.0	1.8	6.185	A
Higham Lane	537	134	1075	1513	0.355	537	657	0.4	0.6	3.710	A
Watling Street W	1205	301	301	1981	0.608	1202	1310	1.0	1.6	4.886	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	319	80	1200	1099	0.291	319	306	0.4	0.4	4.634	A
Watling Street E	1049	262	687	1668	0.629	1049	832	1.8	1.8	6.252	A
Higham Lane	537	134	1078	1511	0.356	537	658	0.6	0.6	3.720	A
Watling Street W	1205	301	302	1980	0.608	1204	1313	1.6	1.6	4.919	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	261	65	982	1235	0.211	261	250	0.4	0.3	3.709	A
Watling Street E	857	214	562	1751	0.489	860	681	1.8	1.0	4.355	A
Higham Lane	439	110	883	1648	0.266	439	539	0.6	0.4	2.997	A
Watling Street W	983	246	247	2018	0.487	986	1076	1.6	1.0	3.707	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	218	55	822	1336	0.163	219	210	0.3	0.2	3.231	A
Watling Street E	717	179	470	1812	0.396	719	570	1.0	0.7	3.544	A
Higham Lane	367	92	738	1750	0.210	368	451	0.4	0.3	2.622	A
Watling Street W	824	206	207	2045	0.403	825	900	1.0	0.7	3.130	A

2026 WoDWS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Watling Street E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Higham Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Watling Street W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.93	A

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
D5	2026 WoDWS	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Nuneaton Lane		ONE HOUR	✓	423	100.000
Watling Street E		ONE HOUR	✓	872	100.000
Higham Lane		ONE HOUR	✓	466	100.000
Watling Street W		ONE HOUR	✓	1032	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		Nuneaton Lane	Watling Street E	Higham Lane	Watling Street W
From	Nuneaton Lane	0	10	237	176
	Watling Street E	10	2	45	815
	Higham Lane	78	28	0	360
	Watling Street W	13	697	321	1

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	Nuneaton Lane	Watling Street E	Higham Lane	Watling Street W
Nuneaton Lane	0	0	2	0
Watling Street E	8	0	5	10
Higham Lane	0	6	0	1
Watling Street W	10	14	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
Nuneaton Lane	0.41	5.50	0.7	A	388	582
Watling Street E	0.61	6.31	1.7	A	800	1200
Higham Lane	0.34	3.72	0.5	A	428	641
Watling Street W	0.54	4.09	1.3	A	947	1420

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	318	80	787	1358	0.235	317	76	0.0	0.3	3.492	A
Watling Street E	656	164	551	1758	0.373	654	553	0.0	0.6	3.569	A
Higham Lane	351	88	753	1740	0.202	350	452	0.0	0.3	2.618	A
Watling Street W	777	194	89	2126	0.365	774	1014	0.0	0.6	2.904	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	380	95	942	1261	0.302	380	91	0.3	0.4	4.131	A
Watling Street E	784	196	660	1686	0.465	783	662	0.6	0.9	4.367	A
Higham Lane	419	105	901	1635	0.256	419	541	0.3	0.3	2.992	A
Watling Street W	928	232	106	2114	0.439	927	1214	0.6	0.8	3.310	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	466	116	1153	1128	0.413	465	111	0.4	0.7	5.478	A
Watling Street E	960	240	808	1587	0.605	957	810	0.9	1.7	6.241	A
Higham Lane	513	128	1102	1493	0.344	512	663	0.3	0.5	3.709	A
Watling Street W	1136	284	130	2098	0.542	1135	1485	0.8	1.3	4.073	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	466	116	1155	1127	0.413	466	111	0.7	0.7	5.505	A
Watling Street E	960	240	809	1586	0.605	960	811	1.7	1.7	6.306	A
Higham Lane	513	128	1105	1491	0.344	513	664	0.5	0.5	3.720	A
Watling Street W	1136	284	130	2098	0.542	1136	1489	1.3	1.3	4.088	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	380	95	945	1259	0.302	381	91	0.7	0.4	4.152	A
Watling Street E	784	196	662	1684	0.465	787	664	1.7	1.0	4.414	A
Higham Lane	419	105	906	1632	0.257	420	543	0.5	0.4	3.003	A
Watling Street W	928	232	106	2114	0.439	929	1219	1.3	0.9	3.322	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	318	80	791	1356	0.235	319	76	0.4	0.3	3.511	A
Watling Street E	656	164	554	1756	0.374	658	556	1.0	0.7	3.599	A
Higham Lane	351	88	757	1737	0.202	351	455	0.4	0.3	2.629	A
Watling Street W	777	194	89	2126	0.366	778	1020	0.9	0.6	2.917	A

2026 WoDWS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Watling Street E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Higham Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Watling Street W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.00	A

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
D6	2026 WoDWS	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Nuneaton Lane		ONE HOUR	✓	242	100.000
Watling Street E		ONE HOUR	✓	951	100.000
Higham Lane		ONE HOUR	✓	463	100.000
Watling Street W		ONE HOUR	✓	1107	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		Nuneaton Lane	Watling Street E	Higham Lane	Watling Street W
From	Nuneaton Lane	0	17	146	79
	Watling Street E	22	2	68	859
	Higham Lane	182	47	0	234
	Watling Street W	50	700	356	1

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	Nuneaton Lane	Watling Street E	Higham Lane	Watling Street W
Nuneaton Lane	0	0	0	1
Watling Street E	0	50	3	8
Higham Lane	1	2	0	0
Watling Street W	4	9	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
Nuneaton Lane	0.25	4.40	0.3	A	222	333
Watling Street E	0.62	5.94	1.7	A	873	1309
Higham Lane	0.33	3.57	0.5	A	425	637
Watling Street W	0.61	4.91	1.7	A	1016	1524

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	182	46	830	1331	0.137	182	191	0.0	0.2	3.140	A
Watling Street E	716	179	437	1835	0.390	713	575	0.0	0.7	3.441	A
Higham Lane	349	87	722	1761	0.198	348	428	0.0	0.2	2.560	A
Watling Street W	833	208	190	2057	0.405	831	880	0.0	0.7	3.108	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	218	54	993	1229	0.177	217	228	0.2	0.2	3.571	A
Watling Street E	855	214	523	1777	0.481	854	688	0.7	1.0	4.184	A
Higham Lane	416	104	865	1661	0.251	416	512	0.2	0.3	2.908	A
Watling Street W	995	249	227	2031	0.490	994	1053	0.7	1.0	3.678	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	266	67	1215	1089	0.245	266	279	0.2	0.3	4.387	A
Watling Street E	1047	262	640	1699	0.616	1044	842	1.0	1.7	5.881	A
Higham Lane	510	127	1058	1525	0.334	509	626	0.3	0.5	3.563	A
Watling Street W	1219	305	278	1996	0.611	1216	1288	1.0	1.6	4.879	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	266	67	1218	1087	0.245	266	280	0.3	0.3	4.398	A
Watling Street E	1047	262	641	1699	0.616	1047	843	1.7	1.7	5.939	A
Higham Lane	510	127	1060	1523	0.335	510	628	0.5	0.5	3.573	A
Watling Street W	1219	305	279	1996	0.611	1219	1291	1.6	1.7	4.911	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	218	54	997	1226	0.177	218	229	0.3	0.2	3.585	A
Watling Street E	855	214	524	1776	0.481	858	690	1.7	1.0	4.226	A
Higham Lane	416	104	868	1658	0.251	417	514	0.5	0.3	2.920	A
Watling Street W	995	249	228	2031	0.490	998	1058	1.7	1.0	3.706	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	182	46	834	1329	0.137	182	191	0.2	0.2	3.153	A
Watling Street E	716	179	439	1833	0.391	717	577	1.0	0.7	3.472	A
Higham Lane	349	87	726	1759	0.198	349	430	0.3	0.2	2.568	A
Watling Street W	833	208	191	2056	0.405	835	884	1.0	0.7	3.128	A

2026 WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Watling Street E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Higham Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Watling Street W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.65	A

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
D7	2026 WD	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Nuneaton Lane		ONE HOUR	✓	433	100.000
Watling Street E		ONE HOUR	✓	831	100.000
Higham Lane		ONE HOUR	✓	485	100.000
Watling Street W		ONE HOUR	✓	970	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		Nuneaton Lane	Watling Street E	Higham Lane	Watling Street W
From	Nuneaton Lane	0	11	247	175
	Watling Street E	11	2	45	773
	Higham Lane	98	27	0	360
	Watling Street W	15	651	303	1

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	Nuneaton Lane	Watling Street E	Higham Lane	Watling Street W
Nuneaton Lane	0	0	2	0
Watling Street E	8	0	5	10
Higham Lane	0	6	0	1
Watling Street W	10	14	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
Nuneaton Lane	0.41	5.24	0.7	A	397	596
Watling Street E	0.57	5.82	1.5	A	763	1144
Higham Lane	0.35	3.67	0.5	A	445	668
Watling Street W	0.51	3.87	1.1	A	890	1335

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	326	81	738	1388	0.235	325	93	0.0	0.3	3.420	A
Watling Street E	626	156	545	1763	0.355	623	519	0.0	0.6	3.457	A
Higham Lane	365	91	721	1762	0.207	364	446	0.0	0.3	2.601	A
Watling Street W	730	183	104	2116	0.345	728	982	0.0	0.6	2.827	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	389	97	884	1297	0.300	389	111	0.3	0.4	4.006	A
Watling Street E	747	187	652	1691	0.442	746	621	0.6	0.9	4.173	A
Higham Lane	436	109	864	1662	0.262	436	534	0.3	0.4	2.967	A
Watling Street W	872	218	124	2102	0.415	871	1175	0.6	0.8	3.192	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	477	119	1082	1173	0.407	476	136	0.4	0.7	5.216	A
Watling Street E	915	229	798	1594	0.574	913	760	0.9	1.5	5.777	A
Higham Lane	534	133	1057	1526	0.350	533	654	0.4	0.5	3.665	A
Watling Street W	1068	267	152	2083	0.513	1067	1438	0.8	1.1	3.861	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	477	119	1083	1172	0.407	477	137	0.7	0.7	5.237	A
Watling Street E	915	229	799	1593	0.574	915	761	1.5	1.5	5.823	A
Higham Lane	534	133	1059	1524	0.350	534	655	0.5	0.5	3.674	A
Watling Street W	1068	267	152	2083	0.513	1068	1441	1.1	1.1	3.872	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	389	97	886	1296	0.300	390	112	0.7	0.4	4.026	A
Watling Street E	747	187	654	1690	0.442	749	622	1.5	0.9	4.210	A
Higham Lane	436	109	867	1659	0.263	437	536	0.5	0.4	2.979	A
Watling Street W	872	218	124	2101	0.415	873	1180	1.1	0.8	3.205	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	326	81	742	1386	0.235	326	93	0.4	0.3	3.435	A
Watling Street E	626	156	547	1761	0.355	627	521	0.9	0.6	3.483	A
Higham Lane	365	91	725	1759	0.208	366	449	0.4	0.3	2.610	A
Watling Street W	730	183	104	2115	0.345	731	987	0.8	0.6	2.842	A

2026 WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Watling Street E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Higham Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Watling Street W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.74	A

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
D8	2026 WD	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Nuneaton Lane		ONE HOUR	✓	294	100.000
Watling Street E		ONE HOUR	✓	883	100.000
Higham Lane		ONE HOUR	✓	459	100.000
Watling Street W		ONE HOUR	✓	1066	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		Nuneaton Lane	Watling Street E	Higham Lane	Watling Street W
From	Nuneaton Lane	0	19	177	98
	Watling Street E	23	2	62	796
	Higham Lane	196	41	0	222
	Watling Street W	59	655	351	1

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	Nuneaton Lane	Watling Street E	Higham Lane	Watling Street W
Nuneaton Lane	0	0	0	1
Watling Street E	0	50	3	8
Higham Lane	1	2	0	0
Watling Street W	4	9	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
Nuneaton Lane	0.29	4.50	0.4	A	270	405
Watling Street E	0.58	5.58	1.5	A	810	1215
Higham Lane	0.32	3.44	0.5	A	421	632
Watling Street W	0.59	4.67	1.5	A	978	1467

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	221	55	788	1357	0.163	221	209	0.0	0.2	3.175	A
Watling Street E	665	166	470	1812	0.367	662	538	0.0	0.6	3.358	A
Higham Lane	346	86	690	1784	0.194	345	443	0.0	0.2	2.514	A
Watling Street W	803	201	197	2052	0.391	800	838	0.0	0.7	3.039	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	264	66	943	1260	0.210	264	250	0.2	0.3	3.626	A
Watling Street E	794	198	563	1750	0.454	793	644	0.6	0.9	4.036	A
Higham Lane	413	103	826	1688	0.244	412	530	0.2	0.3	2.838	A
Watling Street W	958	240	235	2026	0.473	957	1003	0.7	0.9	3.566	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	324	81	1154	1128	0.287	323	306	0.3	0.4	4.487	A
Watling Street E	972	243	689	1666	0.583	970	788	0.9	1.5	5.536	A
Higham Lane	505	126	1011	1558	0.324	505	648	0.3	0.5	3.436	A
Watling Street W	1174	293	288	1990	0.590	1171	1227	0.9	1.5	4.648	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	324	81	1156	1126	0.287	324	306	0.4	0.4	4.500	A
Watling Street E	972	243	690	1665	0.584	972	789	1.5	1.5	5.580	A
Higham Lane	505	126	1013	1556	0.325	505	650	0.5	0.5	3.444	A
Watling Street W	1174	293	288	1989	0.590	1174	1230	1.5	1.5	4.675	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	264	66	946	1258	0.210	265	250	0.4	0.3	3.637	A
Watling Street E	794	198	565	1749	0.454	796	646	1.5	0.9	4.069	A
Higham Lane	413	103	829	1686	0.245	413	532	0.5	0.3	2.846	A
Watling Street W	958	240	236	2025	0.473	961	1007	1.5	1.0	3.591	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	221	55	792	1355	0.163	222	210	0.3	0.2	3.186	A
Watling Street E	665	166	473	1811	0.367	666	541	0.9	0.6	3.382	A
Higham Lane	346	86	694	1782	0.194	346	445	0.3	0.2	2.522	A
Watling Street W	803	201	197	2051	0.391	804	842	1.0	0.7	3.060	A

2036 WoD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Watling Street E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Higham Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Watling Street W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.33	A

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
D9	2036 WoD	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Nuneaton Lane		ONE HOUR	✓	493	100.000
Watling Street E		ONE HOUR	✓	916	100.000
Higham Lane		ONE HOUR	✓	658	100.000
Watling Street W		ONE HOUR	✓	959	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		Nuneaton Lane	Watling Street E	Higham Lane	Watling Street W
From	Nuneaton Lane	0	19	322	152
	Watling Street E	17	3	60	836
	Higham Lane	184	67	0	407
	Watling Street W	13	751	194	1

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	Nuneaton Lane	Watling Street E	Higham Lane	Watling Street W
Nuneaton Lane	0	0	2	0
Watling Street E	1	0	5	13
Higham Lane	0	1	0	1
Watling Street W	8	14	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
Nuneaton Lane	0.47	6.01	0.9	A	452	679
Watling Street E	0.62	6.44	1.8	A	841	1261
Higham Lane	0.49	4.75	1.0	A	604	906
Watling Street W	0.53	4.30	1.3	A	880	1320

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	371	93	762	1373	0.270	370	161	0.0	0.4	3.628	A
Watling Street E	690	172	502	1791	0.385	687	630	0.0	0.7	3.646	A
Higham Lane	495	124	757	1737	0.285	494	432	0.0	0.4	2.912	A
Watling Street W	722	180	203	2047	0.353	720	1047	0.0	0.6	2.998	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	443	111	912	1279	0.346	443	192	0.4	0.5	4.356	A
Watling Street E	823	206	601	1725	0.477	822	754	0.7	1.0	4.463	A
Higham Lane	592	148	906	1632	0.362	591	517	0.4	0.6	3.481	A
Watling Street W	862	216	243	2020	0.427	861	1253	0.6	0.8	3.439	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	543	136	1117	1151	0.472	541	235	0.5	0.9	5.968	A
Watling Street E	1009	252	735	1636	0.617	1006	923	1.0	1.8	6.375	A
Higham Lane	724	181	1108	1490	0.486	723	633	0.6	0.9	4.720	A
Watling Street W	1056	264	298	1983	0.532	1054	1533	0.8	1.2	4.285	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	543	136	1119	1150	0.472	543	236	0.9	0.9	6.008	A
Watling Street E	1009	252	737	1635	0.617	1008	925	1.8	1.8	6.444	A
Higham Lane	724	181	1111	1487	0.487	724	634	0.9	1.0	4.752	A
Watling Street W	1056	264	298	1983	0.533	1056	1537	1.2	1.3	4.302	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	443	111	915	1277	0.347	445	193	0.9	0.5	4.387	A
Watling Street E	823	206	603	1724	0.478	826	757	1.8	1.0	4.514	A
Higham Lane	592	148	910	1629	0.363	593	519	1.0	0.6	3.504	A
Watling Street W	862	216	244	2020	0.427	864	1259	1.3	0.8	3.454	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	371	93	766	1371	0.271	372	161	0.5	0.4	3.650	A
Watling Street E	690	172	504	1789	0.385	691	633	1.0	0.7	3.681	A
Higham Lane	495	124	761	1734	0.286	496	434	0.6	0.4	2.929	A
Watling Street W	722	180	204	2047	0.353	723	1053	0.8	0.6	3.015	A

2036 WoD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Watling Street E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Higham Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Watling Street W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.53	A

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
D10	2036 WoD	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Nuneaton Lane		ONE HOUR	✓	436	100.000
Watling Street E		ONE HOUR	✓	1002	100.000
Higham Lane		ONE HOUR	✓	596	100.000
Watling Street W		ONE HOUR	✓	1107	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		Nuneaton Lane	Watling Street E	Higham Lane	Watling Street W
From	Nuneaton Lane	0	28	315	93
	Watling Street E	29	2	118	853
	Higham Lane	274	74	0	248
	Watling Street W	47	673	386	1

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	Nuneaton Lane	Watling Street E	Higham Lane	Watling Street W
Nuneaton Lane	0	0	0	1
Watling Street E	0	50	4	11
Higham Lane	1	1	0	0
Watling Street W	6	12	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
Nuneaton Lane	0.45	6.15	0.8	A	400	600
Watling Street E	0.72	8.99	2.7	A	919	1379
Higham Lane	0.43	4.23	0.8	A	547	820
Watling Street W	0.64	5.68	1.9	A	1016	1524

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	328	82	852	1317	0.249	327	263	0.0	0.3	3.638	A
Watling Street E	754	189	596	1728	0.436	751	583	0.0	0.8	4.032	A
Higham Lane	449	112	733	1754	0.256	447	614	0.0	0.3	2.769	A
Watling Street W	833	208	284	1992	0.418	830	896	0.0	0.8	3.327	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	392	98	1020	1212	0.323	391	314	0.3	0.5	4.395	A
Watling Street E	901	225	714	1650	0.546	899	698	0.8	1.3	5.253	A
Higham Lane	536	134	877	1652	0.324	535	735	0.3	0.5	3.240	A
Watling Street W	995	249	340	1954	0.509	994	1072	0.8	1.1	4.030	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	480	120	1248	1069	0.449	479	385	0.5	0.8	6.102	A
Watling Street E	1103	276	873	1544	0.715	1098	853	1.3	2.7	8.764	A
Higham Lane	656	164	1072	1515	0.433	655	899	0.5	0.8	4.206	A
Watling Street W	1219	305	416	1902	0.641	1216	1310	1.1	1.9	5.620	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	480	120	1251	1067	0.450	480	385	0.8	0.8	6.148	A
Watling Street E	1103	276	875	1542	0.715	1103	855	2.7	2.7	8.995	A
Higham Lane	656	164	1077	1511	0.434	656	902	0.8	0.8	4.233	A
Watling Street W	1219	305	417	1902	0.641	1219	1316	1.9	1.9	5.675	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	392	98	1024	1209	0.324	393	315	0.8	0.5	4.431	A
Watling Street E	901	225	717	1648	0.547	906	701	2.7	1.3	5.373	A
Higham Lane	536	134	884	1647	0.325	537	739	0.8	0.5	3.266	A
Watling Street W	995	249	342	1953	0.510	998	1080	1.9	1.1	4.072	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	328	82	857	1314	0.250	329	264	0.5	0.3	3.662	A
Watling Street E	754	189	600	1726	0.437	756	586	1.3	0.9	4.085	A
Higham Lane	449	112	738	1750	0.256	449	618	0.5	0.3	2.785	A
Watling Street W	833	208	286	1991	0.419	835	902	1.1	0.8	3.356	A

2036 WoDWS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Watling Street E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Higham Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Watling Street W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.13	A

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
D11	2036 WoDWS	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Nuneaton Lane		ONE HOUR	✓	424	100.000
Watling Street E		ONE HOUR	✓	926	100.000
Higham Lane		ONE HOUR	✓	653	100.000
Watling Street W		ONE HOUR	✓	974	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		Nuneaton Lane	Watling Street E	Higham Lane	Watling Street W
From	Nuneaton Lane	0	17	269	138
	Watling Street E	16	3	57	850
	Higham Lane	182	62	0	409
	Watling Street W	13	762	198	1

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	Nuneaton Lane	Watling Street E	Higham Lane	Watling Street W
Nuneaton Lane	0	0	2	0
Watling Street E	6	0	5	13
Higham Lane	0	2	0	1
Watling Street W	8	14	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
Nuneaton Lane	0.41	5.39	0.7	A	389	584
Watling Street E	0.61	6.11	1.7	A	850	1275
Higham Lane	0.48	4.72	0.9	A	599	899
Watling Street W	0.54	4.35	1.3	A	894	1341

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	319	80	770	1369	0.233	318	158	0.0	0.3	3.466	A
Watling Street E	697	174	455	1823	0.382	694	633	0.0	0.7	3.573	A
Higham Lane	492	123	756	1738	0.283	490	393	0.0	0.4	2.904	A
Watling Street W	733	183	197	2052	0.357	731	1049	0.0	0.6	3.014	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	381	95	921	1274	0.299	381	189	0.3	0.4	4.081	A
Watling Street E	832	208	544	1763	0.472	831	758	0.7	1.0	4.333	A
Higham Lane	587	147	905	1633	0.360	586	470	0.4	0.6	3.467	A
Watling Street W	876	219	236	2025	0.432	875	1255	0.6	0.8	3.462	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	467	117	1128	1144	0.408	466	232	0.4	0.7	5.368	A
Watling Street E	1020	255	666	1682	0.606	1017	928	1.0	1.7	6.053	A
Higham Lane	719	180	1107	1490	0.482	717	576	0.6	0.9	4.689	A
Watling Street W	1072	268	289	1989	0.539	1071	1535	0.8	1.3	4.334	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	467	117	1130	1143	0.409	467	232	0.7	0.7	5.392	A
Watling Street E	1020	255	667	1681	0.607	1019	929	1.7	1.7	6.112	A
Higham Lane	719	180	1110	1488	0.483	719	577	0.9	0.9	4.718	A
Watling Street W	1072	268	290	1989	0.539	1072	1539	1.3	1.3	4.351	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	381	95	924	1272	0.300	382	190	0.7	0.4	4.102	A
Watling Street E	832	208	546	1762	0.473	835	760	1.7	1.0	4.378	A
Higham Lane	587	147	909	1630	0.360	588	472	0.9	0.6	3.489	A
Watling Street W	876	219	237	2024	0.433	877	1261	1.3	0.8	3.482	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	319	80	773	1367	0.234	320	159	0.4	0.3	3.485	A
Watling Street E	697	174	457	1821	0.383	698	636	1.0	0.7	3.606	A
Higham Lane	492	123	760	1735	0.283	492	395	0.6	0.4	2.922	A
Watling Street W	733	183	198	2051	0.358	734	1054	0.8	0.6	3.031	A

2036 WoDWS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Watling Street E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Higham Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Watling Street W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.25	A

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
D12	2036 WoDWS	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Nuneaton Lane		ONE HOUR	✓	388	100.000
Watling Street E		ONE HOUR	✓	1008	100.000
Higham Lane		ONE HOUR	✓	554	100.000
Watling Street W		ONE HOUR	✓	1125	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		Nuneaton Lane	Watling Street E	Higham Lane	Watling Street W
From	Nuneaton Lane	0	26	273	89
	Watling Street E	26	2	114	866
	Higham Lane	241	70	0	243
	Watling Street W	47	694	383	1

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	Nuneaton Lane	Watling Street E	Higham Lane	Watling Street W
Nuneaton Lane	0	0	0	1
Watling Street E	0	50	4	11
Higham Lane	1	1	0	0
Watling Street W	6	11	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
Nuneaton Lane	0.40	5.73	0.7	A	356	534
Watling Street E	0.70	8.44	2.6	A	925	1387
Higham Lane	0.40	4.04	0.7	A	508	763
Watling Street W	0.64	5.57	1.9	A	1032	1548

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	292	73	863	1310	0.223	291	236	0.0	0.3	3.536	A
Watling Street E	759	190	560	1753	0.433	756	594	0.0	0.8	3.955	A
Higham Lane	417	104	738	1751	0.238	416	577	0.0	0.3	2.709	A
Watling Street W	847	212	254	2013	0.421	844	899	0.0	0.8	3.293	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	349	87	1032	1204	0.290	348	282	0.3	0.4	4.216	A
Watling Street E	906	227	670	1679	0.540	904	711	0.8	1.3	5.095	A
Higham Lane	498	125	883	1648	0.302	498	691	0.3	0.4	3.144	A
Watling Street W	1011	253	304	1978	0.511	1010	1076	0.8	1.1	3.977	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	427	107	1263	1059	0.403	426	345	0.4	0.7	5.693	A
Watling Street E	1110	277	819	1579	0.703	1105	870	1.3	2.5	8.251	A
Higham Lane	610	152	1079	1510	0.404	609	845	0.4	0.7	4.014	A
Watling Street W	1239	310	373	1932	0.641	1236	1315	1.1	1.9	5.515	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	427	107	1266	1057	0.404	427	346	0.7	0.7	5.728	A
Watling Street E	1110	277	821	1578	0.703	1110	872	2.5	2.6	8.439	A
Higham Lane	610	152	1083	1507	0.405	610	848	0.7	0.7	4.036	A
Watling Street W	1239	310	373	1932	0.641	1239	1320	1.9	1.9	5.567	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	349	87	1037	1201	0.290	350	283	0.7	0.4	4.244	A
Watling Street E	906	227	673	1677	0.540	911	714	2.6	1.3	5.199	A
Higham Lane	498	125	889	1644	0.303	499	695	0.7	0.4	3.164	A
Watling Street W	1011	253	305	1978	0.511	1014	1083	1.9	1.1	4.018	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	292	73	867	1308	0.223	293	237	0.4	0.3	3.558	A
Watling Street E	759	190	563	1751	0.433	761	597	1.3	0.8	4.003	A
Higham Lane	417	104	743	1747	0.239	418	581	0.4	0.3	2.725	A
Watling Street W	847	212	256	2012	0.421	848	905	1.1	0.8	3.321	A

2036 WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Watling Street E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Higham Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Watling Street W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.39	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.39	A

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
D13	2036 WD	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Nuneaton Lane		ONE HOUR	✓	441	100.000
Watling Street E		ONE HOUR	✓	938	100.000
Higham Lane		ONE HOUR	✓	662	100.000
Watling Street W		ONE HOUR	✓	988	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		Nuneaton Lane	Watling Street E	Higham Lane	Watling Street W
From	Nuneaton Lane	0	16	281	144
	Watling Street E	18	3	55	862
	Higham Lane	200	58	0	404
	Watling Street W	15	775	197	1

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	Nuneaton Lane	Watling Street E	Higham Lane	Watling Street W
Nuneaton Lane	0	0	2	0
Watling Street E	6	0	5	16
Higham Lane	0	2	0	1
Watling Street W	7	17	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
Nuneaton Lane	0.43	5.59	0.8	A	405	607
Watling Street E	0.62	6.51	1.9	A	861	1291
Higham Lane	0.49	4.88	1.0	A	607	911
Watling Street W	0.55	4.58	1.4	A	907	1360

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	332	83	776	1365	0.243	331	175	0.0	0.3	3.519	A
Watling Street E	706	177	467	1814	0.389	703	639	0.0	0.7	3.718	A
Higham Lane	498	125	771	1727	0.289	497	400	0.0	0.4	2.944	A
Watling Street W	744	186	209	2043	0.364	741	1058	0.0	0.6	3.117	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	396	99	929	1269	0.312	396	209	0.3	0.5	4.172	A
Watling Street E	843	211	559	1753	0.481	842	765	0.7	1.1	4.539	A
Higham Lane	595	149	923	1620	0.367	594	479	0.4	0.6	3.536	A
Watling Street W	888	222	251	2015	0.441	887	1267	0.6	0.9	3.602	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	486	121	1136	1139	0.426	484	256	0.5	0.7	5.562	A
Watling Street E	1033	258	684	1669	0.619	1030	936	1.1	1.8	6.442	A
Higham Lane	729	182	1129	1475	0.494	727	586	0.6	1.0	4.844	A
Watling Street W	1088	272	307	1977	0.550	1086	1549	0.9	1.4	4.554	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	486	121	1138	1137	0.427	486	257	0.7	0.8	5.593	A
Watling Street E	1033	258	686	1668	0.619	1033	938	1.8	1.9	6.511	A
Higham Lane	729	182	1132	1473	0.495	729	587	1.0	1.0	4.878	A
Watling Street W	1088	272	307	1977	0.550	1088	1553	1.4	1.4	4.576	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	396	99	932	1267	0.313	398	210	0.8	0.5	4.197	A
Watling Street E	843	211	562	1751	0.481	846	768	1.9	1.1	4.590	A
Higham Lane	595	149	927	1617	0.368	597	480	1.0	0.6	3.564	A
Watling Street W	888	222	251	2015	0.441	890	1273	1.4	0.9	3.622	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	332	83	779	1363	0.244	333	176	0.5	0.3	3.539	A
Watling Street E	706	177	470	1813	0.390	708	642	1.1	0.7	3.753	A
Higham Lane	498	125	775	1724	0.289	499	402	0.6	0.4	2.965	A
Watling Street W	744	186	210	2043	0.364	745	1064	0.9	0.7	3.135	A

2036 WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Watling Street E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Higham Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Watling Street W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.00	A

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
D14	2036 WD	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Nuneaton Lane		ONE HOUR	✓	433	100.000
Watling Street E		ONE HOUR	✓	1027	100.000
Higham Lane		ONE HOUR	✓	577	100.000
Watling Street W		ONE HOUR	✓	1145	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		Nuneaton Lane	Watling Street E	Higham Lane	Watling Street W
From	Nuneaton Lane	0	27	313	93
	Watling Street E	28	4	112	883
	Higham Lane	267	67	0	243
	Watling Street W	47	713	384	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		Nuneaton Lane	Watling Street E	Higham Lane	Watling Street W
From	Nuneaton Lane	0	0	0	1
	Watling Street E	0	50	4	15
	Higham Lane	1	1	0	0
	Watling Street W	6	16	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
Nuneaton Lane	0.46	6.36	0.8	A	397	596
Watling Street E	0.73	9.83	3.0	A	942	1414
Higham Lane	0.43	4.25	0.7	A	529	794
Watling Street W	0.66	6.09	2.1	A	1051	1576

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	326	81	877	1302	0.250	325	257	0.0	0.3	3.688	A
Watling Street E	773	193	593	1730	0.447	770	608	0.0	0.9	4.230	A
Higham Lane	434	109	756	1738	0.250	433	607	0.0	0.3	2.773	A
Watling Street W	862	216	275	1999	0.431	859	915	0.0	0.8	3.465	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	389	97	1049	1193	0.326	389	307	0.3	0.5	4.482	A
Watling Street E	923	231	710	1652	0.559	921	728	0.9	1.4	5.564	A
Higham Lane	519	130	905	1632	0.318	518	726	0.3	0.5	3.247	A
Watling Street W	1029	257	329	1962	0.525	1028	1095	0.8	1.2	4.235	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	477	119	1284	1046	0.456	475	376	0.5	0.8	6.306	A
Watling Street E	1131	283	868	1547	0.731	1125	890	1.4	3.0	9.527	A
Higham Lane	635	159	1105	1491	0.426	634	888	0.5	0.7	4.219	A
Watling Street W	1261	315	402	1912	0.659	1257	1337	1.2	2.1	6.020	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	477	119	1287	1044	0.457	477	377	0.8	0.8	6.360	A
Watling Street E	1131	283	871	1545	0.732	1130	893	3.0	3.0	9.826	A
Higham Lane	635	159	1111	1487	0.427	635	891	0.7	0.7	4.248	A
Watling Street W	1261	315	403	1911	0.660	1261	1343	2.1	2.1	6.087	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	389	97	1054	1190	0.327	391	308	0.8	0.5	4.520	A
Watling Street E	923	231	714	1650	0.560	930	732	3.0	1.5	5.710	A
Higham Lane	519	130	913	1627	0.319	520	730	0.7	0.5	3.272	A
Watling Street W	1029	257	330	1961	0.525	1033	1103	2.1	1.2	4.286	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Nuneaton Lane	326	81	882	1299	0.251	327	258	0.5	0.3	3.716	A
Watling Street E	773	193	597	1728	0.447	775	612	1.5	0.9	4.293	A
Higham Lane	434	109	762	1734	0.251	435	610	0.5	0.3	2.788	A
Watling Street W	862	216	276	1998	0.431	864	921	1.2	0.8	3.499	A

<h1>Junctions 10</h1>
<h2>ARCADY 10 - Roundabout Module</h2>
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Filename: 220708 Hinckley Rd_New Rd_B581 - (Existing).j10

Path: X:\NTT\NTT2814_Hinckley Rail Freight Interchange\02. Project Delivery\01. WIP\Design and Calculations\T&I Planning\04 Junction Modelling\JTC 17 - Hinckley Rd-New Rd-B581

Report generation date: 08/07/2022 14:46:32

-
- »2018 Base, AM
 - »2018 Base, PM
 - »2026 WoD, AM
 - »2026 WoD, PM
 - »2026 WoDWS, AM
 - »2026 WoDWS, PM
 - »2026 WD, AM
 - »2026 WD, PM
 - »2036 WoD, AM
 - »2036 WoD, PM
 - »2036 WoDWS, AM
 - »2036 WoDWS, PM
 - »2036 WD, AM
 - »2036 WD, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2018 Base												
A - New Road (East)	D1	4.5	26.00	0.83	D	-5 % [C - B581 (West)]	D2	11.1	56.74	0.94	F	-6 % [A - New Road (East)]
B - Hinckley Road (South)		0.7	12.25	0.42	B			3.0	33.86	0.77	D	
C - B581 (West)		8.7	48.85	0.92	E			6.1	36.85	0.88	E	
2026 WoD												
A - New Road (East)	D3	3.1	19.21	0.76	C	-9 % [C - B581 (West)]	D4	13.5	66.66	0.96	F	-8 % [A - New Road (East)]
B - Hinckley Road (South)		0.7	11.58	0.42	B			3.3	37.27	0.79	E	
C - B581 (West)		13.9	73.14	0.97	F			8.9	51.14	0.92	F	
2026 WoDWS												
A - New Road (East)	D5	4.7	28.28	0.84	D	-6 % [C - B581 (West)]	D6	4.4	25.61	0.83	D	-5 % [B - Hinckley Road (South)]
B - Hinckley Road (South)		1.0	12.37	0.49	B			5.8	48.07	0.88	E	
C - B581 (West)		9.2	54.23	0.93	F			4.8	33.24	0.84	D	
2026 WD												
A - New Road (East)	D7	4.7	28.28	0.84	D	-6 % [C - B581 (West)]	D8	9.4	49.45	0.93	E	-14 % [B - Hinckley Road (South)]
B - Hinckley Road (South)		1.0	12.37	0.49	B			17.8	126.05	1.02	F	
C - B581 (West)		9.2	54.23	0.93	F			8.8	57.30	0.93	F	
2026 WoD												
A - New Road (East)	D9	4.1	24.09	0.81	C	-26 % [C - B581 (West)]	D10	57.4	228.67	1.12	F	-20 % [A - New Road (East)]
B - Hinckley Road (South)		1.0	13.71	0.49	B			6.3	66.84	0.90	F	
C - B581 (West)		87.7	420.01	1.21	F			19.3	96.96	1.00	F	
2026 WoDWS												
A - New Road (East)	D11	3.6	22.82	0.79	C	-15 % [C - B581 (West)]	D12	17.2	81.69	0.99	F	-18 % [B - Hinckley Road (South)]
B - Hinckley Road (South)		1.0	12.23	0.50	B			28.1	186.12	1.08	F	
C - B581 (West)		27.0	129.80	1.04	F			5.8	38.89	0.87	E	
2036 WD												
A - New Road (East)	D13	4.9	29.21	0.84	D	-22 % [C - B581 (West)]	D14	39.5	157.14	1.07	F	-30 % [B - Hinckley Road (South)]
B - Hinckley Road (South)		1.1	13.16	0.52	B			107.6	751.64	1.36	F	
C - B581 (West)		60.5	274.53	1.15	F			12.8	78.91	0.97	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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	J17 - Hinckley Rd/New Rd/B581
Location	
Site number	17
Date	18/12/2020
Version	V0.1
Status	Existing
Identifier	
Client	
Jobnumber	NTT2814
Enumerator	BWB
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	PCU	perHour	s	-Min	perMin

Analysis Options

Mini-roundabout model	Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9		✓	Delay	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)
D1	2018 Base	AM	ONE HOUR	07:45	09:15	15
D2	2018 Base	PM	ONE HOUR	16:45	18:15	15
D3	2026 WoD	AM	ONE HOUR	07:45	09:15	15
D4	2026 WoD	PM	ONE HOUR	16:45	18:15	15
D5	2026 WoDWS	AM	ONE HOUR	07:45	09:15	15
D6	2026 WoDWS	PM	ONE HOUR	16:45	18:15	15
D7	2026 WD	AM	ONE HOUR	07:45	09:15	15
D8	2026 WD	PM	ONE HOUR	16:45	18:15	15
D9	2036 WoD	AM	ONE HOUR	07:45	09:15	15
D10	2036 WoD	PM	ONE HOUR	16:45	18:15	15
D11	2036 WoDWS	AM	ONE HOUR	07:45	09:15	15
D12	2036 WoDWS	PM	ONE HOUR	16:45	18:15	15
D13	2036 WD	AM	ONE HOUR	07:45	09:15	15
D14	2036 WD	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2018 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 86% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Hinckley Rd/New Rd/B581	Mini-roundabout		A, B, C	34.34	D

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-5	C - B581 (West)	34.34	D

Arms

Arms

Arm	Name	Description
A	New Road (East)	
B	Hinckley Road (South)	
C	B581 (West)	

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
A - New Road (East)	3.00	3.00	3.00	0.0	16.19	2.00	0.0	
B - Hinckley Road (South)	4.00	3.40	3.80	1.9	10.85	8.03	0.0	✓
C - B581 (West)	3.65	3.65	3.65	0.0	17.41	2.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - New Road (East)	0.590	852
B - Hinckley Road (South)	0.504	766
C - B581 (West)	0.615	816

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)
D1	2018 Base	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - New Road (East)		✓	589	100.000
B - Hinckley Road (South)		✓	190	100.000
C - B581 (West)		✓	627	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - New Road (East)	B - Hinckley Road (South)	C - B581 (West)
From	A - New Road (East)	0	114	475
	B - Hinckley Road (South)	97	0	93
	C - B581 (West)	520	107	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - New Road (East)	B - Hinckley Road (South)	C - B581 (West)
From	A - New Road (East)	0	0	0
	B - Hinckley Road (South)	0	0	0
	C - B581 (West)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - New Road (East)	0.83	26.00	4.5	D
B - Hinckley Road (South)	0.42	12.25	0.7	B
C - B581 (West)	0.92	48.85	8.7	E

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	443	80	805	0.551	439	1.2	9.701	A
B - Hinckley Road (South)	143	354	588	0.243	142	0.3	8.052	A
C - B581 (West)	472	72	772	0.612	466	1.5	11.559	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	529	95	796	0.665	527	1.9	13.232	B
B - Hinckley Road (South)	171	425	552	0.310	170	0.4	9.423	A
C - B581 (West)	564	87	763	0.739	559	2.6	17.296	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	649	115	784	0.827	639	4.2	23.441	C
B - Hinckley Road (South)	209	516	506	0.413	208	0.7	12.047	B
C - B581 (West)	690	106	751	0.919	671	7.5	38.017	E

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	649	117	783	0.828	647	4.5	26.003	D
B - Hinckley Road (South)	209	522	503	0.416	209	0.7	12.253	B
C - B581 (West)	690	107	750	0.920	685	8.7	48.855	E

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	529	100	793	0.668	539	2.1	14.654	B
B - Hinckley Road (South)	171	435	547	0.312	172	0.5	9.623	A
C - B581 (West)	564	88	762	0.739	586	3.1	22.638	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	443	82	804	0.552	447	1.3	10.171	B
B - Hinckley Road (South)	143	360	584	0.245	144	0.3	8.177	A
C - B581 (West)	472	73	771	0.612	478	1.6	12.497	B

2018 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Hinckley Rd/New Rd/B581	Mini-roundabout		A, B, C	44.93	E

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-6	A - New Road (East)	44.93	E

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)
D2	2018 Base	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - New Road (East)		✓	684	100.000
B - Hinckley Road (South)		✓	306	100.000
C - B581 (West)		✓	581	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - New Road (East)	B - Hinckley Road (South)	C - B581 (West)
From	A - New Road (East)	0	90	594
	B - Hinckley Road (South)	128	0	178
	C - B581 (West)	496	85	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - New Road (East)	B - Hinckley Road (South)	C - B581 (West)
From	A - New Road (East)	0	0	0
	B - Hinckley Road (South)	0	0	0
	C - B581 (West)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - New Road (East)	0.94	56.74	11.1	F
B - Hinckley Road (South)	0.77	33.86	3.0	D
C - B581 (West)	0.88	36.85	6.1	E

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	515	63	815	0.632	508	1.7	11.514	B
B - Hinckley Road (South)	230	441	543	0.424	227	0.7	11.296	B
C - B581 (West)	437	95	758	0.577	432	1.3	10.890	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	615	76	807	0.762	610	3.0	17.740	C
B - Hinckley Road (South)	275	529	499	0.551	273	1.2	15.806	C
C - B581 (West)	522	114	746	0.700	519	2.2	15.599	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	753	92	798	0.944	728	9.1	41.500	E
B - Hinckley Road (South)	337	633	447	0.754	331	2.7	29.506	D
C - B581 (West)	640	138	731	0.875	626	5.5	31.021	D

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	753	93	797	0.945	745	11.1	56.741	F
B - Hinckley Road (South)	337	647	440	0.766	336	3.0	33.861	D
C - B581 (West)	640	140	730	0.877	637	6.1	36.849	E

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	615	79	806	0.763	645	3.5	25.745	D
B - Hinckley Road (South)	275	560	483	0.569	282	1.4	18.359	C
C - B581 (West)	522	118	744	0.702	537	2.5	18.472	C

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	515	65	814	0.633	522	1.8	12.599	B
B - Hinckley Road (South)	230	453	538	0.429	233	0.8	11.906	B
C - B581 (West)	437	97	756	0.578	442	1.4	11.597	B

2026 WoD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 85% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Hinckley Rd/New Rd/B581	Mini-roundabout		A, B, C	43.29	E

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-9	C - B581 (West)	43.29	E

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)
D3	2026 WoD	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - New Road (East)		✓	541	100.000
B - Hinckley Road (South)		✓	202	100.000
C - B581 (West)		✓	651	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - New Road (East)	B - Hinckley Road (South)	C - B581 (West)
From	A - New Road (East)	0	121	420
	B - Hinckley Road (South)	113	0	89
	C - B581 (West)	540	111	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - New Road (East)	B - Hinckley Road (South)	C - B581 (West)
From	A - New Road (East)	0	0	0
	B - Hinckley Road (South)	0	0	0
	C - B581 (West)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - New Road (East)	0.76	19.21	3.1	C
B - Hinckley Road (South)	0.42	11.58	0.7	B
C - B581 (West)	0.97	73.14	13.9	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	407	82	803	0.507	403	1.0	8.909	A
B - Hinckley Road (South)	152	313	608	0.250	151	0.3	7.848	A
C - B581 (West)	490	84	764	0.641	483	1.7	12.523	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	486	99	794	0.613	484	1.5	11.549	B
B - Hinckley Road (South)	182	376	576	0.315	181	0.5	9.093	A
C - B581 (West)	585	101	754	0.776	579	3.2	19.974	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	596	117	783	0.761	590	2.9	18.125	C
B - Hinckley Road (South)	222	458	535	0.416	221	0.7	11.441	B
C - B581 (West)	717	124	740	0.969	686	10.8	49.987	E

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	596	120	781	0.762	595	3.1	19.215	C
B - Hinckley Road (South)	222	462	533	0.417	222	0.7	11.583	B
C - B581 (West)	717	124	740	0.969	704	13.9	73.139	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	486	107	789	0.616	492	1.7	12.333	B
B - Hinckley Road (South)	182	382	573	0.317	183	0.5	9.233	A
C - B581 (West)	585	102	753	0.777	625	3.9	33.987	D

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	407	85	802	0.508	410	1.1	9.236	A
B - Hinckley Road (South)	152	318	606	0.251	153	0.3	7.957	A
C - B581 (West)	490	85	764	0.642	498	1.9	13.940	B

2026 WoD, 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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Hinckley Rd/New Rd/B581	Mini-roundabout		A, B, C	55.15	F

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-8	A - New Road (East)	55.15	F

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)
D4	2026 WoD	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - New Road (East)		✓	697	100.000
B - Hinckley Road (South)		✓	312	100.000
C - B581 (West)		✓	609	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - New Road (East)	B - Hinckley Road (South)	C - B581 (West)
From	A - New Road (East)	0	93	604
	B - Hinckley Road (South)	133	0	179
	C - B581 (West)	522	87	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - New Road (East)	B - Hinckley Road (South)	C - B581 (West)
From	A - New Road (East)	0	0	0
	B - Hinckley Road (South)	0	0	0
	C - B581 (West)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - New Road (East)	0.96	66.66	13.5	F
B - Hinckley Road (South)	0.79	37.27	3.3	E
C - B581 (West)	0.92	51.14	8.9	F

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	525	65	814	0.645	518	1.7	11.894	B
B - Hinckley Road (South)	235	449	540	0.435	232	0.8	11.582	B
C - B581 (West)	458	99	755	0.607	453	1.5	11.670	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	627	78	806	0.777	621	3.2	18.808	C
B - Hinckley Road (South)	280	538	495	0.567	278	1.3	16.482	C
C - B581 (West)	547	119	743	0.737	543	2.6	17.580	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	767	93	797	0.963	738	10.6	46.180	E
B - Hinckley Road (South)	344	639	444	0.774	337	3.0	31.763	D
C - B581 (West)	671	143	728	0.921	651	7.5	39.187	E

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	767	95	796	0.964	756	13.5	66.656	F
B - Hinckley Road (South)	344	655	436	0.788	342	3.3	37.269	E
C - B581 (West)	671	146	726	0.923	665	8.9	51.144	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	627	82	804	0.779	665	3.9	30.886	D
B - Hinckley Road (South)	280	576	476	0.590	288	1.5	19.864	C
C - B581 (West)	547	123	741	0.739	571	3.1	23.542	C

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	525	66	813	0.646	533	1.9	13.200	B
B - Hinckley Road (South)	235	462	533	0.441	238	0.8	12.292	B
C - B581 (West)	458	101	754	0.608	464	1.6	12.670	B

2026 WoDWS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 81% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Hinckley Rd/New Rd/B581	Mini-roundabout		A, B, C	36.27	E

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-6	C - B581 (West)	36.27	E

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)
D5	2026 WoDWS	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - New Road (East)		✓	570	100.000
B - Hinckley Road (South)		✓	258	100.000
C - B581 (West)		✓	597	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - New Road (East)	B - Hinckley Road (South)	C - B581 (West)
From	A - New Road (East)	0	225	345
	B - Hinckley Road (South)	159	0	99
	C - B581 (West)	439	158	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - New Road (East)	B - Hinckley Road (South)	C - B581 (West)
From	A - New Road (East)	0	0	0
	B - Hinckley Road (South)	0	0	0
	C - B581 (West)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - New Road (East)	0.84	28.28	4.7	D
B - Hinckley Road (South)	0.49	12.37	1.0	B
C - B581 (West)	0.93	54.23	9.2	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	429	117	783	0.548	424	1.2	9.920	A
B - Hinckley Road (South)	194	257	636	0.305	193	0.4	8.078	A
C - B581 (West)	449	119	743	0.605	444	1.5	11.794	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	512	141	769	0.666	509	1.9	13.714	B
B - Hinckley Road (South)	232	308	610	0.380	231	0.6	9.475	A
C - B581 (West)	537	143	729	0.737	532	2.6	17.912	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	628	168	753	0.834	618	4.3	25.060	D
B - Hinckley Road (South)	284	374	577	0.492	283	0.9	12.138	B
C - B581 (West)	657	174	709	0.927	637	7.8	41.101	E

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	628	172	750	0.836	626	4.7	28.277	D
B - Hinckley Road (South)	284	379	575	0.494	284	1.0	12.367	B
C - B581 (West)	657	175	709	0.928	651	9.2	54.233	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	512	149	764	0.670	523	2.1	15.460	C
B - Hinckley Road (South)	232	316	607	0.382	233	0.6	9.681	A
C - B581 (West)	537	144	728	0.737	562	3.0	24.260	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	429	120	781	0.549	433	1.2	10.435	B
B - Hinckley Road (South)	194	262	634	0.306	195	0.4	8.215	A
C - B581 (West)	449	120	742	0.606	455	1.6	12.780	B

2026 WoDWS, 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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Hinckley Rd/New Rd/B581	Mini-roundabout		A, B, C	34.44	D

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-5	B - Hinckley Road (South)	34.44	D

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)
D6	2026 WoDWS	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - New Road (East)		✓	589	100.000
B - Hinckley Road (South)		✓	426	100.000
C - B581 (West)		✓	500	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - New Road (East)	B - Hinckley Road (South)	C - B581 (West)
From	A - New Road (East)	0	173	416
	B - Hinckley Road (South)	242	0	184
	C - B581 (West)	397	103	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - New Road (East)	B - Hinckley Road (South)	C - B581 (West)
From	A - New Road (East)	0	0	0
	B - Hinckley Road (South)	0	0	0
	C - B581 (West)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - New Road (East)	0.83	25.61	4.4	D
B - Hinckley Road (South)	0.88	48.07	5.8	E
C - B581 (West)	0.84	33.24	4.8	D

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	443	77	807	0.550	439	1.2	9.782	A
B - Hinckley Road (South)	321	310	610	0.526	316	1.1	12.103	B
C - B581 (West)	376	180	706	0.533	372	1.1	10.654	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	529	92	798	0.664	527	1.9	13.137	B
B - Hinckley Road (South)	383	372	578	0.662	380	1.9	17.899	C
C - B581 (West)	449	216	683	0.658	447	1.8	15.009	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	649	111	786	0.825	640	4.1	23.192	C
B - Hinckley Road (South)	469	452	538	0.871	456	5.1	38.803	E
C - B581 (West)	551	259	657	0.838	540	4.3	28.680	D

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	649	113	785	0.826	647	4.4	25.610	D
B - Hinckley Road (South)	469	457	535	0.876	466	5.8	48.067	E
C - B581 (West)	551	265	653	0.843	549	4.8	33.235	D

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	529	95	796	0.665	539	2.1	14.457	B
B - Hinckley Road (South)	383	381	574	0.667	398	2.1	21.890	C
C - B581 (West)	449	226	677	0.664	460	2.1	17.345	C

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	443	78	806	0.550	447	1.3	10.114	B
B - Hinckley Road (South)	321	315	607	0.528	325	1.2	12.922	B
C - B581 (West)	376	184	703	0.536	380	1.2	11.273	B

2026 WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 81% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Hinckley Rd/New Rd/B581	Mini-roundabout		A, B, C	36.27	E

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-6	C - B581 (West)	36.27	E

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)
D7	2026 WD	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - New Road (East)		✓	570	100.000
B - Hinckley Road (South)		✓	258	100.000
C - B581 (West)		✓	597	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - New Road (East)	B - Hinckley Road (South)	C - B581 (West)
From	A - New Road (East)	0	225	345
	B - Hinckley Road (South)	159	0	99
	C - B581 (West)	439	158	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - New Road (East)	B - Hinckley Road (South)	C - B581 (West)
From	A - New Road (East)	0	0	0
	B - Hinckley Road (South)	0	0	0
	C - B581 (West)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - New Road (East)	0.84	28.28	4.7	D
B - Hinckley Road (South)	0.49	12.37	1.0	B
C - B581 (West)	0.93	54.23	9.2	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	429	117	783	0.548	424	1.2	9.920	A
B - Hinckley Road (South)	194	257	636	0.305	193	0.4	8.078	A
C - B581 (West)	449	119	743	0.605	444	1.5	11.794	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	512	141	769	0.666	509	1.9	13.714	B
B - Hinckley Road (South)	232	308	610	0.380	231	0.6	9.475	A
C - B581 (West)	537	143	729	0.737	532	2.6	17.912	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	628	168	753	0.834	618	4.3	25.060	D
B - Hinckley Road (South)	284	374	577	0.492	283	0.9	12.138	B
C - B581 (West)	657	174	709	0.927	637	7.8	41.101	E

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	628	172	750	0.836	626	4.7	28.277	D
B - Hinckley Road (South)	284	379	575	0.494	284	1.0	12.367	B
C - B581 (West)	657	175	709	0.928	651	9.2	54.233	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	512	149	764	0.670	523	2.1	15.460	C
B - Hinckley Road (South)	232	316	607	0.382	233	0.6	9.681	A
C - B581 (West)	537	144	728	0.737	562	3.0	24.260	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	429	120	781	0.549	433	1.2	10.435	B
B - Hinckley Road (South)	194	262	634	0.306	195	0.4	8.215	A
C - B581 (West)	449	120	742	0.606	455	1.6	12.780	B

2026 WD, 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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Hinckley Rd/New Rd/B581	Mini-roundabout		A, B, C	73.21	F

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-14	B - Hinckley Road (South)	73.21	F

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)
D8	2026 WD	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - New Road (East)		✓	665	100.000
B - Hinckley Road (South)		✓	462	100.000
C - B581 (West)		✓	541	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - New Road (East)	B - Hinckley Road (South)	C - B581 (West)
From	A - New Road (East)	0	180	485
	B - Hinckley Road (South)	269	0	193
	C - B581 (West)	444	97	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - New Road (East)	B - Hinckley Road (South)	C - B581 (West)
From	A - New Road (East)	0	0	0
	B - Hinckley Road (South)	0	0	0
	C - B581 (West)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - New Road (East)	0.93	49.45	9.4	E
B - Hinckley Road (South)	1.02	126.05	17.8	F
C - B581 (West)	0.93	57.30	8.8	F

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	501	72	810	0.618	494	1.6	11.211	B
B - Hinckley Road (South)	348	361	584	0.595	342	1.4	14.559	B
C - B581 (West)	407	199	694	0.587	402	1.4	12.118	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	598	86	801	0.746	593	2.7	16.916	C
B - Hinckley Road (South)	415	433	548	0.758	410	2.8	25.041	D
C - B581 (West)	486	239	669	0.726	482	2.5	18.747	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	732	103	791	0.926	711	7.9	37.775	E
B - Hinckley Road (South)	509	519	504	1.008	473	11.8	74.366	F
C - B581 (West)	596	275	647	0.921	577	7.3	42.543	E

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	732	106	790	0.927	726	9.4	49.449	E
B - Hinckley Road (South)	509	530	499	1.020	485	17.8	126.051	F
C - B581 (West)	596	282	643	0.927	589	8.8	57.305	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	598	91	798	0.749	623	3.2	22.812	C
B - Hinckley Road (South)	415	454	537	0.773	470	4.1	68.395	F
C - B581 (West)	486	274	648	0.751	509	3.3	28.963	D

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	501	74	808	0.619	507	1.7	12.175	B
B - Hinckley Road (South)	348	370	580	0.600	358	1.6	16.892	C
C - B581 (West)	407	208	688	0.592	414	1.5	13.482	B

2036 WoD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 85% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Hinckley Rd/New Rd/B581	Mini-roundabout		A, B, C	218.34	F

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-26	C - B581 (West)	218.34	F

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)
D9	2036 WoD	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - New Road (East)		✓	582	100.000
B - Hinckley Road (South)		✓	231	100.000
C - B581 (West)		✓	795	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - New Road (East)	B - Hinckley Road (South)	C - B581 (West)
From	A - New Road (East)	0	132	450
	B - Hinckley Road (South)	137	0	94
	C - B581 (West)	674	121	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - New Road (East)	B - Hinckley Road (South)	C - B581 (West)
From	A - New Road (East)	0	0	0
	B - Hinckley Road (South)	0	0	0
	C - B581 (West)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - New Road (East)	0.81	24.09	4.1	C
B - Hinckley Road (South)	0.49	13.71	1.0	B
C - B581 (West)	1.21	420.01	87.7	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	438	89	800	0.548	433	1.2	9.713	A
B - Hinckley Road (South)	174	335	597	0.291	172	0.4	8.444	A
C - B581 (West)	599	102	753	0.795	585	3.5	19.972	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	523	104	790	0.662	520	1.9	13.193	B
B - Hinckley Road (South)	208	402	563	0.369	207	0.6	10.089	B
C - B581 (West)	715	123	741	0.965	686	10.5	49.821	E

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	641	109	787	0.814	633	3.9	22.164	C
B - Hinckley Road (South)	254	489	519	0.490	253	0.9	13.438	B
C - B581 (West)	875	150	724	1.209	719	49.6	164.987	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	641	110	787	0.814	640	4.1	24.088	C
B - Hinckley Road (South)	254	495	517	0.492	254	1.0	13.715	B
C - B581 (West)	875	151	723	1.210	723	87.7	350.404	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	523	111	786	0.665	531	2.1	14.532	B
B - Hinckley Road (South)	208	411	559	0.372	209	0.6	10.332	B
C - B581 (West)	715	124	740	0.966	732	83.5	420.005	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	438	113	785	0.558	441	1.3	10.559	B
B - Hinckley Road (South)	174	341	594	0.293	175	0.4	8.601	A
C - B581 (West)	599	104	752	0.795	744	47.3	319.024	F

2036 WoD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 81% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Hinckley Rd/New Rd/B581	Mini-roundabout		A, B, C	150.70	F

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-20	A - New Road (East)	150.70	F

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)
D10	2036 WoD	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - New Road (East)		✓	812	100.000
B - Hinckley Road (South)		✓	334	100.000
C - B581 (West)		✓	657	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - New Road (East)	B - Hinckley Road (South)	C - B581 (West)
From	A - New Road (East)	0	94	718
	B - Hinckley Road (South)	142	0	192
	C - B581 (West)	574	83	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - New Road (East)	B - Hinckley Road (South)	C - B581 (West)
From	A - New Road (East)	0	0	0
	B - Hinckley Road (South)	0	0	0
	C - B581 (West)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - New Road (East)	1.12	228.67	57.4	F
B - Hinckley Road (South)	0.90	66.84	6.3	F
C - B581 (West)	1.00	96.96	19.3	F

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	611	62	816	0.749	600	2.8	15.973	C
B - Hinckley Road (South)	251	531	498	0.504	248	1.0	14.140	B
C - B581 (West)	495	105	751	0.658	487	1.8	13.285	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	730	74	809	0.903	714	6.8	33.296	D
B - Hinckley Road (South)	300	631	448	0.671	297	1.9	23.262	C
C - B581 (West)	591	126	739	0.800	584	3.6	22.255	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	894	86	801	1.116	789	33.1	106.287	F
B - Hinckley Road (South)	368	697	414	0.887	354	5.3	51.028	F
C - B581 (West)	723	151	724	1.000	684	13.5	59.997	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	894	88	800	1.118	797	57.4	215.844	F
B - Hinckley Road (South)	368	705	411	0.895	363	6.3	66.838	F
C - B581 (West)	723	155	721	1.003	700	19.3	96.961	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	730	82	804	0.908	790	42.4	228.671	F
B - Hinckley Road (South)	300	699	414	0.725	314	2.9	39.439	E
C - B581 (West)	591	133	734	0.805	648	4.8	53.111	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	611	64	814	0.751	766	3.7	99.539	F
B - Hinckley Road (South)	251	677	425	0.592	257	1.5	22.155	C
C - B581 (West)	495	109	749	0.660	506	2.0	15.425	C

2036 WoDWS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 82% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Hinckley Rd/New Rd/B581	Mini-roundabout		A, B, C	69.12	F

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-15	C - B581 (West)	69.12	F

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)
D11	2036 WoDWS	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - New Road (East)		✓	543	100.000
B - Hinckley Road (South)		✓	263	100.000
C - B581 (West)		✓	661	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - New Road (East)	B - Hinckley Road (South)	C - B581 (West)
From	A - New Road (East)	0	214	329
	B - Hinckley Road (South)	170	0	93
	C - B581 (West)	500	161	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - New Road (East)	B - Hinckley Road (South)	C - B581 (West)
From	A - New Road (East)	0	0	0
	B - Hinckley Road (South)	0	0	0
	C - B581 (West)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - New Road (East)	0.79	22.82	3.6	C
B - Hinckley Road (South)	0.50	12.23	1.0	B
C - B581 (West)	1.04	129.80	27.0	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	409	119	782	0.523	405	1.1	9.443	A
B - Hinckley Road (South)	198	245	642	0.308	196	0.4	8.038	A
C - B581 (West)	498	127	738	0.674	490	2.0	14.083	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	488	143	768	0.636	486	1.7	12.646	B
B - Hinckley Road (South)	236	294	618	0.383	236	0.6	9.410	A
C - B581 (West)	594	152	722	0.823	586	4.0	24.920	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	598	164	755	0.792	591	3.4	21.028	C
B - Hinckley Road (South)	290	358	585	0.495	288	1.0	12.070	B
C - B581 (West)	728	186	702	1.037	674	17.6	73.889	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	598	168	753	0.794	597	3.6	22.819	C
B - Hinckley Road (South)	290	362	584	0.496	290	1.0	12.229	B
C - B581 (West)	728	187	701	1.038	690	27.0	129.800	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	488	165	755	0.647	495	1.9	14.213	B
B - Hinckley Road (South)	236	300	615	0.385	238	0.6	9.583	A
C - B581 (West)	594	154	722	0.823	678	6.1	86.280	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	409	125	778	0.525	412	1.1	9.908	A
B - Hinckley Road (South)	198	250	640	0.309	199	0.5	8.170	A
C - B581 (West)	498	128	737	0.675	513	2.2	17.074	C

2036 WoDWS, 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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Hinckley Rd/New Rd/B581	Mini-roundabout		A, B, C	97.74	F

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-18	B - Hinckley Road (South)	97.74	F

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)
D12	2036 WoDWS	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - New Road (East)		✓	709	100.000
B - Hinckley Road (South)		✓	473	100.000
C - B581 (West)		✓	517	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - New Road (East)	B - Hinckley Road (South)	C - B581 (West)
From	A - New Road (East)	0	183	526
	B - Hinckley Road (South)	262	0	211
	C - B581 (West)	422	95	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - New Road (East)	B - Hinckley Road (South)	C - B581 (West)
From	A - New Road (East)	0	0	0
	B - Hinckley Road (South)	0	0	0
	C - B581 (West)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - New Road (East)	0.99	81.69	17.2	F
B - Hinckley Road (South)	1.08	186.12	28.1	F
C - B581 (West)	0.87	38.89	5.8	E

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	534	71	810	0.659	526	1.9	12.375	B
B - Hinckley Road (South)	356	391	569	0.626	350	1.6	15.984	C
C - B581 (West)	389	194	697	0.558	384	1.2	11.342	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	637	85	802	0.795	631	3.5	20.234	C
B - Hinckley Road (South)	425	468	530	0.802	418	3.5	30.102	D
C - B581 (West)	465	231	674	0.690	461	2.1	16.646	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	781	102	792	0.986	744	12.7	52.911	F
B - Hinckley Road (South)	521	552	488	1.068	468	16.7	97.771	F
C - B581 (West)	569	259	657	0.867	557	5.1	32.636	D

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	781	104	791	0.987	762	17.2	81.687	F
B - Hinckley Road (South)	521	566	481	1.083	475	28.1	186.118	F
C - B581 (West)	569	263	654	0.870	567	5.8	38.895	E

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	637	88	800	0.796	689	4.4	40.426	E
B - Hinckley Road (South)	425	511	508	0.836	491	11.7	152.729	F
C - B581 (West)	465	272	649	0.716	477	2.7	22.202	C

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	534	72	809	0.660	543	2.0	13.998	B
B - Hinckley Road (South)	356	403	563	0.633	395	1.8	26.109	D
C - B581 (West)	389	219	681	0.571	395	1.4	12.766	B

2036 WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 82% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Hinckley Rd/New Rd/B581	Mini-roundabout		A, B, C	139.38	F

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-22	C - B581 (West)	139.38	F

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)
D13	2036 WD	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - New Road (East)		✓	580	100.000
B - Hinckley Road (South)		✓	270	100.000
C - B581 (West)		✓	725	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - New Road (East)	B - Hinckley Road (South)	C - B581 (West)
From	A - New Road (East)	0	227	353
	B - Hinckley Road (South)	177	0	93
	C - B581 (West)	557	168	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - New Road (East)	B - Hinckley Road (South)	C - B581 (West)
From	A - New Road (East)	0	0	0
	B - Hinckley Road (South)	0	0	0
	C - B581 (West)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - New Road (East)	0.84	29.21	4.9	D
B - Hinckley Road (South)	0.52	13.16	1.1	B
C - B581 (West)	1.15	274.53	60.5	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	437	124	779	0.561	432	1.2	10.228	B
B - Hinckley Road (South)	203	263	634	0.321	201	0.5	8.296	A
C - B581 (West)	546	132	735	0.743	535	2.7	17.204	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	521	147	765	0.681	518	2.0	14.381	B
B - Hinckley Road (South)	243	315	607	0.400	242	0.7	9.842	A
C - B581 (West)	652	159	719	0.907	635	6.8	37.183	E

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	639	159	758	0.842	629	4.5	25.931	D
B - Hinckley Road (South)	297	383	573	0.519	296	1.0	12.902	B
C - B581 (West)	798	194	697	1.145	687	34.5	124.426	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	639	161	757	0.843	637	4.9	29.206	D
B - Hinckley Road (South)	297	388	570	0.521	297	1.1	13.163	B
C - B581 (West)	798	195	696	1.146	694	60.5	257.045	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	521	164	756	0.690	532	2.3	16.743	C
B - Hinckley Road (South)	243	324	603	0.403	244	0.7	10.081	B
C - B581 (West)	652	160	718	0.908	706	46.9	274.533	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	437	166	754	0.579	440	1.4	11.605	B
B - Hinckley Road (South)	203	268	631	0.322	204	0.5	8.451	A
C - B581 (West)	546	134	734	0.744	716	4.4	135.991	F

2036 WD, 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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Hinckley Rd/New Rd/B581	Mini-roundabout		A, B, C	313.82	F

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-30	B - Hinckley Road (South)	313.82	F

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)
D14	2036 WD	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - New Road (East)		✓	774	100.000
B - Hinckley Road (South)		✓	578	100.000
C - B581 (West)		✓	561	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - New Road (East)	B - Hinckley Road (South)	C - B581 (West)
From	A - New Road (East)	0	198	576
	B - Hinckley Road (South)	353	0	225
	C - B581 (West)	474	87	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - New Road (East)	B - Hinckley Road (South)	C - B581 (West)
From	A - New Road (East)	0	0	0
	B - Hinckley Road (South)	0	0	0
	C - B581 (West)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - New Road (East)	1.07	157.14	39.5	F
B - Hinckley Road (South)	1.36	751.64	107.6	F
C - B581 (West)	0.97	78.91	12.8	F

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	583	64	814	0.716	573	2.4	14.432	B
B - Hinckley Road (South)	435	427	551	0.790	422	3.3	25.825	D
C - B581 (West)	422	258	658	0.642	415	1.7	14.486	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	696	77	807	0.863	685	5.2	27.189	D
B - Hinckley Road (South)	520	509	509	1.021	481	12.9	79.882	F
C - B581 (West)	504	294	636	0.794	498	3.4	24.886	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	852	92	798	1.068	777	24.0	83.009	F
B - Hinckley Road (South)	636	578	474	1.341	473	53.9	272.629	F
C - B581 (West)	618	289	639	0.967	591	10.1	55.629	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	852	94	797	1.070	790	39.5	157.142	F
B - Hinckley Road (South)	636	588	470	1.355	469	95.7	585.401	F
C - B581 (West)	618	287	640	0.965	607	12.8	78.910	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	696	84	803	0.867	783	17.7	136.291	F
B - Hinckley Road (South)	520	583	472	1.100	472	107.6	751.644	F
C - B581 (West)	504	288	639	0.789	539	4.3	42.627	E

18:00 - 18:15

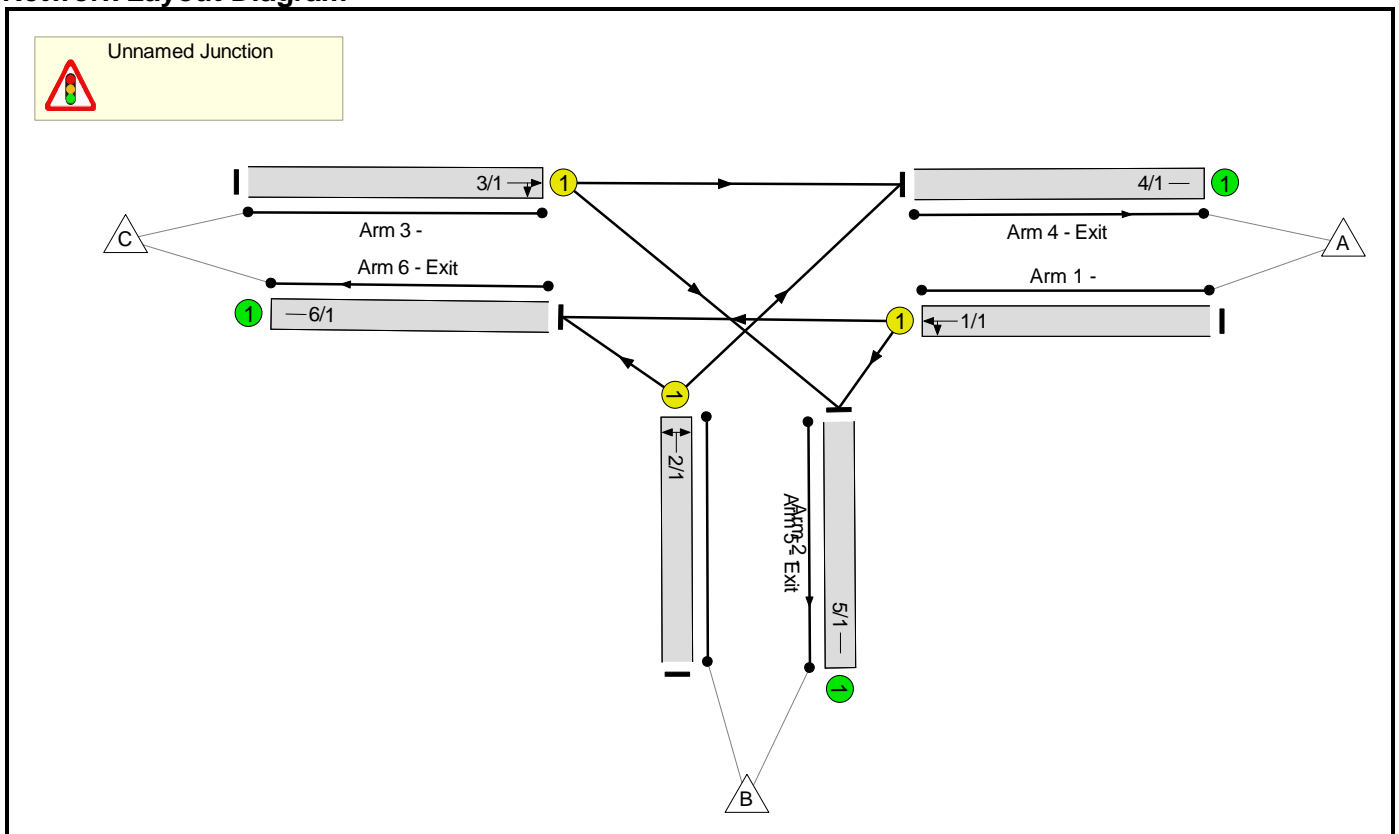
Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - New Road (East)	583	67	813	0.717	643	2.7	27.624	D
B - Hinckley Road (South)	435	478	525	0.829	520	86.4	672.683	F
C - B581 (West)	422	318	621	0.680	430	2.2	19.630	C

Full Input Data And Results
Full Input Data And Results

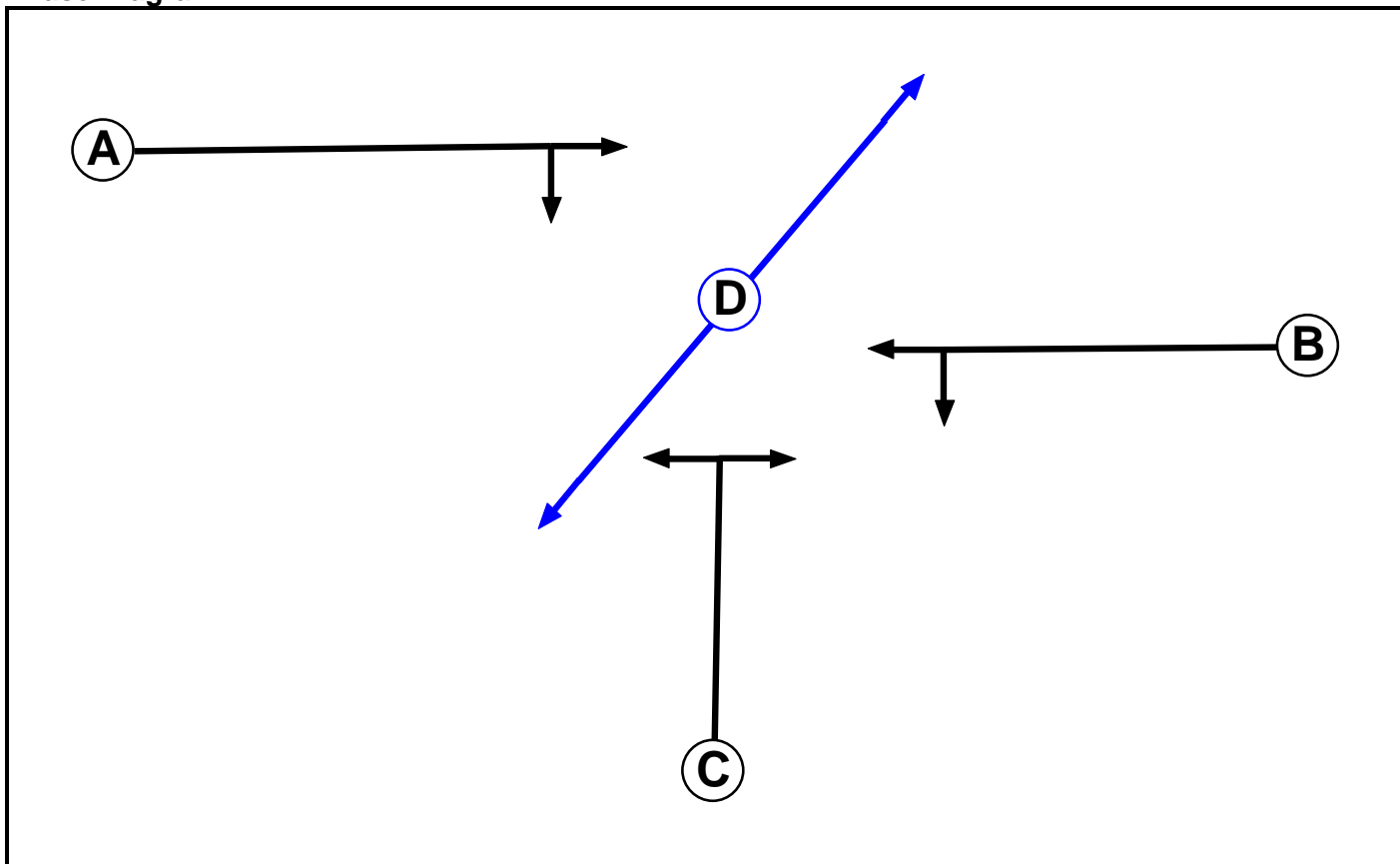
User and Project Details

Project:	Hinckley Rail Freight Terminal
Title:	Hinckley Road/New Road
Location:	
File name:	220610 Hinckley Rd_New Rd_B581 (Mitigation).lsg3x
Author:	AJ Oakes
Company:	BWB Consulting
Address:	Nottingham
Notes:	Flows updated July 22

Network Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		5	5

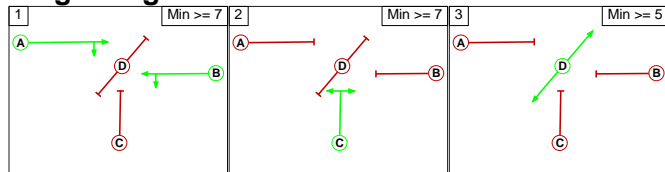
Phase Intergreens Matrix

		Starting Phase			
		A	B	C	D
Terminating Phase	A				
	B				
	C				
	D				
	A	5	6	6	6
	B	5	6	6	6
	C	5	6	6	6
	D	7	7	7	7

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1			
	2			
	3			

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	10.00
											Arm 6 Ahead	Inf
2/1	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Right	20.00
											Arm 6 Left	12.00
3/1	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
											Arm 5 Right	15.00
4/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 Base AM'	08:00	09:00	01:00	
2: '2018 Base PM'	17:00	18:00	01:00	
3: '2026 WoD AM'	08:00	09:00	01:00	
4: '2026 WoD PM'	17:00	18:00	01:00	
5: '2026 WoDWS AM'	08:00	09:00	01:00	
6: '2026 WoDWS PM'	17:00	18:00	01:00	
7: '2026 WD AM'	08:00	09:00	01:00	
8: '2026 WD PM'	17:00	18:00	01:00	
9: '2036 WoD AM'	08:00	09:00	01:00	
10: '2036 WoD PM'	17:00	18:00	01:00	
11: '2036 WoDWS AM'	08:00	09:00	01:00	
12: '2036 WoDWS PM'	17:00	18:00	01:00	
13: '2036 WD AM'	08:00	09:00	01:00	
14: '2036 WD PM'	17:00	18:00	01:00	

Scenario 1: '2018 Base AM' (FG1: '2018 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Full Input Data And Results

	Destination				
		A	B	C	Tot.
Origin	A	0	114	475	589
	B	97	0	93	190
	C	520	107	0	627
	Tot.	617	221	568	1406

Traffic Lane Flows

Lane	Scenario 1: 2018 Base AM
Junction: Unnamed Junction	
1/1	589
2/1	190
3/1	627
4/1	617
5/1	221
6/1	568

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1	3.00	0.00	Y	Arm 5 Left	10.00	19.4 %	1861	1861
				Arm 6 Ahead	Inf	80.6 %		
2/1	3.50	0.00	Y	Arm 4 Right	20.00	51.1 %	1787	1787
				Arm 6 Left	12.00	48.9 %		
3/1	3.00	0.00	Y	Arm 4 Ahead	Inf	82.9 %	1883	1883
				Arm 5 Right	15.00	17.1 %		
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2018 Base PM' (FG2: '2018 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	90	594	684
	B	128	0	178	306
	C	496	85	0	581
	Tot.	624	175	772	1571

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2018 Base PM
Junction: Unnamed Junction	
1/1	684
2/1	306
3/1	581
4/1	624
5/1	175
6/1	772

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1	3.00	0.00	Y	Arm 5 Left	10.00	13.2 %	1878	1878
				Arm 6 Ahead	Inf	86.8 %		
2/1	3.50	0.00	Y	Arm 4 Right	20.00	41.8 %	1780	1780
				Arm 6 Left	12.00	58.2 %		
3/1	3.00	0.00	Y	Arm 4 Ahead	Inf	85.4 %	1887	1887
				Arm 5 Right	15.00	14.6 %		
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2026 WoDWS AM' (FG5: '2026 WoDWS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	206	333	539
	B	157	0	99	256
	C	414	141	0	555
	Tot.	571	347	432	1350

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2026 WoDWS AM
Junction: Unnamed Junction	
1/1	539
2/1	256
3/1	555
4/1	571
5/1	347
6/1	432

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1	3.00	0.00	Y	Arm 5 Left	10.00	38.2 %	1811	1811
				Arm 6 Ahead	Inf	61.8 %		
2/1	3.50	0.00	Y	Arm 4 Right	20.00	61.3 %	1796	1796
				Arm 6 Left	12.00	38.7 %		
3/1	3.00	0.00	Y	Arm 4 Ahead	Inf	74.6 %	1868	1868
				Arm 5 Right	15.00	25.4 %		
4/1 (Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
5/1 (Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
6/1 (Exit Lane 1)				Infinite Saturation Flow			Inf	Inf

Scenario 4: '2026 WoDWS PM' (FG6: '2026 WoDWS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	173	416	589
	B	242	0	184	426
	C	397	103	0	500
	Tot.	639	276	600	1515

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2026 WoDWS PM
Junction: Unnamed Junction	
1/1	589
2/1	426
3/1	500
4/1	639
5/1	276
6/1	600

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1	3.00	0.00	Y	Arm 5 Left	10.00	29.4 %	1834	1834
				Arm 6 Ahead	Inf	70.6 %		
2/1	3.50	0.00	Y	Arm 4 Right	20.00	56.8 %	1792	1792
				Arm 6 Left	12.00	43.2 %		
3/1	3.00	0.00	Y	Arm 4 Ahead	Inf	79.4 %	1876	1876
				Arm 5 Right	15.00	20.6 %		
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	225	345	570
	B	159	0	99	258
	C	439	158	0	597
	Tot.	598	383	444	1425

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2026 WD AM
Junction: Unnamed Junction	
1/1	570
2/1	258
3/1	597
4/1	598
5/1	383
6/1	444

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1	3.00	0.00	Y	Arm 5 Left	10.00	39.5 %	1808	1808
				Arm 6 Ahead	Inf	60.5 %		
2/1	3.50	0.00	Y	Arm 4 Right	20.00	61.6 %	1796	1796
				Arm 6 Left	12.00	38.4 %		
3/1	3.00	0.00	Y	Arm 4 Ahead	Inf	73.5 %	1866	1866
				Arm 5 Right	15.00	26.5 %		
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2026 WD PM' (FG8: '2026 WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	180	485	665
	B	269	0	193	462
	C	444	97	0	541
	Tot.	713	277	678	1668

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2026 WD PM
Junction: Unnamed Junction	
1/1	665
2/1	462
3/1	541
4/1	713
5/1	277
6/1	678

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1	3.00	0.00	Y	Arm 5 Left	10.00	27.1 %	1840	1840
				Arm 6 Ahead	Inf	72.9 %		
2/1	3.50	0.00	Y	Arm 4 Right	20.00	58.2 %	1793	1793
				Arm 6 Left	12.00	41.8 %		
3/1	3.00	0.00	Y	Arm 4 Ahead	Inf	82.1 %	1881	1881
				Arm 5 Right	15.00	17.9 %		
4/1 (Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
5/1 (Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
6/1 (Exit Lane 1)				Infinite Saturation Flow			Inf	Inf

Scenario 7: '2036 WoDWS AM' (FG11: '2036 WoDWS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	214	329	543
	B	170	0	93	263
	C	500	161	0	661
	Tot.	670	375	422	1467

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2036 WoDWS AM
Junction: Unnamed Junction	
1/1	543
2/1	263
3/1	661
4/1	670
5/1	375
6/1	422

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1	3.00	0.00	Y	Arm 5 Left	10.00	39.4 %	1808	1808
				Arm 6 Ahead	Inf	60.6 %		
2/1	3.50	0.00	Y	Arm 4 Right	20.00	64.6 %	1798	1798
				Arm 6 Left	12.00	35.4 %		
3/1	3.00	0.00	Y	Arm 4 Ahead	Inf	75.6 %	1869	1869
				Arm 5 Right	15.00	24.4 %		
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2036 WoDWS PM' (FG12: '2036 WoDWS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	183	526	709
	B	262	0	211	473
	C	422	95	0	517
	Tot.	684	278	737	1699

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2036 WoDWS PM
Junction: Unnamed Junction	
1/1	709
2/1	473
3/1	517
4/1	684
5/1	278
6/1	737

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1	3.00	0.00	Y	Arm 5 Left	10.00	25.8 %	1844	1844
				Arm 6 Ahead	Inf	74.2 %		
2/1	3.50	0.00	Y	Arm 4 Right	20.00	55.4 %	1791	1791
				Arm 6 Left	12.00	44.6 %		
3/1	3.00	0.00	Y	Arm 4 Ahead	Inf	81.6 %	1880	1880
				Arm 5 Right	15.00	18.4 %		
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2036 WD AM ' (FG13: '2036 WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	227	353	580
	B	177	0	93	270
	C	557	168	0	725
	Tot.	734	395	446	1575

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2036 WD AM
Junction: Unnamed Junction	
1/1	580
2/1	270
3/1	725
4/1	734
5/1	395
6/1	446

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1	3.00	0.00	Y	Arm 5 Left	10.00	39.1 %	1809	1809
				Arm 6 Ahead	Inf	60.9 %		
2/1	3.50	0.00	Y	Arm 4 Right	20.00	65.6 %	1799	1799
				Arm 6 Left	12.00	34.4 %		
3/1	3.00	0.00	Y	Arm 4 Ahead	Inf	76.8 %	1872	1872
				Arm 5 Right	15.00	23.2 %		
4/1 (Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
5/1 (Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
6/1 (Exit Lane 1)				Infinite Saturation Flow			Inf	Inf

Scenario 10: '2036 WD PM' (FG14: '2036 WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	198	576	774
	B	353	0	225	578
	C	474	87	0	561
	Tot.	827	285	801	1913

Full Input Data And Results

Traffic Lane Flows

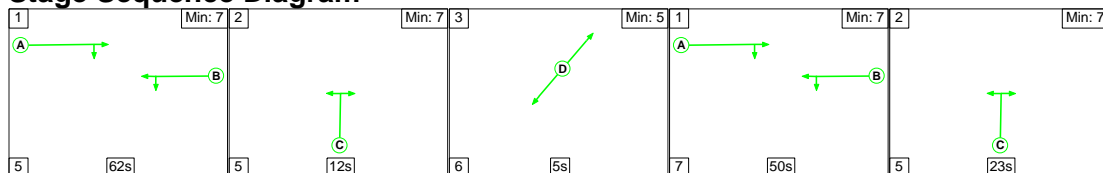
Lane	Scenario 10: 2036 WD PM
Junction: Unnamed Junction	
1/1	774
2/1	578
3/1	561
4/1	827
5/1	285
6/1	801

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1	3.00	0.00	Y	Arm 5 Left	10.00	25.6 %	1844	1844
				Arm 6 Ahead	Inf	74.4 %		
2/1	3.50	0.00	Y	Arm 4 Right	20.00	61.1 %	1795	1795
				Arm 6 Left	12.00	38.9 %		
3/1	3.00	0.00	Y	Arm 4 Ahead	Inf	84.5 %	1886	1886
				Arm 5 Right	15.00	15.5 %		
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2018 Base AM' (FG1: '2018 Base AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

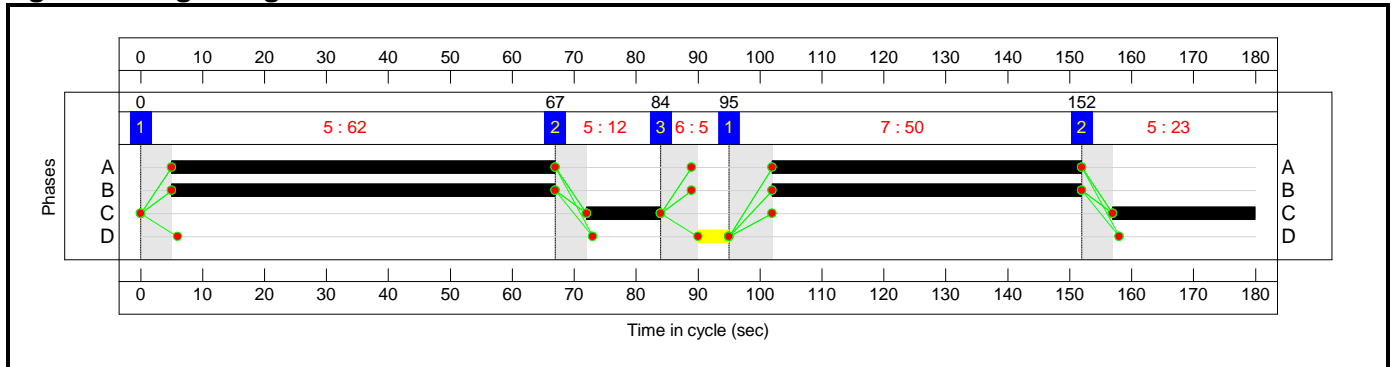


Full Input Data And Results

Stage Timings

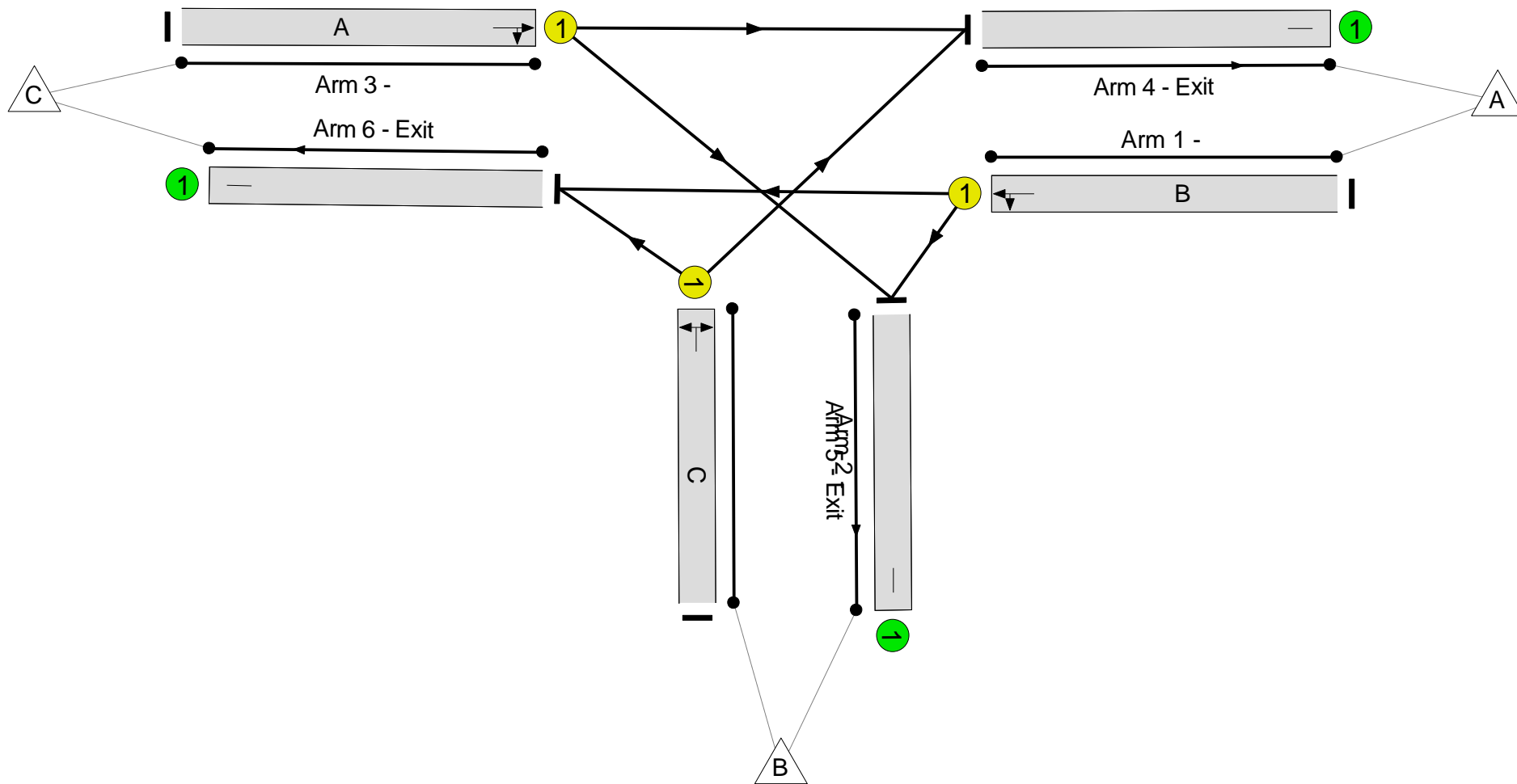

Stage	1	2	3	1	2
Duration	62	12	5	50	23
Change Point	0	67	84	95	152

Signal Timings Diagram



Network Layout Diagram

Unnamed Junction
PRC: 71.2 %
Total Traffic Delay: 6.3 pcuHr



Full Input Data And Results

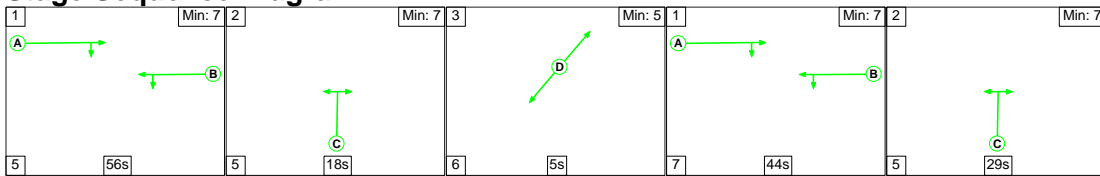
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Hinckley Road/New Road	-	-	N/A	-	-		-	-	-	-	-	-	52.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	52.6%
1/1	Left Ahead	U	N/A	N/A	B		2	112	-	589	1861	1179	50.0%
2/1	Right Left	U	N/A	N/A	C		2	35	-	190	1787	367	51.7%
3/1	Ahead Right	U	N/A	N/A	A		2	112	-	627	1883	1193	52.6%
4/1	Exit	U	N/A	N/A	-		-	-	-	617	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	221	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	568	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Hinckley Road/New Road	-	-	0	0	0	4.7	1.6	0.0	6.3	-	-	-	-
Unnamed Junction	-	-	0	0	0	4.7	1.6	0.0	6.3	-	-	-	-
1/1	589	589	-	-	-	1.4	0.5	-	1.9	11.9	8.0	0.5	8.5
2/1	190	190	-	-	-	1.7	0.5	-	2.2	41.9	4.2	0.5	4.8
3/1	627	627	-	-	-	1.6	0.6	-	2.1	12.3	8.7	0.6	9.3
4/1	617	617	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	221	221	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	568	568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%): 71.2		71.2		Total Delay for Signalled Lanes (pcuHr): 6.29		6.29		Cycle Time (s): 180		
			PRC Over All Lanes (%):				Total Delay Over All Lanes(pcuHr):						

Full Input Data And Results

Scenario 2: '2018 Base PM' (FG2: '2018 Base PM', Plan 1: 'Network Control Plan 1')

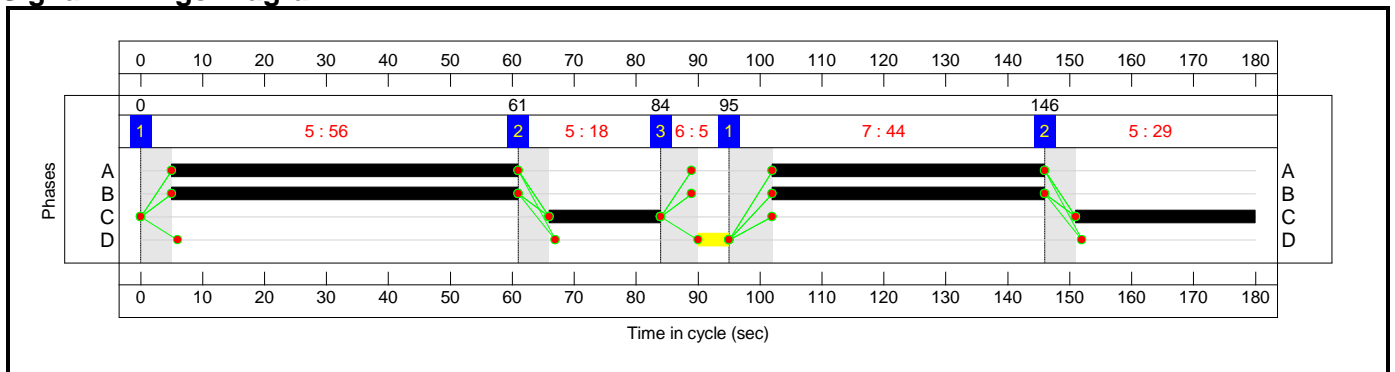
Stage Sequence Diagram



Stage Timings

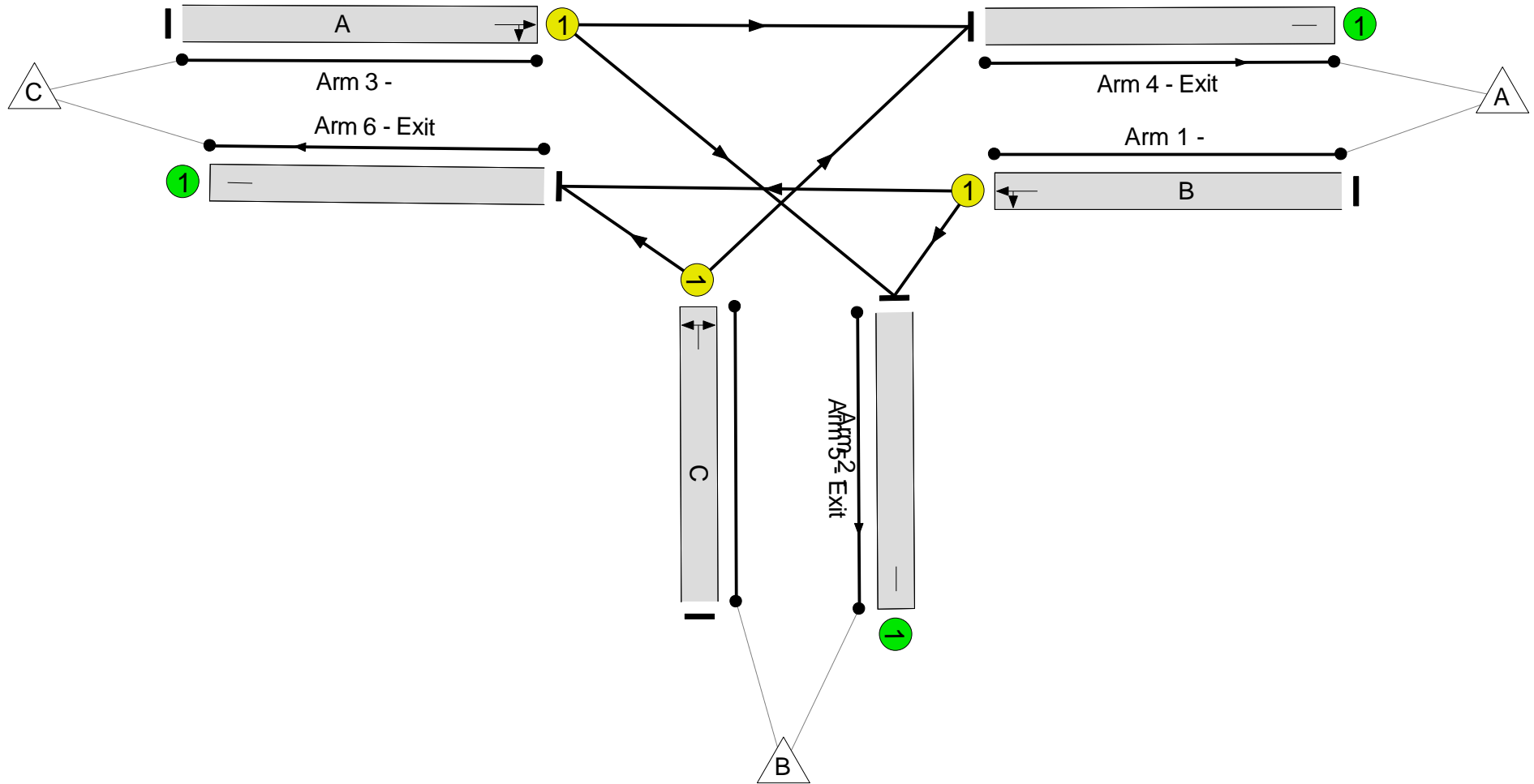

Stage	1	2	3	1	2
Duration	56	18	5	44	29
Change Point	0	61	84	95	146

Signal Timings Diagram



Network Layout Diagram

Unnamed Junction
PRC: 40.0 %
Total Traffic Delay: 9.3 pcuHr



Full Input Data And Results

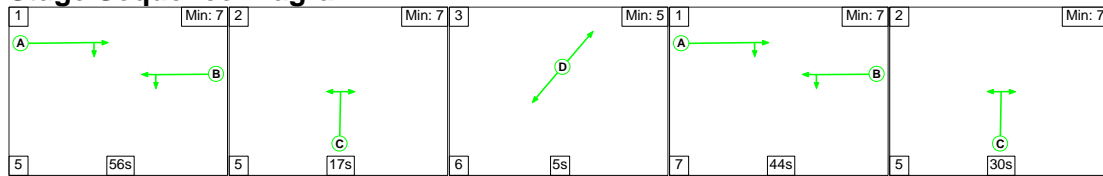
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Hinckley Road/New Road	-	-	N/A	-	-		-	-	-	-	-	-	64.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	64.3%
1/1	Left Ahead	U	N/A	N/A	B		2	100	-	684	1878	1064	64.3%
2/1	Right Left	U	N/A	N/A	C		2	47	-	306	1780	485	63.2%
3/1	Ahead Right	U	N/A	N/A	A		2	100	-	581	1887	1069	54.3%
4/1	Exit	U	N/A	N/A	-		-	-	-	624	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	175	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	772	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Hinckley Road/New Road	-	-	0	0	0	6.9	2.3	0.0	9.3	-	-	-	-
Unnamed Junction	-	-	0	0	0	6.9	2.3	0.0	9.3	-	-	-	-
1/1	684	684	-	-	-	2.5	0.9	-	3.4	18.0	11.8	0.9	12.7
2/1	306	306	-	-	-	2.4	0.8	-	3.3	38.8	6.7	0.8	7.6
3/1	581	581	-	-	-	2.0	0.6	-	2.6	15.9	9.2	0.6	9.8
4/1	624	624	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	175	175	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	772	772	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%): 40.0		40.0		Total Delay for Signalled Lanes (pcuHr): 9.28		9.28		Cycle Time (s): 180		
			PRC Over All Lanes (%):		40.0		Total Delay Over All Lanes(pcuHr):		9.28				

Full Input Data And Results

Scenario 3: '2026 WoDWS AM' (FG5: '2026 WoDWS AM', Plan 1: 'Network Control Plan 1')

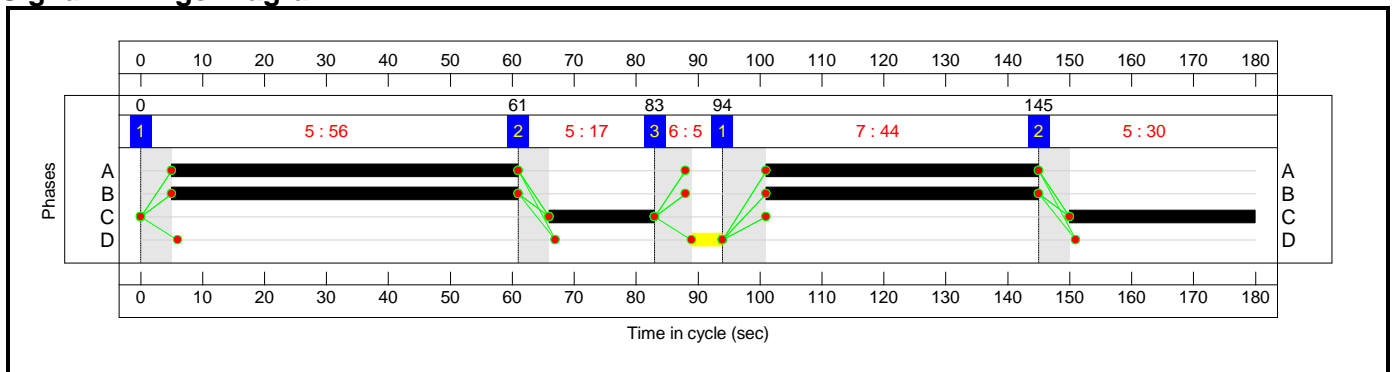
Stage Sequence Diagram



Stage Timings

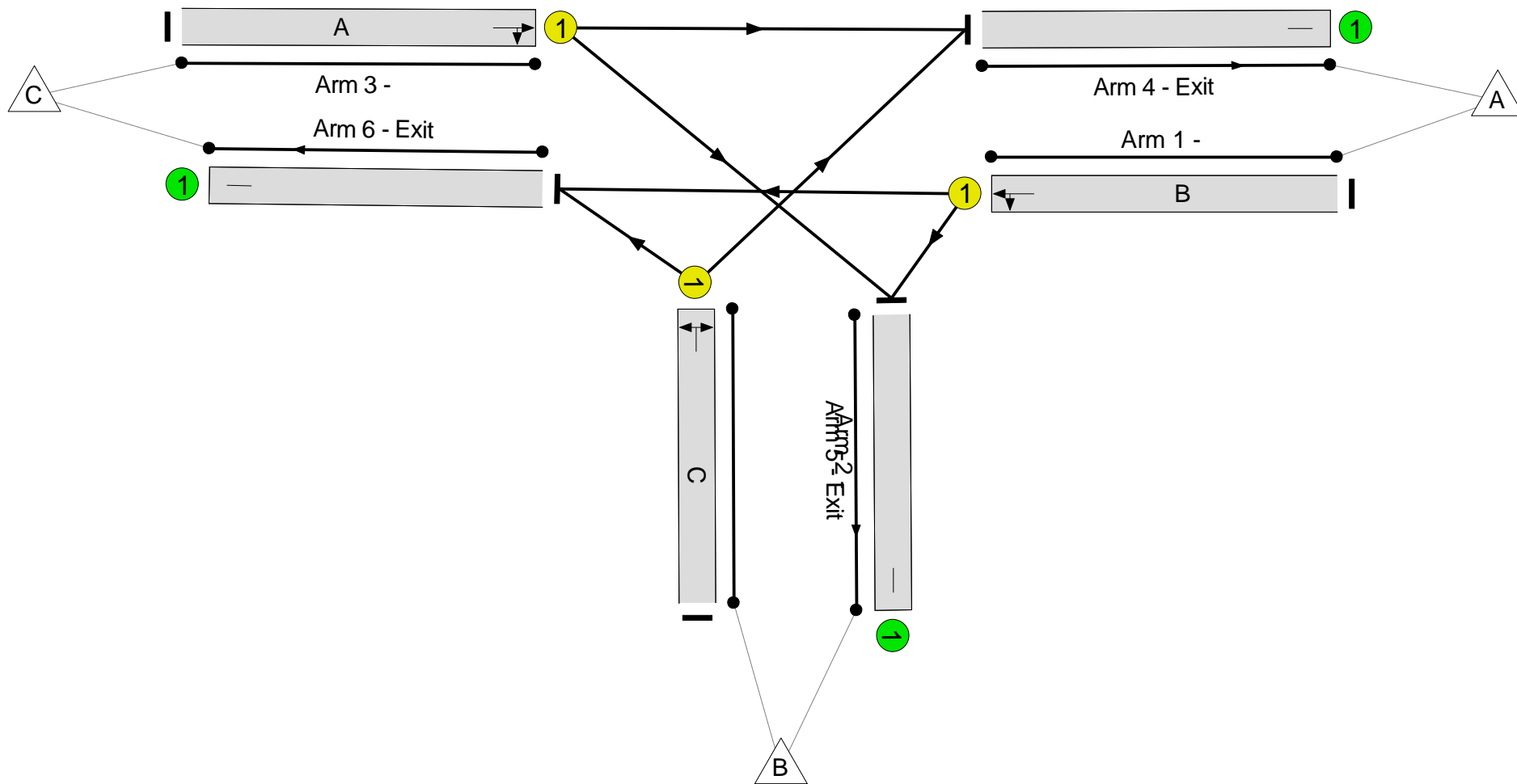

Stage	1	2	3	1	2
Duration	56	17	5	44	30
Change Point	0	61	83	94	145

Signal Timings Diagram



Network Layout Diagram

Unnamed Junction
PRC: 71.4 %
Total Traffic Delay: 7.3 pcuHr



Full Input Data And Results

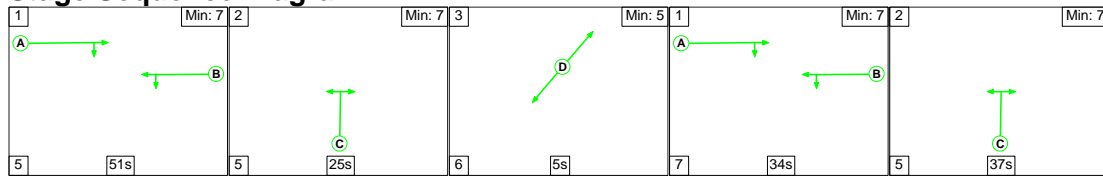
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Hinckley Road/New Road	-	-	N/A	-	-		-	-	-	-	-	-	52.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	52.5%
1/1	Left Ahead	U	N/A	N/A	B		2	100	-	539	1811	1026	52.5%
2/1	Right Left	U	N/A	N/A	C		2	47	-	256	1796	489	52.4%
3/1	Ahead Right	U	N/A	N/A	A		2	100	-	555	1868	1059	52.4%
4/1	Exit	U	N/A	N/A	-		-	-	-	571	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	347	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	432	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Hinckley Road/New Road	-	-	0	0	0	5.6	1.6	0.0	7.3	-	-	-	-
Unnamed Junction	-	-	0	0	0	5.6	1.6	0.0	7.3	-	-	-	-
1/1	539	539	-	-	-	1.8	0.6	-	2.4	15.7	8.2	0.6	8.8
2/1	256	256	-	-	-	2.0	0.5	-	2.5	35.5	5.4	0.5	6.0
3/1	555	555	-	-	-	1.9	0.5	-	2.4	15.6	8.5	0.5	9.0
4/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	432	432	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%): 71.4		PRC Over All Lanes (%): 71.4		Total Delay for Signalled Lanes (pcuHr): 7.28		Total Delay Over All Lanes(pcuHr): 7.28		Cycle Time (s): 180		

Full Input Data And Results

Scenario 4: '2026 WoDWS PM' (FG6: '2026 WoDWS PM', Plan 1: 'Network Control Plan 1')

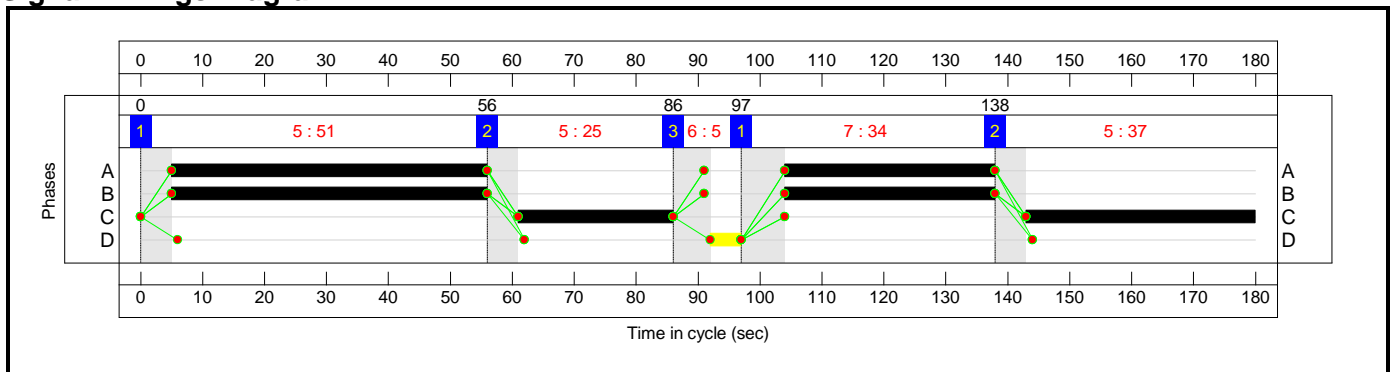
Stage Sequence Diagram



Stage Timings

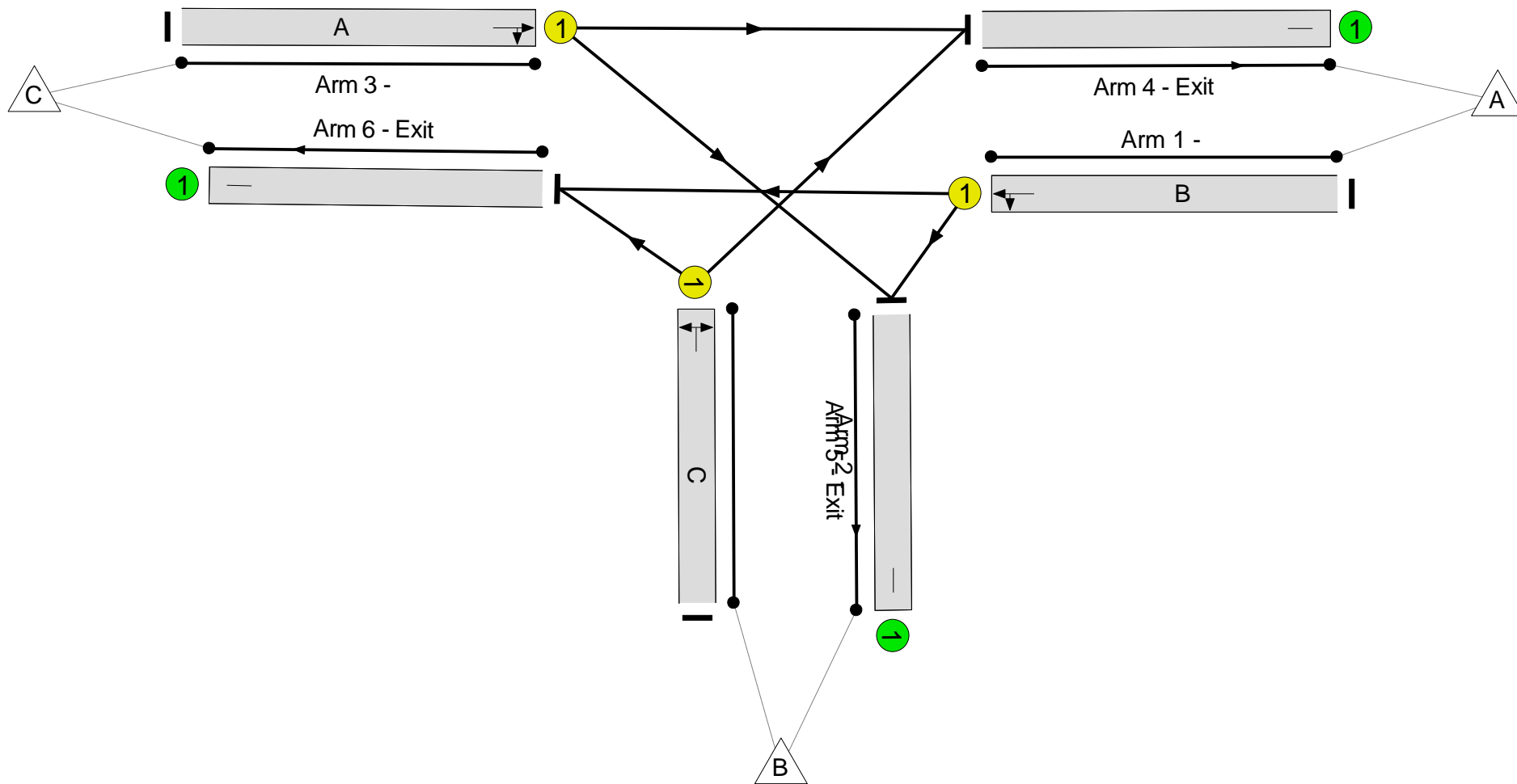

Stage	1	2	3	1	2
Duration	51	25	5	34	37
Change Point	0	56	86	97	138

Signal Timings Diagram



Network Layout Diagram

Unnamed Junction
PRC: 34.6 %
Total Traffic Delay: 10.7 pcuHr



Full Input Data And Results

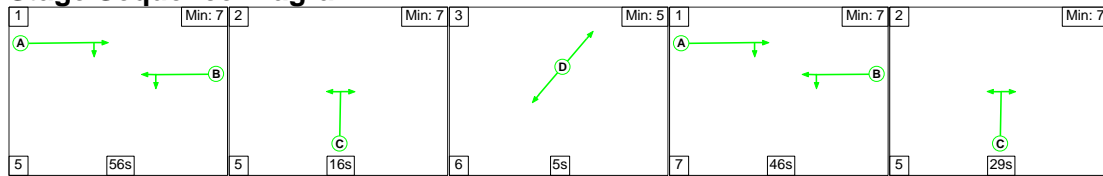
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Hinckley Road/New Road	-	-	N/A	-	-		-	-	-	-	-	-	66.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	66.9%
1/1	Left Ahead	U	N/A	N/A	B		2	85	-	589	1834	886	66.4%
2/1	Right Left	U	N/A	N/A	C		2	62	-	426	1792	637	66.9%
3/1	Ahead Right	U	N/A	N/A	A		2	85	-	500	1876	907	55.1%
4/1	Exit	U	N/A	N/A	-		-	-	-	639	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	276	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	600	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Hinckley Road/New Road	-	-	0	0	0	8.1	2.6	0.0	10.7	-	-	-	-
Unnamed Junction	-	-	0	0	0	8.1	2.6	0.0	10.7	-	-	-	-
1/1	589	589	-	-	-	2.9	1.0	-	3.9	23.7	11.3	1.0	12.3
2/1	426	426	-	-	-	2.9	1.0	-	3.9	33.0	9.2	1.0	10.2
3/1	500	500	-	-	-	2.3	0.6	-	2.9	20.8	8.9	0.6	9.5
4/1	639	639	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	276	276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	600	600	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%): 34.6		PRC Over All Lanes (%): 34.6		Total Delay for Signalled Lanes (pcuHr): 10.67		Total Delay Over All Lanes(pcuHr): 10.67		Cycle Time (s): 180		

Full Input Data And Results

Scenario 5: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'Network Control Plan 1')

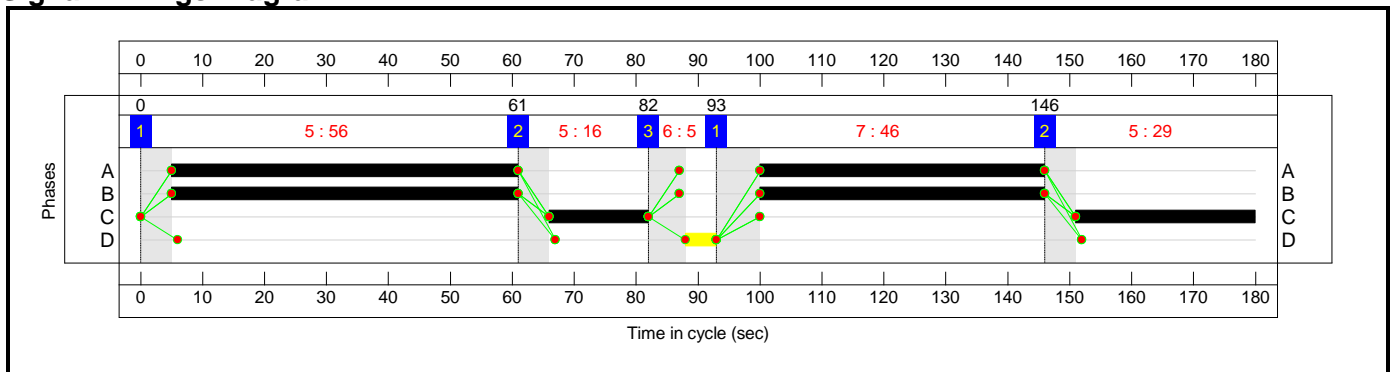
Stage Sequence Diagram



Stage Timings

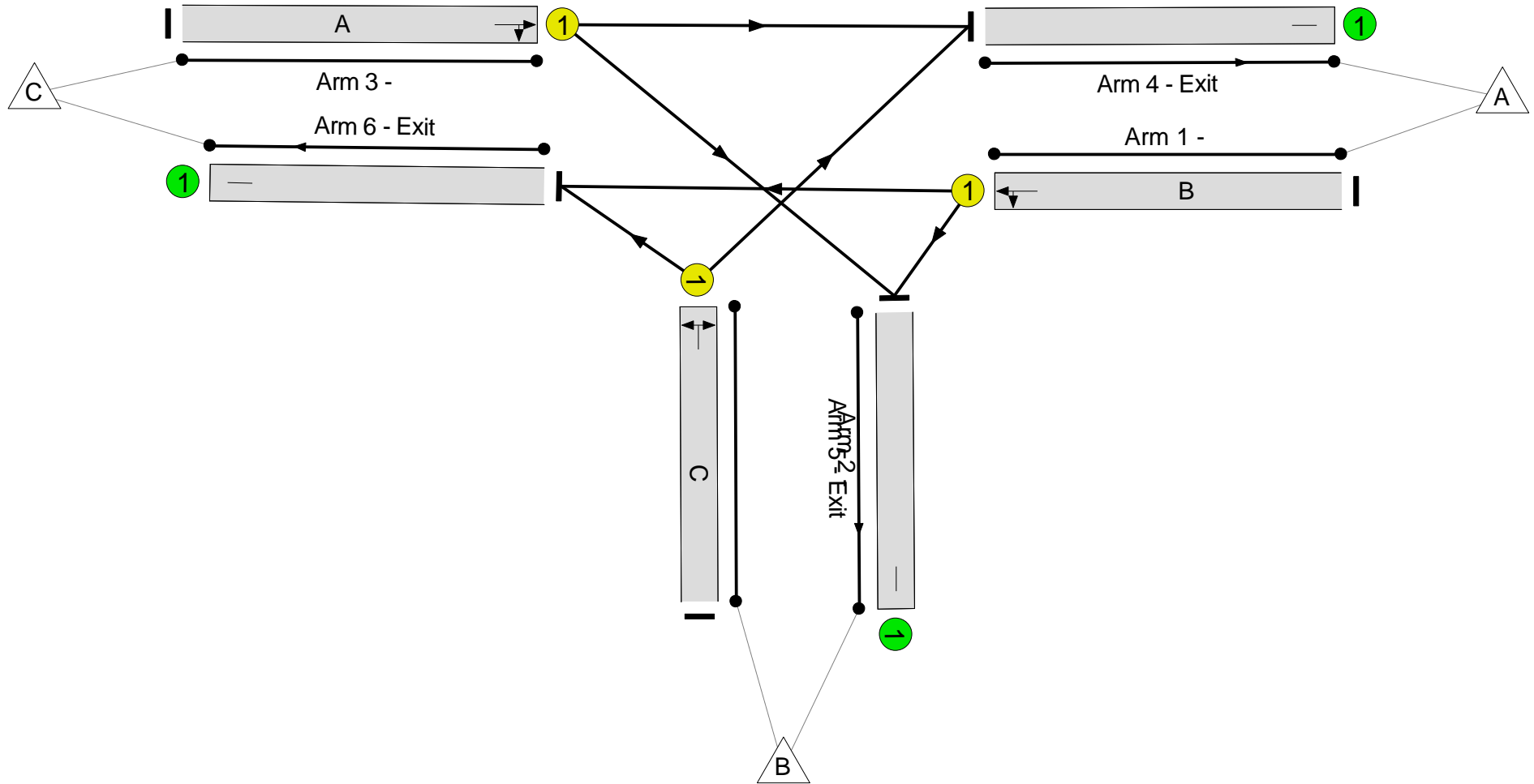

Stage	1	2	3	1	2
Duration	56	16	5	46	29
Change Point	0	61	82	93	146

Signal Timings Diagram



Network Layout Diagram

Unnamed Junction
PRC: 62.5 %
Total Traffic Delay: 7.7 pcuHr



Full Input Data And Results

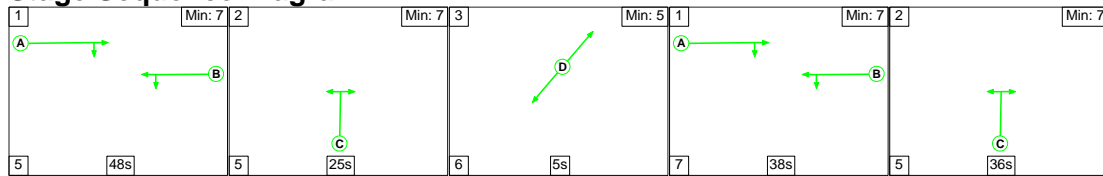
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Hinckley Road/New Road	-	-	N/A	-	-		-	-	-	-	-	-	55.4%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	55.4%
1/1	Left Ahead	U	N/A	N/A	B		2	102	-	570	1808	1045	54.6%
2/1	Right Left	U	N/A	N/A	C		2	45	-	258	1796	469	55.0%
3/1	Ahead Right	U	N/A	N/A	A		2	102	-	597	1866	1078	55.4%
4/1	Exit	U	N/A	N/A	-		-	-	-	598	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	383	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	444	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Hinckley Road/New Road	-	-	0	0	0	5.9	1.8	0.0	7.7	-	-	-	-
Unnamed Junction	-	-	0	0	0	5.9	1.8	0.0	7.7	-	-	-	-
1/1	570	570	-	-	-	1.9	0.6	-	2.5	15.5	8.7	0.6	9.3
2/1	258	258	-	-	-	2.1	0.6	-	2.7	37.2	5.7	0.6	6.3
3/1	597	597	-	-	-	2.0	0.6	-	2.6	15.5	9.1	0.6	9.7
4/1	598	598	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	383	383	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%): 62.5		PRC Over All Lanes (%): 62.5		Total Delay for Signalled Lanes (pcuHr): 7.70		Total Delay Over All Lanes(pcuHr): 7.70		Cycle Time (s): 180		

Full Input Data And Results

Scenario 6: '2026 WD PM' (FG8: '2026 WD PM', Plan 1: 'Network Control Plan 1')

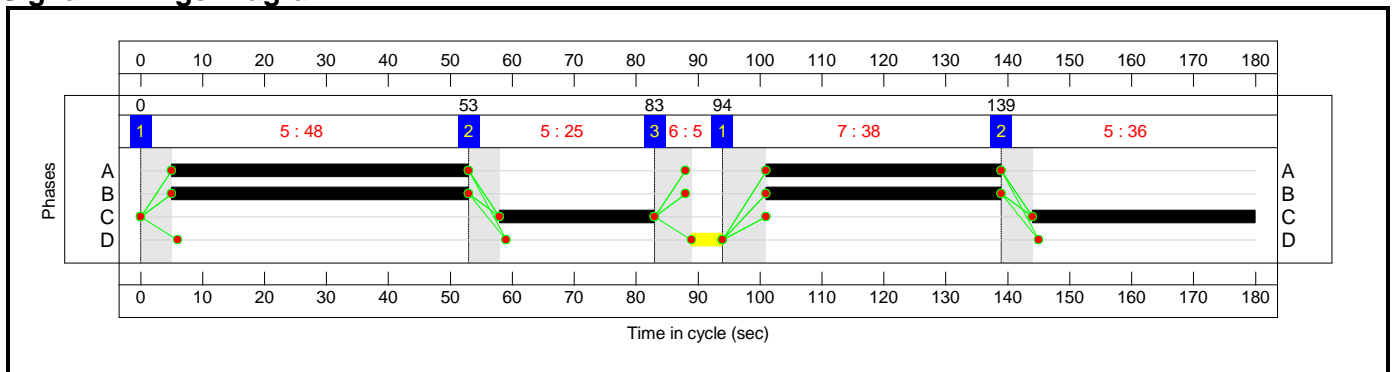
Stage Sequence Diagram



Stage Timings

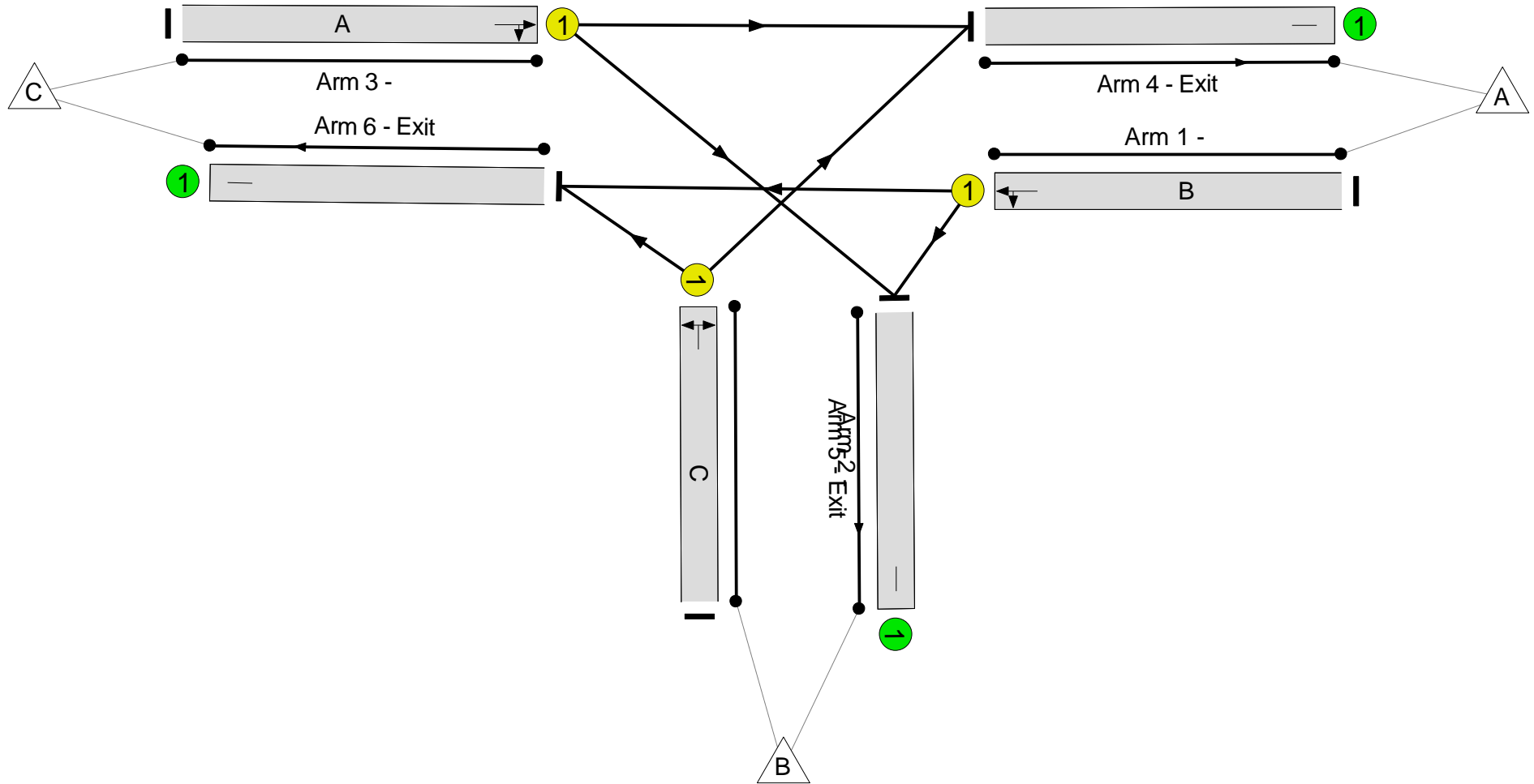

Stage	1	2	3	1	2
Duration	48	25	5	38	36
Change Point	0	53	83	94	139

Signal Timings Diagram



Network Layout Diagram

Unnamed Junction
PRC: 21.7 %
Total Traffic Delay: 12.7 pcuHr



Full Input Data And Results

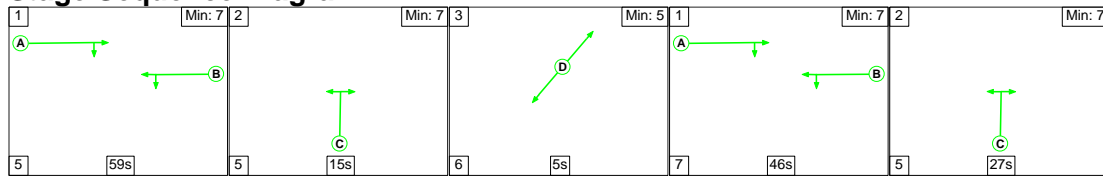
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Hinckley Road/New Road	-	-	N/A	-	-		-	-	-	-	-	-	73.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	73.9%
1/1	Left Ahead	U	N/A	N/A	B		2	86	-	665	1840	900	73.9%
2/1	Right Left	U	N/A	N/A	C		2	61	-	462	1793	628	73.6%
3/1	Ahead Right	U	N/A	N/A	A		2	86	-	541	1881	920	58.8%
4/1	Exit	U	N/A	N/A	-		-	-	-	713	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	277	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	678	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Hinckley Road/New Road	-	-	0	0	0	9.2	3.5	0.0	12.7	-	-	-	-
Unnamed Junction	-	-	0	0	0	9.2	3.5	0.0	12.7	-	-	-	-
1/1	665	665	-	-	-	3.4	1.4	-	4.8	26.0	13.5	1.4	14.9
2/1	462	462	-	-	-	3.3	1.4	-	4.7	36.3	10.3	1.4	11.6
3/1	541	541	-	-	-	2.5	0.7	-	3.2	21.2	9.8	0.7	10.5
4/1	713	713	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	277	277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	678	678	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%): 21.7		21.7		Total Delay for Signalled Lanes (pcuHr): 12.66		12.66		Cycle Time (s): 180		
			PRC Over All Lanes (%):		21.7		Total Delay Over All Lanes(pcuHr):		12.66				

Full Input Data And Results

Scenario 7: '2036 WoDWS AM' (FG11: '2036 WoDWS AM', Plan 1: 'Network Control Plan 1')

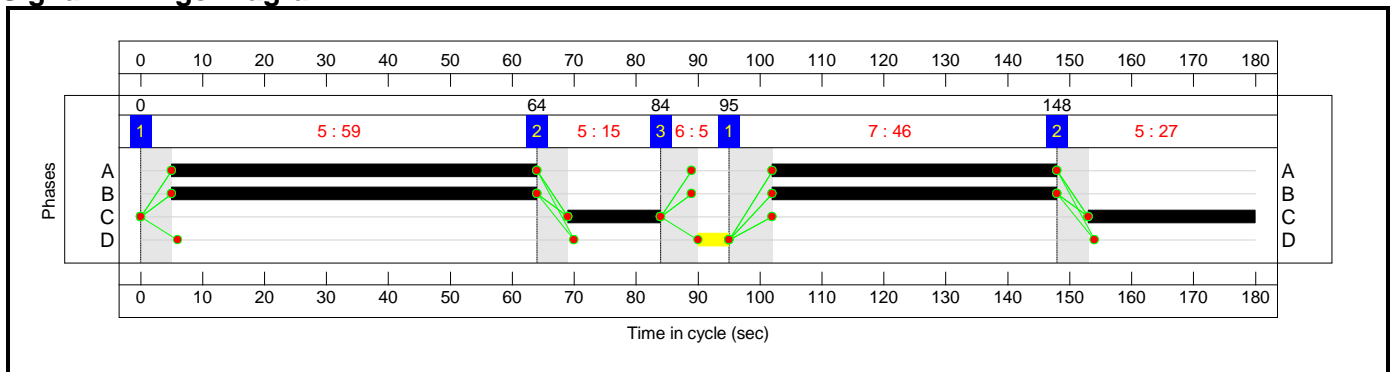
Stage Sequence Diagram



Stage Timings

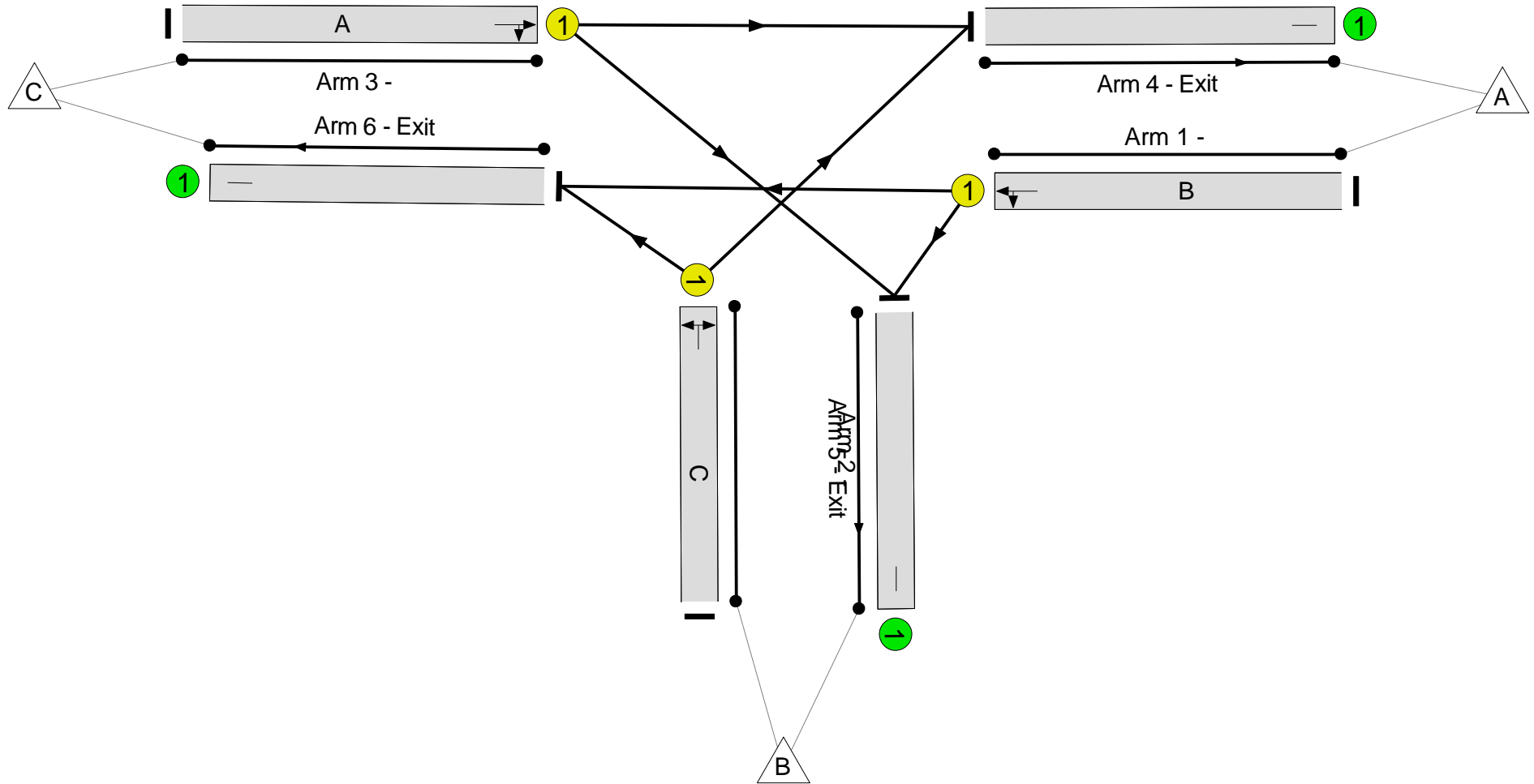

Stage	1	2	3	1	2
Duration	59	15	5	46	27
Change Point	0	64	84	95	148

Signal Timings Diagram



Network Layout Diagram

Unnamed Junction
PRC: 50.4 %
Total Traffic Delay: 7.9 pcuHr



Full Input Data And Results

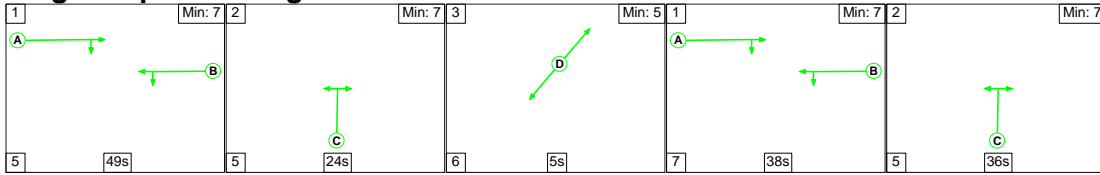
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Hinckley Road/New Road	-	-	N/A	-	-		-	-	-	-	-	-	59.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	59.8%
1/1	Left Ahead	U	N/A	N/A	B		2	105	-	543	1808	1075	50.5%
2/1	Right Left	U	N/A	N/A	C		2	42	-	263	1798	440	59.8%
3/1	Ahead Right	U	N/A	N/A	A		2	105	-	661	1869	1111	59.5%
4/1	Exit	U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	375	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	422	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Hinckley Road/New Road	-	-	0	0	0	5.9	2.0	0.0	7.9	-	-	-	-
Unnamed Junction	-	-	0	0	0	5.9	2.0	0.0	7.9	-	-	-	-
1/1	543	543	-	-	-	1.6	0.5	-	2.1	14.0	7.8	0.5	8.4
2/1	263	263	-	-	-	2.2	0.7	-	2.9	40.2	5.8	0.7	6.5
3/1	661	661	-	-	-	2.1	0.7	-	2.8	15.4	10.5	0.7	11.2
4/1	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	375	375	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%): 50.4		PRC Over All Lanes (%): 50.4		Total Delay for Signalled Lanes (pcuHr): 7.88		Total Delay Over All Lanes(pcuHr): 7.88		Cycle Time (s): 180		

Full Input Data And Results

Scenario 8: '2036 WoDWS PM' (FG12: '2036 WoDWS PM', Plan 1: 'Network Control Plan 1')

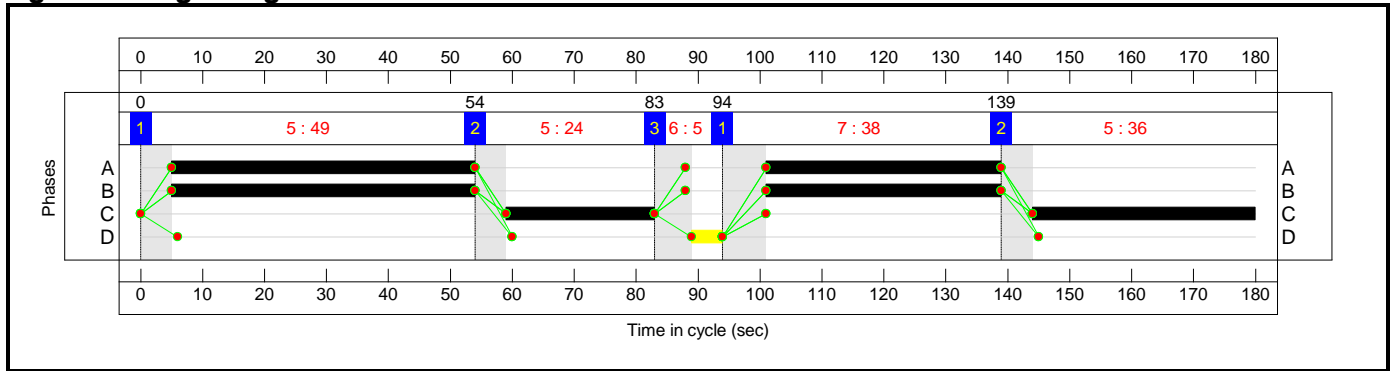
Stage Sequence Diagram




Stage Timings

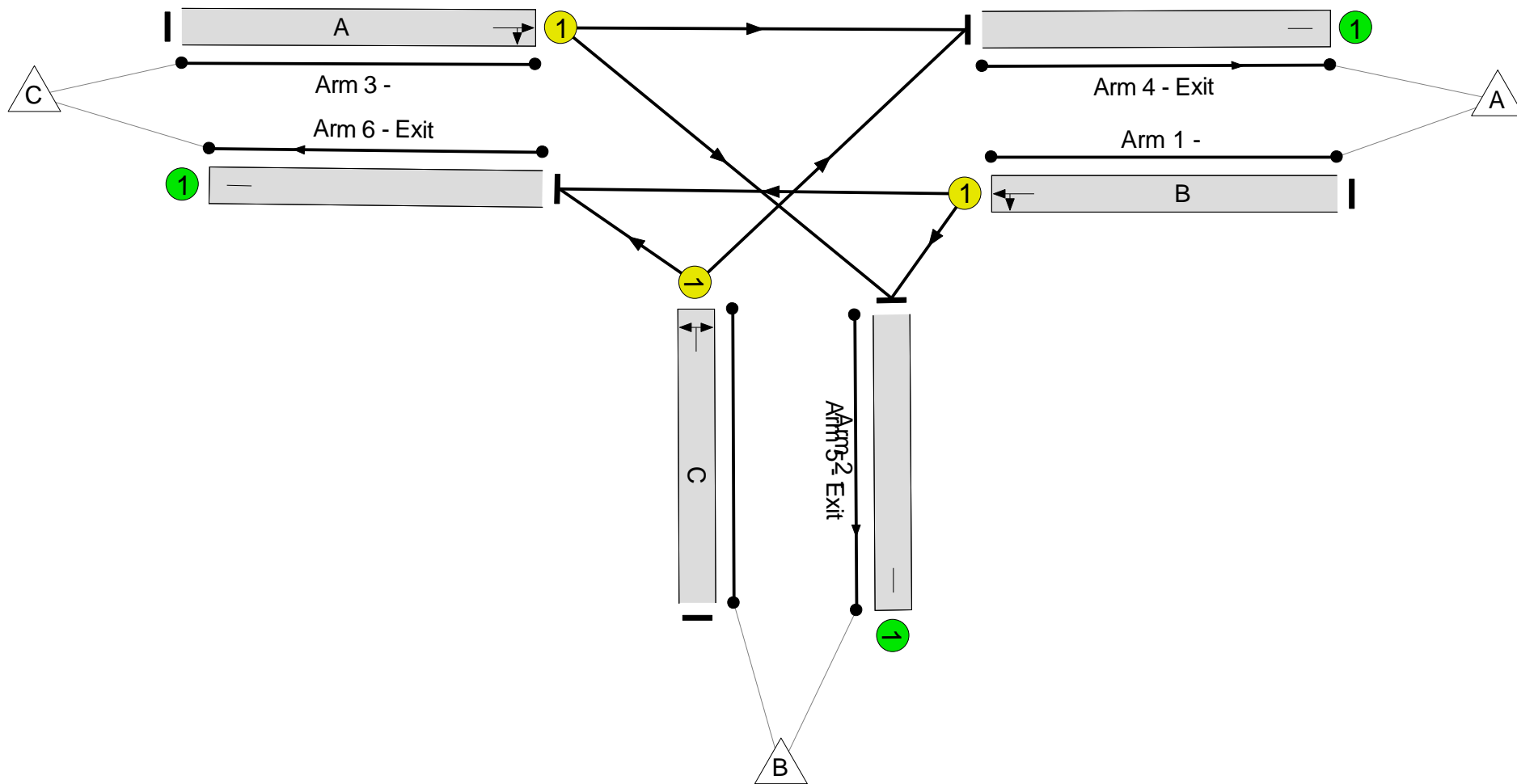
Stage	1	2	3	1	2
Duration	49	24	5	38	36
Change Point	0	54	83	94	139

Signal Timings Diagram



Network Layout Diagram


Unnamed Junction
 PRC: 15.7 %
 Total Traffic Delay: 13.4 pcuHr



Full Input Data And Results

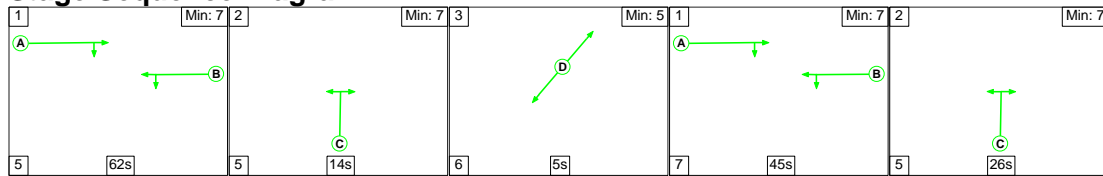
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Hinckley Road/New Road	-	-	N/A	-	-		-	-	-	-	-	-	77.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	77.8%
1/1	Left Ahead	U	N/A	N/A	B		2	87	-	709	1844	912	77.8%
2/1	Right Left	U	N/A	N/A	C		2	60	-	473	1791	617	76.7%
3/1	Ahead Right	U	N/A	N/A	A		2	87	-	517	1880	930	55.6%
4/1	Exit	U	N/A	N/A	-		-	-	-	684	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	278	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	737	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Hinckley Road/New Road	-	-	0	0	0	9.4	4.0	0.0	13.4	-	-	-	-
Unnamed Junction	-	-	0	0	0	9.4	4.0	0.0	13.4	-	-	-	-
1/1	709	709	-	-	-	3.7	1.7	-	5.4	27.4	14.6	1.7	16.3
2/1	473	473	-	-	-	3.5	1.6	-	5.1	38.5	10.6	1.6	12.3
3/1	517	517	-	-	-	2.3	0.6	-	2.9	20.2	9.0	0.6	9.7
4/1	684	684	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%): 15.7		PRC Over All Lanes (%): 15.7		Total Delay for Signalled Lanes (pcuHr): 13.37		Total Delay Over All Lanes(pcuHr): 13.37		Cycle Time (s): 180		

Full Input Data And Results

Scenario 9: '2036 WD AM ' (FG13: '2036 WD AM', Plan 1: 'Network Control Plan 1')

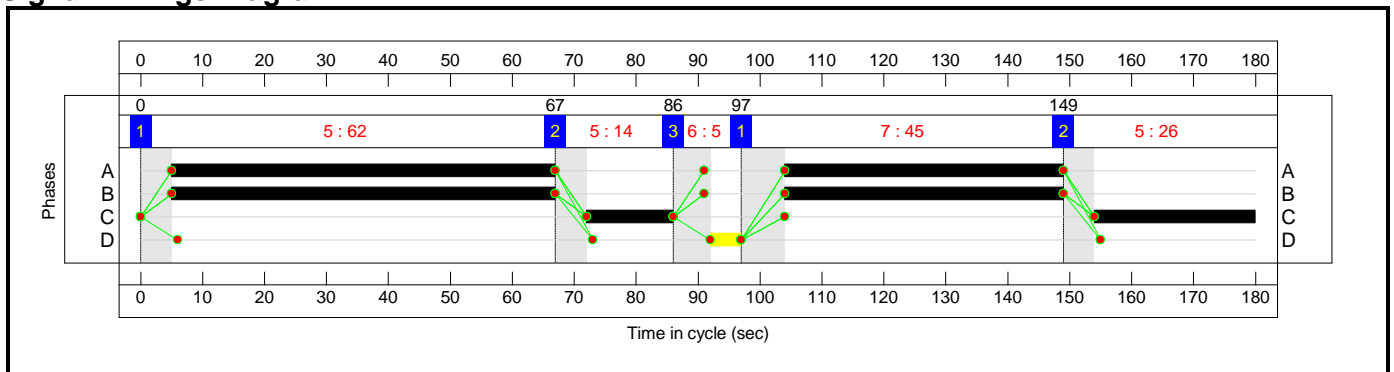
Stage Sequence Diagram



Stage Timings

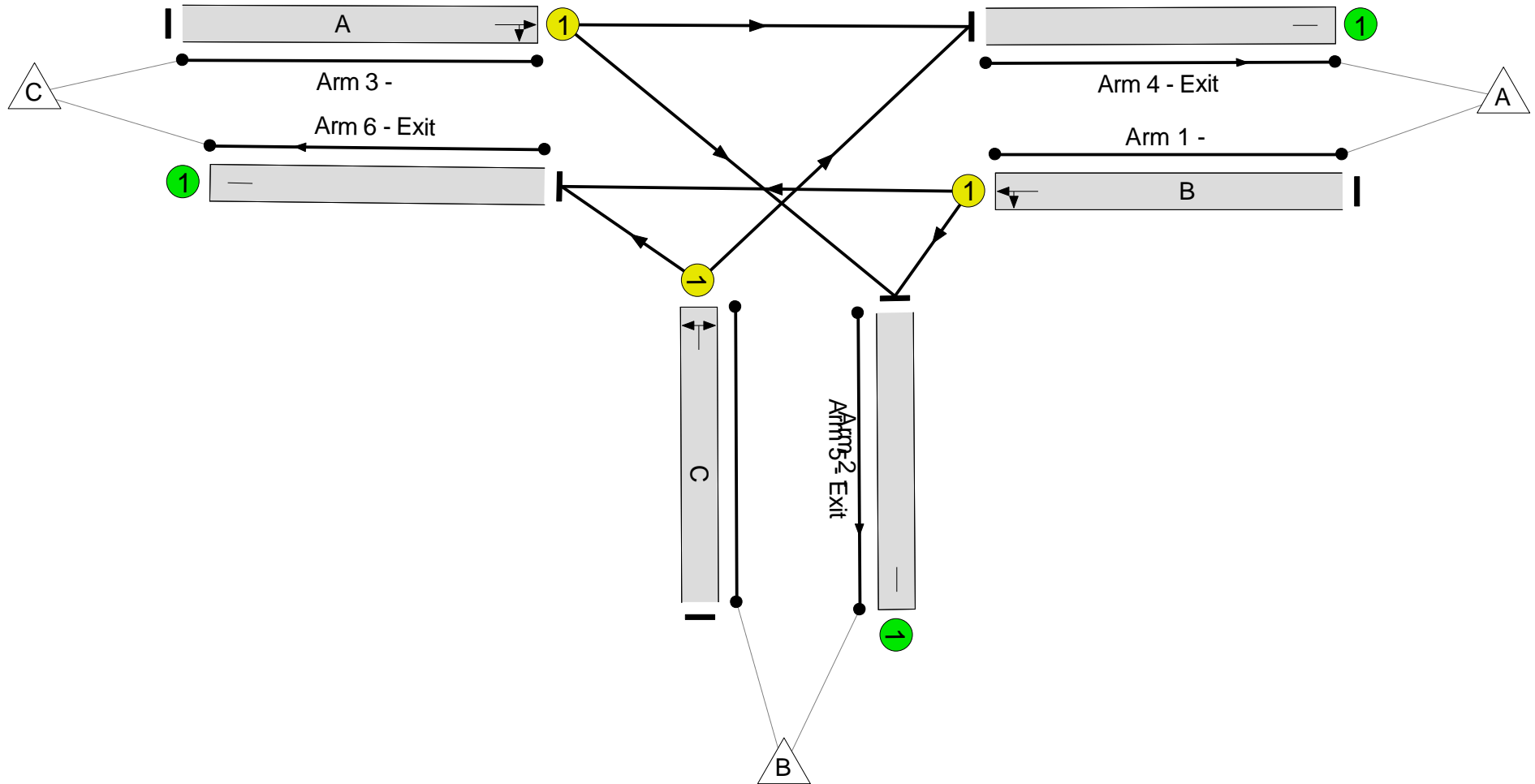

Stage	1	2	3	1	2
Duration	62	14	5	45	26
Change Point	0	67	86	97	149

Signal Timings Diagram



Network Layout Diagram

Unnamed Junction
PRC: 39.9 %
Total Traffic Delay: 8.6 pcuHr



Full Input Data And Results

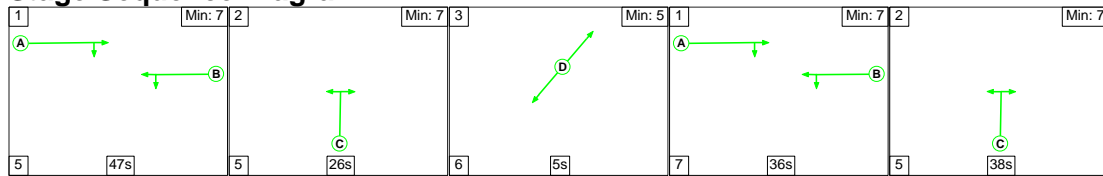
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Hinckley Road/New Road	-	-	N/A	-	-		-	-	-	-	-	-	64.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	64.3%
1/1	Left Ahead	U	N/A	N/A	B		2	107	-	580	1809	1095	52.9%
2/1	Right Left	U	N/A	N/A	C		2	40	-	270	1799	420	64.3%
3/1	Ahead Right	U	N/A	N/A	A		2	107	-	725	1872	1134	64.0%
4/1	Exit	U	N/A	N/A	-		-	-	-	734	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	395	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	446	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Hinckley Road/New Road	-	-	0	0	0	6.3	2.3	0.0	8.6	-	-	-	-
Unnamed Junction	-	-	0	0	0	6.3	2.3	0.0	8.6	-	-	-	-
1/1	580	580	-	-	-	1.7	0.6	-	2.2	13.8	8.4	0.6	8.9
2/1	270	270	-	-	-	2.3	0.9	-	3.2	43.0	6.2	0.9	7.1
3/1	725	725	-	-	-	2.3	0.9	-	3.2	15.8	11.7	0.9	12.6
4/1	734	734	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	395	395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	446	446	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%): 39.9		PRC Over All Lanes (%): 39.9		Total Delay for Signalled Lanes (pcuHr): 8.63		Total Delay Over All Lanes(pcuHr): 8.63		Cycle Time (s): 180		

Full Input Data And Results

Scenario 10: '2036 WD PM' (FG14: '2036 WD PM', Plan 1: 'Network Control Plan 1')

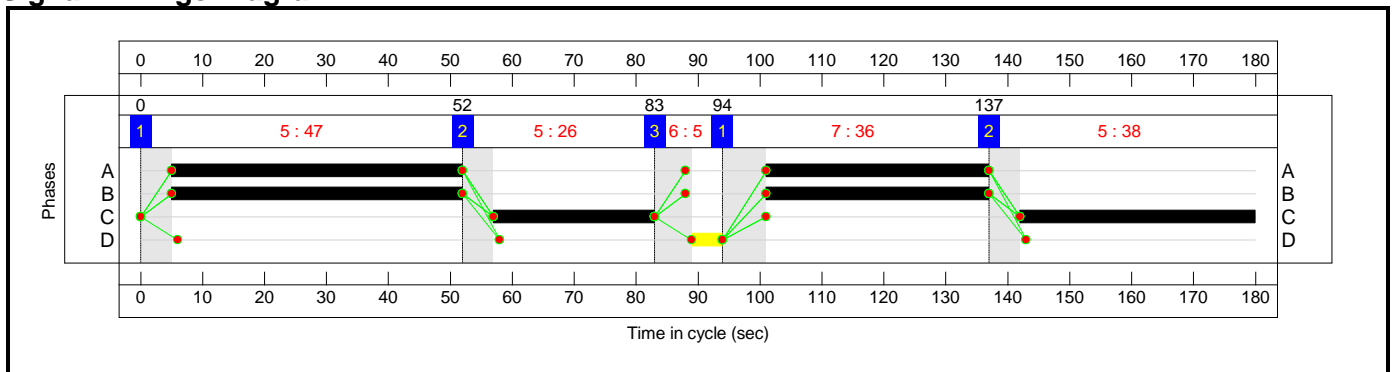
Stage Sequence Diagram



Stage Timings

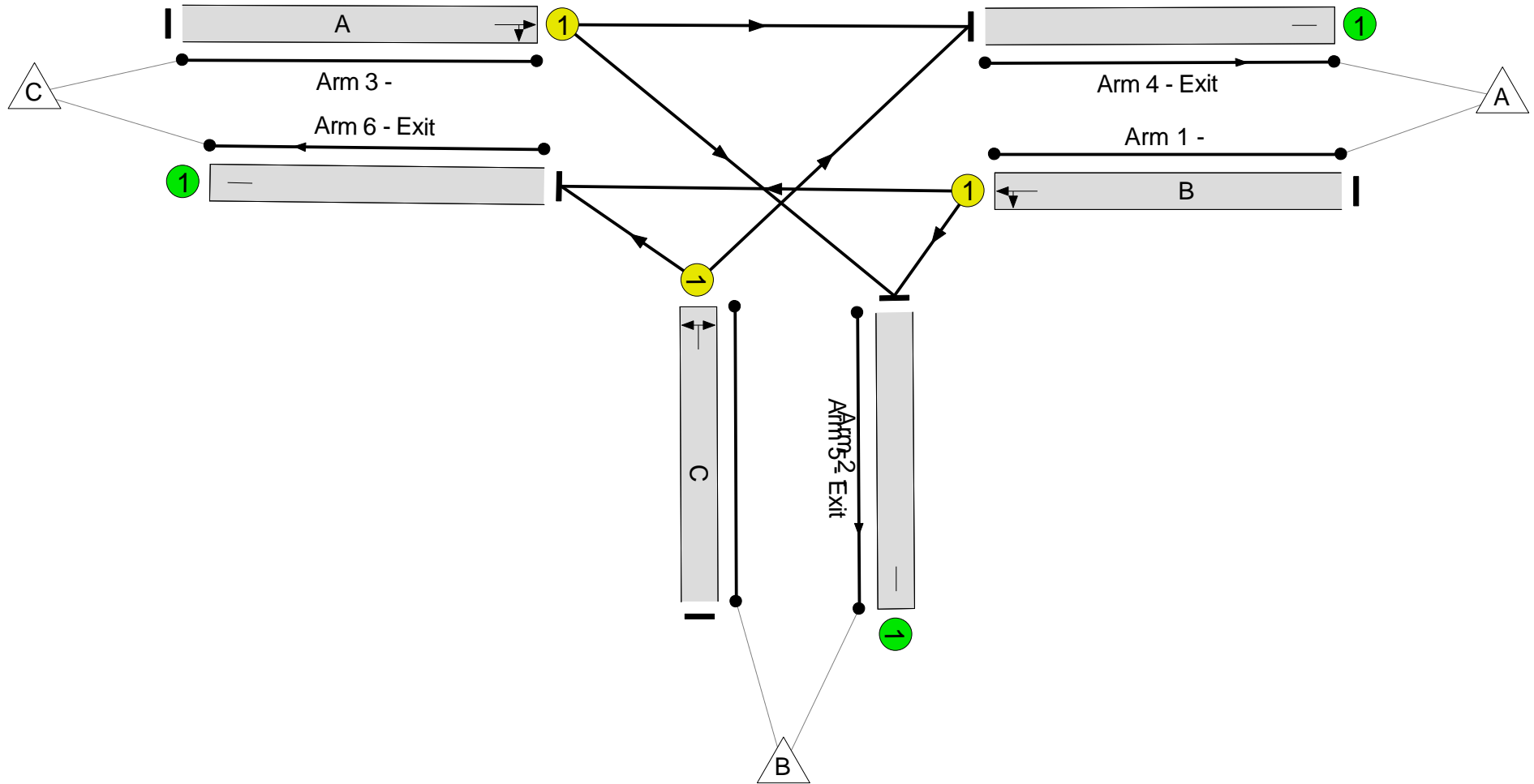

Stage	1	2	3	1	2
Duration	47	26	5	36	38
Change Point	0	52	83	94	137

Signal Timings Diagram



Network Layout Diagram

Unnamed Junction
PRC: 1.3 %
Total Traffic Delay: 19.6 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Hinckley Road/New Road	-	-	N/A	-	-		-	-	-	-	-	-	88.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	88.9%
1/1	Left Ahead	U	N/A	N/A	B		2	83	-	774	1844	871	88.9%
2/1	Right Left	U	N/A	N/A	C		2	64	-	578	1795	658	87.8%
3/1	Ahead Right	U	N/A	N/A	A		2	83	-	561	1886	891	63.0%
4/1	Exit	U	N/A	N/A	-		-	-	-	827	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	285	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	801	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Hinckley Road/New Road	-	-	0	0	0	11.7	7.9	0.0	19.6	-	-	-	-
Unnamed Junction	-	-	0	0	0	11.7	7.9	0.0	19.6	-	-	-	-
1/1	774	774	-	-	-	4.6	3.7	-	8.4	38.9	17.6	3.7	21.3
2/1	578	578	-	-	-	4.3	3.3	-	7.6	47.4	13.6	3.3	17.0
3/1	561	561	-	-	-	2.8	0.8	-	3.6	23.3	10.6	0.8	11.4
4/1	827	827	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	285	285	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	801	801	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%): 1.3		PRC Over All Lanes (%): 1.3		Total Delay for Signalled Lanes (pcuHr): 19.59		Total Delay Over All Lanes(pcuHr): 19.59		Cycle Time (s): 180		

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.2.1574

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Filename: 220708 J18 - Existing.j10

Path: X:\NTT\NTT2814_Hinckley Rail Freight Interchange\02. Project Delivery\01. WIP\Design and Calculations\T&I Planning\04 Junction Modelling\JTC 18 - New Rd -Long St- Broughton Rd

Report generation date: 08/07/2022 15:59:57

-
- »2018 Base, AM
 - »2018 Base , PM
 - »2026 WoD, AM
 - »2026 WoD, PM
 - »2026 WoDWS, AM
 - »2026 WoDWS, PM
 - »2026 WD, AM
 - »2026 WD, PM
 - »2036 WoD, AM
 - »2036 WoD, PM
 - »2036 WoDWS, AM
 - »2036 WoDWS , PM
 - »2036 WD, AM
 - »2036 WD, PM

Summary of junction performance

		AM					PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2018 Base												
Arm 1	D1	3.0	27.41	0.75	D	4 % [Arm 1]	D2	1.0	12.70	0.49	B	7 % [Arm 2]
Arm 2		1.8	16.65	0.63	C			3.5	24.61	0.77	C	
Arm 3		0.3	7.01	0.24	A			0.6	9.04	0.37	A	
Arm 4		2.2	11.51	0.68	B			2.7	13.85	0.73	B	
2026 WoD												
Arm 1	D3	7.9	58.31	0.91	F	-6 % [Arm 1]	D4	2.4	23.22	0.71	C	8 % [Arm 1]
Arm 2		0.9	12.58	0.46	B			2.9	22.68	0.74	C	
Arm 3		0.4	6.82	0.26	A			0.8	10.11	0.44	B	
Arm 4		2.7	13.60	0.73	B			3.7	17.79	0.79	C	
2026 WoDWS												
Arm 1	D5	7.4	49.38	0.90	E	-5 % [Arm 1]	D6	1.6	14.56	0.62	B	16 % [Arm 2]
Arm 2		0.6	10.56	0.37	B			2.1	17.95	0.67	C	
Arm 3		0.3	6.56	0.21	A			0.3	7.18	0.20	A	
Arm 4		1.8	10.18	0.64	B			3.0	14.82	0.75	B	
2026 WD												
Arm 1	D7	16.9	98.10	0.99	F	-11 % [Arm 1]	D8	2.1	17.47	0.67	C	2 % [Arm 2]
Arm 2		0.6	11.27	0.37	B			4.1	30.95	0.81	D	
Arm 3		0.3	6.65	0.21	A			0.5	9.11	0.31	A	
Arm 4		2.0	10.91	0.67	B			6.0	27.57	0.87	D	
2036 WoD												
Arm 1	D9	39.2	229.76	1.13	F	-18 % [Arm 1]	D10	3.8	34.28	0.80	D	0 % [Arm 1]
Arm 2		1.3	16.50	0.55	C			3.6	27.83	0.79	D	
Arm 3		0.4	7.15	0.29	A			2.0	17.27	0.66	C	
Arm 4		8.8	36.99	0.91	E			6.7	30.45	0.88	D	
2036 WoDWS												
Arm 1	D11	34.2	178.97	1.08	F	-16 % [Arm 1]	D12	2.7	21.64	0.74	C	1 % [Arm 2]
Arm 2		0.5	10.54	0.33	B			4.4	32.66	0.82	D	
Arm 3		0.3	6.33	0.21	A			0.6	10.34	0.38	B	
Arm 4		3.0	14.52	0.75	B			4.9	23.31	0.84	C	
2036 WD												
Arm 1	D13	74.8	402.27	1.23	F	-23 % [Arm 1]	D14	3.1	23.38	0.76	C	-13 % [Arm 4]
Arm 2		0.6	11.30	0.36	B			7.7	55.70	0.91	F	
Arm 3		0.3	6.35	0.22	A			1.5	16.28	0.59	C	
Arm 4		4.5	20.32	0.82	C			39.1	138.92	1.06	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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	J18
Location	New Rd / Long St / Broughton Rd
Site number	J18
Date	22/07/2021
Version	
Status	Existing
Identifier	
Client	Tritax
Jobnumber	NTT 2814
Enumerator	BWB
Description	PRTM 2.1

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	PCU	perHour	s	-Min	perMin

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
JUNCTIONS 9	5.75					✓	Delay	0.85	36.00	20.00		500

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	2018 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2018 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 WoD	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 WoD	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 WoDWS	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 WoDWS	PM	ONE HOUR	16:45	18:15	15	✓
D7	2026 WD	AM	ONE HOUR	07:45	09:15	15	✓
D8	2026 WD	PM	ONE HOUR	16:45	18:15	15	✓
D9	2036 WoD	AM	ONE HOUR	07:45	09:15	15	✓
D10	2036 WoD	PM	ONE HOUR	16:45	18:15	15	✓
D11	2036 WoDWS	AM	ONE HOUR	07:45	09:15	15	✓
D12	2036 WoDWS	PM	ONE HOUR	16:45	18:15	15	✓
D13	2036 WD	AM	ONE HOUR	07:45	09:15	15	✓
D14	2036 WD	PM	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

2018 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	16.12	C

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		4	Arm 1	16.12	C

Arms

Arms

Arm	Name	Description
1	Long Street (N)	
2	Broughton Road (east)	
3	Long Street (south)	
4	New Road	

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	2.75	2.75	3.10	1.4	8.68	4.38	0.0	
2	2.95	2.95	3.00	0.5	10.00	5.40	0.0	
3	2.80	2.80	5.60	5.0	9.18	6.55	0.0	
4	2.88	2.88	6.00	5.0	7.24	4.07	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.588	876
2	0.590	891
3	0.621	1101
4	0.625	1086

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	2018 Base	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 (%)
1		ONE HOUR	✓	361	100.000
2		ONE HOUR	✓	338	100.000
3		ONE HOUR	✓	148	100.000
4		ONE HOUR	✓	613	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
	1	2	3	4	
1	0	66	98	197	
2	33	0	8	297	
3	45	4	1	98	
4	123	388	102	0	

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	1	2	3	4	
1	0	5	1	2	
2	3	0	0	7	
3	5	0	0	8	
4	1	6	2	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.75	27.41	3.0	D	340	509
2	0.63	16.65	1.8	C	331	497
3	0.24	7.01	0.3	A	145	218
4	0.68	11.51	2.2	B	585	877

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	279	70	388	648	0.430	276	153	0.0	0.8	9.842	A
2	272	68	302	713	0.381	269	361	0.0	0.6	8.626	A
3	119	30	413	844	0.141	118	158	0.0	0.2	5.292	A
4	480	120	64	1045	0.459	476	467	0.0	0.9	6.541	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	333	83	465	602	0.553	331	184	0.8	1.2	13.505	B
2	325	81	363	677	0.480	323	433	0.6	1.0	10.838	B
3	142	36	497	793	0.179	142	190	0.2	0.2	5.906	A
4	573	143	77	1037	0.552	571	561	0.9	1.3	8.008	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	408	102	568	542	0.752	401	225	1.2	2.8	25.209	D
2	398	99	441	631	0.630	394	528	1.0	1.7	16.053	C
3	174	43	604	726	0.240	174	231	0.2	0.3	6.959	A
4	702	175	94	1027	0.684	698	683	1.3	2.2	11.273	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	408	102	571	540	0.755	407	226	2.8	3.0	27.411	D
2	398	99	446	628	0.633	397	532	1.7	1.8	16.648	C
3	174	43	610	722	0.241	174	233	0.3	0.3	7.014	A
4	702	175	95	1026	0.684	702	689	2.2	2.2	11.514	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	333	83	469	600	0.555	339	185	3.0	1.3	14.507	B
2	325	81	371	672	0.483	328	438	1.8	1.0	11.257	B
3	142	36	505	787	0.181	142	193	0.3	0.2	5.968	A
4	573	143	78	1037	0.553	577	570	2.2	1.3	8.195	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	279	70	392	645	0.432	281	155	1.3	0.8	10.183	B
2	272	68	307	710	0.383	273	365	1.0	0.7	8.840	A
3	119	30	420	840	0.142	119	160	0.2	0.2	5.334	A
4	480	120	65	1045	0.459	482	474	1.3	0.9	6.663	A

2018 Base , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 70% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	16.17	C

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		7	Arm 2	16.17	C

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	2018 Base	PM	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 (%)
1		ONE HOUR	✓	252	100.000
2		ONE HOUR	✓	450	100.000
3		ONE HOUR	✓	212	100.000
4		ONE HOUR	✓	639	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	41	61	150
	2	56	0	10	384
	3	66	3	1	142
	4	199	337	103	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	1	2
	2	3	0	0	7
	3	5	0	0	8
	4	1	6	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.49	12.70	1.0	B	237	356
2	0.77	24.61	3.5	C	441	661
3	0.37	9.04	0.6	A	208	312
4	0.73	13.85	2.7	B	607	910

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	194	49	347	671	0.290	193	244	0.0	0.4	7.685	A
2	362	90	240	750	0.482	358	300	0.0	1.0	9.713	A
3	171	43	465	812	0.210	169	133	0.0	0.3	5.977	A
4	498	124	98	1025	0.486	494	537	0.0	1.0	6.968	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	232	58	416	631	0.368	232	293	0.4	0.6	9.228	A
2	432	108	288	721	0.599	429	360	1.0	1.5	13.065	B
3	204	51	558	754	0.270	203	159	0.3	0.4	6.976	A
4	594	149	117	1012	0.587	592	644	1.0	1.4	8.826	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	284	71	508	577	0.493	283	358	0.6	1.0	12.492	B
2	529	132	351	684	0.773	522	440	1.5	3.3	22.780	C
3	249	62	679	679	0.367	249	194	0.4	0.6	8.915	A
4	728	182	143	996	0.731	723	785	1.4	2.7	13.383	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	284	71	511	575	0.495	284	360	1.0	1.0	12.696	B
2	529	132	353	682	0.775	528	442	3.3	3.5	24.605	C
3	249	62	686	675	0.370	249	195	0.6	0.6	9.043	A
4	728	182	144	996	0.731	728	792	2.7	2.7	13.853	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	232	58	421	628	0.370	234	297	1.0	0.6	9.397	A
2	432	108	291	719	0.600	439	364	3.5	1.7	14.029	B
3	204	51	569	748	0.272	205	161	0.6	0.4	7.097	A
4	594	149	119	1011	0.588	599	655	2.7	1.5	9.139	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	194	49	351	669	0.291	195	247	0.6	0.4	7.802	A
2	362	90	243	748	0.484	364	304	1.7	1.0	10.079	B
3	171	43	473	807	0.211	171	134	0.4	0.3	6.049	A
4	498	124	99	1024	0.486	500	545	1.5	1.0	7.134	A

2026 WoD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 4 have 73% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	26.29	D

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-6	Arm 1	26.29	D

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
D3	2026 WoD	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 (%)
1		ONE HOUR	✓	464	100.000
2		ONE HOUR	✓	220	100.000
3		ONE HOUR	✓	169	100.000
4		ONE HOUR	✓	648	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	73	126	265
	2	33	0	5	182
	3	67	4	1	97
	4	207	334	107	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	1	2
	2	3	0	0	7
	3	5	0	0	8
	4	1	6	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.91	58.31	7.9	F	436	654
2	0.46	12.58	0.9	B	215	323
3	0.26	6.82	0.4	A	165	248
4	0.73	13.60	2.7	B	615	922

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	358	89	349	671	0.534	353	234	0.0	1.1	11.472	B
2	177	44	379	668	0.264	175	323	0.0	0.4	7.767	A
3	136	34	373	869	0.156	135	181	0.0	0.2	5.215	A
4	504	126	82	1035	0.488	501	426	0.0	1.0	6.921	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	427	107	418	630	0.679	424	280	1.1	2.0	17.599	C
2	211	53	454	623	0.338	210	388	0.4	0.5	9.293	A
3	162	40	448	823	0.197	162	217	0.2	0.3	5.799	A
4	602	151	98	1024	0.588	600	511	1.0	1.4	8.739	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	523	131	510	576	0.910	505	342	2.0	6.6	44.038	E
2	258	65	544	570	0.453	257	472	0.5	0.9	12.204	B
3	198	50	540	766	0.259	198	261	0.3	0.4	6.742	A
4	738	184	120	1011	0.730	733	618	1.4	2.7	13.165	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	523	131	514	574	0.913	518	344	6.6	7.9	58.310	F
2	258	65	556	563	0.459	258	476	0.9	0.9	12.575	B
3	198	50	549	760	0.261	198	266	0.4	0.4	6.821	A
4	738	184	120	1010	0.730	737	626	2.7	2.7	13.597	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	427	107	423	627	0.682	450	283	7.9	2.3	23.006	C
2	211	53	477	610	0.346	212	396	0.9	0.6	9.681	A
3	162	40	464	813	0.199	162	225	0.4	0.3	5.899	A
4	602	151	99	1024	0.588	607	528	2.7	1.5	9.031	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	358	89	353	668	0.536	362	236	2.3	1.2	12.232	B
2	177	44	387	663	0.266	177	328	0.6	0.4	7.919	A
3	136	34	380	865	0.157	136	184	0.3	0.2	5.264	A
4	504	126	82	1034	0.488	506	434	1.5	1.0	7.083	A

2026 WoD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	18.94	C

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		8	Arm 1	18.94	C

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
D4	2026 WoD	PM	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 (%)
1		ONE HOUR	✓	346	100.000
2		ONE HOUR	✓	413	100.000
3		ONE HOUR	✓	250	100.000
4		ONE HOUR	✓	672	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	75	81	190
	2	61	0	9	343
	3	89	4	1	156
	4	195	388	89	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	1	2
	2	3	0	0	7
	3	5	0	0	8
	4	1	6	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.71	23.22	2.4	C	326	489
2	0.74	22.68	2.9	C	404	606
3	0.44	10.11	0.8	B	245	367
4	0.79	17.79	3.7	C	639	959

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	267	67	377	654	0.409	265	263	0.0	0.7	9.432	A
2	332	83	274	729	0.455	328	368	0.0	0.9	9.491	A
3	201	50	466	811	0.248	199	136	0.0	0.3	6.266	A
4	524	131	120	1010	0.519	520	545	0.0	1.1	7.546	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	319	80	453	610	0.524	318	316	0.7	1.1	12.594	B
2	396	99	329	697	0.568	394	441	0.9	1.4	12.592	B
3	240	60	560	753	0.318	239	163	0.3	0.5	7.468	A
4	626	157	144	995	0.629	624	655	1.1	1.7	9.977	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	391	98	551	552	0.709	386	385	1.1	2.3	21.729	C
2	485	121	401	655	0.741	479	537	1.4	2.8	21.178	C
3	294	73	681	678	0.433	293	199	0.5	0.8	9.933	A
4	767	192	176	975	0.786	760	797	1.7	3.5	16.750	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	391	98	556	549	0.713	391	388	2.3	2.4	23.216	C
2	485	121	405	652	0.743	484	542	2.8	2.9	22.677	C
3	294	73	688	673	0.436	294	201	0.8	0.8	10.114	B
4	767	192	177	975	0.787	766	805	3.5	3.7	17.788	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	319	80	460	605	0.527	324	320	2.4	1.2	13.374	B
2	396	99	336	693	0.571	402	448	2.9	1.5	13.436	B
3	240	60	571	746	0.321	241	166	0.8	0.5	7.623	A
4	626	157	146	994	0.630	634	666	3.7	1.8	10.553	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	267	67	382	651	0.411	269	267	1.2	0.7	9.732	A
2	332	83	279	726	0.456	334	373	1.5	0.9	9.828	A
3	201	50	474	806	0.249	201	138	0.5	0.4	6.358	A
4	524	131	122	1009	0.520	527	554	1.8	1.1	7.783	A

2026 WoDWS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 4 have 76% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	24.13	C

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-5	Arm 1	24.13	C

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
D5	2026 WoDWS	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 (%)
1		ONE HOUR	✓	516	100.000
2		ONE HOUR	✓	182	100.000
3		ONE HOUR	✓	135	100.000
4		ONE HOUR	✓	571	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	92	95	329
	2	32	0	2	148
	3	65	3	1	66
	4	238	281	52	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	1	2
	2	3	0	0	7
	3	5	0	0	8
	4	1	6	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.90	49.38	7.4	E	486	729
2	0.37	10.56	0.6	B	178	267
3	0.21	6.56	0.3	A	132	197
4	0.64	10.18	1.8	B	541	811

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	399	100	264	720	0.554	394	255	0.0	1.2	11.157	B
2	146	37	362	677	0.216	145	296	0.0	0.3	7.190	A
3	108	27	394	856	0.126	107	113	0.0	0.2	5.103	A
4	444	111	79	1036	0.428	441	423	0.0	0.8	6.204	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	476	119	317	689	0.691	472	306	1.2	2.2	16.747	C
2	174	44	435	635	0.275	174	355	0.3	0.4	8.322	A
3	129	32	473	807	0.160	129	136	0.2	0.2	5.635	A
4	530	132	94	1027	0.516	528	507	0.8	1.1	7.437	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	583	146	388	648	0.900	566	374	2.2	6.4	38.887	E
2	214	53	522	583	0.366	213	432	0.4	0.6	10.335	B
3	158	39	571	747	0.212	158	164	0.2	0.3	6.492	A
4	649	162	115	1013	0.640	646	613	1.1	1.8	10.032	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	583	146	389	647	0.902	579	375	6.4	7.4	49.377	E
2	214	53	533	577	0.370	214	436	0.6	0.6	10.563	B
3	158	39	580	741	0.213	158	167	0.3	0.3	6.560	A
4	649	162	116	1013	0.640	649	622	1.8	1.8	10.182	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	476	119	320	688	0.692	496	308	7.4	2.5	20.992	C
2	174	44	454	623	0.280	175	361	0.6	0.4	8.583	A
3	129	32	489	797	0.162	129	141	0.3	0.2	5.730	A
4	530	132	95	1026	0.516	532	523	1.8	1.1	7.563	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	399	100	267	719	0.555	403	257	2.5	1.3	11.876	B
2	146	37	370	672	0.217	147	300	0.4	0.3	7.301	A
3	108	27	402	852	0.127	108	115	0.2	0.2	5.149	A
4	444	111	79	1036	0.428	445	430	1.1	0.8	6.301	A

2026 WoDWS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	14.94	B

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		16	Arm 2	14.94	B

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
D6	2026 WoDWS	PM	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 (%)
1		ONE HOUR	✓	358	100.000
2		ONE HOUR	✓	371	100.000
3		ONE HOUR	✓	117	100.000
4		ONE HOUR	✓	656	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	55	69	234
	2	79	0	5	287
	3	54	1	0	62
	4	335	256	65	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	1	2
	2	3	0	0	7
	3	5	0	0	8
	4	1	6	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.62	14.56	1.6	B	337	505
2	0.67	17.95	2.1	C	362	543
3	0.20	7.18	0.3	A	114	171
4	0.75	14.82	3.0	B	618	927

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	276	69	252	727	0.380	274	355	0.0	0.6	8.099	A
2	297	74	280	726	0.410	294	246	0.0	0.7	8.822	A
3	94	23	469	809	0.116	93	105	0.0	0.1	5.350	A
4	507	127	104	1021	0.497	503	459	0.0	1.0	7.091	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	330	83	302	698	0.473	329	426	0.6	0.9	10.007	B
2	355	89	336	692	0.512	353	295	0.7	1.1	11.247	B
3	112	28	564	751	0.149	112	126	0.1	0.2	5.997	A
4	606	151	125	1008	0.601	604	551	1.0	1.5	9.101	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	404	101	369	659	0.614	402	519	0.9	1.6	14.206	B
2	435	109	411	649	0.670	431	360	1.1	2.0	17.275	C
3	137	34	687	674	0.204	137	154	0.2	0.3	7.131	A
4	742	185	152	991	0.749	736	672	1.5	2.9	14.231	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	404	101	371	657	0.615	404	523	1.6	1.6	14.562	B
2	435	109	413	647	0.672	434	362	2.0	2.1	17.945	C
3	137	34	693	671	0.204	137	155	0.3	0.3	7.182	A
4	742	185	153	990	0.749	741	677	2.9	3.0	14.818	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	330	83	306	696	0.474	333	431	1.6	0.9	10.244	B
2	355	89	340	690	0.514	359	298	2.1	1.2	11.683	B
3	112	28	571	746	0.150	112	128	0.3	0.2	6.050	A
4	606	151	126	1007	0.601	611	558	3.0	1.6	9.470	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	276	69	255	726	0.381	278	359	0.9	0.6	8.265	A
2	297	74	284	723	0.411	299	249	1.2	0.8	9.055	A
3	94	23	476	805	0.116	94	107	0.2	0.1	5.391	A
4	507	127	105	1020	0.497	509	465	1.6	1.0	7.272	A

2026 WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 4 have 78% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	43.50	E

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-11	Arm 1	43.50	E

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
D7	2026 WD	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 (%)
1		ONE HOUR	✓	559	100.000
2		ONE HOUR	✓	173	100.000
3		ONE HOUR	✓	134	100.000
4		ONE HOUR	✓	598	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	87	113	359
	2	27	0	2	144
	3	63	2	1	68
	4	246	287	65	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	1	2
	2	3	0	0	7
	3	5	0	0	8
	4	1	6	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.99	98.10	16.9	F	526	789
2	0.37	11.27	0.6	B	169	254
3	0.21	6.65	0.3	A	131	196
4	0.67	10.91	2.0	B	566	849

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	432	108	278	712	0.606	425	255	0.0	1.5	12.633	B
2	139	35	408	650	0.214	138	296	0.0	0.3	7.475	A
3	107	27	409	847	0.127	107	137	0.0	0.2	5.168	A
4	464	116	72	1040	0.446	461	443	0.0	0.8	6.377	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	515	129	334	679	0.759	510	306	1.5	3.0	21.045	C
2	166	41	489	603	0.275	165	355	0.3	0.4	8.772	A
3	128	32	490	796	0.161	128	164	0.2	0.2	5.726	A
4	555	139	87	1031	0.538	553	531	0.8	1.2	7.742	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	631	158	408	636	0.993	595	374	3.0	12.1	61.633	F
2	203	51	573	553	0.368	202	429	0.4	0.6	10.933	B
3	157	39	581	740	0.212	157	194	0.2	0.3	6.561	A
4	679	170	106	1019	0.666	676	632	1.2	2.0	10.717	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	631	158	410	635	0.994	612	376	12.1	16.9	98.099	F
2	203	51	589	544	0.374	203	433	0.6	0.6	11.265	B
3	157	39	593	732	0.214	157	198	0.3	0.3	6.652	A
4	679	170	107	1019	0.667	679	644	2.0	2.0	10.914	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	515	129	337	678	0.760	568	309	16.9	3.7	43.490	E
2	166	41	538	573	0.289	167	366	0.6	0.4	9.456	A
3	128	32	529	772	0.166	128	176	0.3	0.2	5.950	A
4	555	139	87	1031	0.538	558	570	2.0	1.2	7.899	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	432	108	281	710	0.608	440	258	3.7	1.6	14.019	B
2	139	35	420	643	0.216	139	300	0.4	0.3	7.633	A
3	107	27	420	840	0.128	108	140	0.2	0.2	5.229	A
4	464	116	73	1040	0.447	466	454	1.2	0.8	6.486	A

2026 WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	24.38	C

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		2	Arm 2	24.38	C

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
D8	2026 WD	PM	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 (%)
1		ONE HOUR	✓	386	100.000
2		ONE HOUR	✓	435	100.000
3		ONE HOUR	✓	165	100.000
4		ONE HOUR	✓	730	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	59	75	252
	2	103	0	6	326
	3	81	2	1	81
	4	394	268	68	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	1	2
	2	3	0	0	7
	3	5	0	0	8
	4	1	6	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.67	17.47	2.1	C	363	545
2	0.81	30.95	4.1	D	424	636
3	0.31	9.11	0.5	A	161	241
4	0.87	27.57	6.0	D	687	1031

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	298	75	265	720	0.414	295	438	0.0	0.7	8.636	A
2	348	87	301	713	0.488	344	259	0.0	1.0	10.263	B
3	132	33	532	771	0.171	131	113	0.0	0.2	5.980	A
4	564	141	145	995	0.567	558	519	0.0	1.3	8.360	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	356	89	318	689	0.517	354	526	0.7	1.1	10.991	B
2	416	104	362	678	0.613	413	310	1.0	1.6	14.329	B
3	158	39	639	704	0.224	157	136	0.2	0.3	6.994	A
4	673	168	174	977	0.689	670	622	1.3	2.2	11.876	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	436	109	385	649	0.671	432	638	1.1	2.0	16.715	C
2	509	127	441	631	0.807	500	376	1.6	3.8	27.515	D
3	193	48	775	619	0.312	192	165	0.3	0.5	8.950	A
4	824	206	211	954	0.865	811	757	2.2	5.5	23.955	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	436	109	390	646	0.674	436	646	2.0	2.1	17.468	C
2	509	127	445	629	0.810	508	381	3.8	4.1	30.949	D
3	193	48	785	613	0.315	193	167	0.5	0.5	9.106	A
4	824	206	213	952	0.866	823	765	5.5	6.0	27.566	D

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	356	89	326	684	0.520	360	538	2.1	1.1	11.507	B
2	416	104	368	674	0.617	425	318	4.1	1.8	15.909	C
3	158	39	654	695	0.227	158	139	0.5	0.3	7.143	A
4	673	168	177	975	0.690	687	635	6.0	2.4	13.430	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	298	75	269	717	0.415	300	445	1.1	0.7	8.872	A
2	348	87	306	710	0.490	351	263	1.8	1.0	10.730	B
3	132	33	542	764	0.173	132	115	0.3	0.2	6.058	A
4	564	141	147	994	0.567	568	527	2.4	1.4	8.751	A

2036 WoD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 4 have 74% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	86.50	F

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-18	Arm 1	86.50	F

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
D9	2036 WoD	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 (%)
1		ONE HOUR	✓	512	100.000
2		ONE HOUR	✓	239	100.000
3		ONE HOUR	✓	190	100.000
4		ONE HOUR	✓	806	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	62	171	279
	2	34	0	7	198
	3	76	3	2	109
	4	270	362	174	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	1	2
	2	3	0	0	7
	3	5	0	0	8
	4	1	6	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1.13	229.76	39.2	F	481	721
2	0.55	16.50	1.3	C	234	351
3	0.29	7.15	0.4	A	186	279
4	0.91	36.99	8.8	E	763	1144

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	394	99	421	628	0.628	388	288	0.0	1.6	14.936	B
2	192	48	473	612	0.313	190	335	0.0	0.5	9.052	A
3	152	38	396	855	0.178	151	267	0.0	0.2	5.446	A
4	626	156	89	1030	0.608	619	458	0.0	1.6	8.921	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	471	118	504	579	0.813	462	346	1.6	3.8	29.510	D
2	229	57	565	558	0.411	228	402	0.5	0.7	11.599	B
3	182	45	474	807	0.226	182	319	0.2	0.3	6.134	A
4	747	187	107	1018	0.734	743	548	1.6	2.7	13.230	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	577	144	608	518	1.113	503	418	3.8	22.2	112.866	F
2	280	70	634	517	0.542	279	477	0.7	1.2	15.938	C
3	223	56	545	762	0.292	222	367	0.3	0.4	7.098	A
4	915	229	131	1004	0.912	895	636	2.7	7.8	29.722	D

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	577	144	619	512	1.127	509	424	22.2	39.2	229.758	F
2	280	70	642	513	0.547	280	486	1.2	1.3	16.501	C
3	223	56	550	759	0.294	223	372	0.4	0.4	7.148	A
4	915	229	132	1003	0.912	911	641	7.8	8.8	36.991	E

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	471	118	523	568	0.829	554	355	39.2	18.5	192.089	F
2	229	57	651	507	0.452	230	426	1.3	0.9	13.945	B
3	182	45	526	774	0.235	182	355	0.4	0.3	6.487	A
4	747	187	108	1018	0.734	770	600	8.8	3.0	16.208	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	394	99	429	624	0.632	461	293	18.5	1.9	31.551	D
2	192	48	540	573	0.335	193	350	0.9	0.5	10.149	B
3	152	38	439	828	0.184	153	294	0.3	0.2	5.683	A
4	626	156	90	1029	0.608	631	502	3.0	1.6	9.454	A

2036 WoD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	28.00	D

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		0	Arm 1	28.00	D

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
D10	2036 WoD	PM	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 (%)
1		ONE HOUR	✓	372	100.000
2		ONE HOUR	✓	419	100.000
3		ONE HOUR	✓	365	100.000
4		ONE HOUR	✓	733	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	73	83	216
	2	58	0	8	353
	3	123	5	2	235
	4	220	414	99	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	1	2
	2	3	0	0	7
	3	5	0	0	8
	4	1	6	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.80	34.28	3.8	D	350	525
2	0.79	27.83	3.6	D	410	615
3	0.66	17.27	2.0	C	358	537
4	0.88	30.45	6.7	D	697	1045

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	287	72	406	637	0.451	284	306	0.0	0.8	10.384	B
2	337	84	304	712	0.473	333	387	0.0	0.9	10.037	B
3	293	73	491	796	0.369	291	145	0.0	0.6	7.581	A
4	572	143	146	994	0.575	566	636	0.0	1.4	8.608	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	343	86	487	589	0.583	341	367	0.8	1.4	14.753	B
2	402	100	364	676	0.594	400	464	0.9	1.5	13.776	B
3	350	88	590	735	0.477	349	174	0.6	1.0	9.937	A
4	683	171	175	976	0.699	679	764	1.4	2.3	12.392	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	420	105	589	529	0.794	412	445	1.4	3.4	29.690	D
2	492	123	441	631	0.780	485	561	1.5	3.4	25.032	D
3	429	107	715	657	0.653	425	210	1.0	1.9	16.325	C
4	836	209	213	952	0.878	821	927	2.3	6.1	25.872	D

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	420	105	598	524	0.802	419	451	3.4	3.8	34.282	D
2	492	123	448	627	0.785	491	570	3.4	3.6	27.828	D
3	429	107	725	651	0.660	429	214	1.9	2.0	17.270	C
4	836	209	215	951	0.879	834	939	6.1	6.7	30.446	D

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	343	86	502	581	0.591	352	376	3.8	1.5	16.743	C
2	402	100	376	669	0.601	410	478	3.6	1.7	15.218	C
3	350	88	606	724	0.484	354	179	2.0	1.0	10.497	B
4	683	171	178	974	0.701	699	782	6.7	2.5	14.302	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	287	72	413	633	0.454	290	311	1.5	0.9	10.872	B
2	337	84	310	708	0.475	339	394	1.7	1.0	10.484	B
3	293	73	501	790	0.372	295	148	1.0	0.6	7.795	A
4	572	143	148	993	0.576	576	648	2.5	1.4	9.042	A

2036 WoDWS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 4 have 80% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	74.26	F

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-16	Arm 1	74.26	F

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
D11	2036 WoDWS	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 (%)
1		ONE HOUR	✓	576	100.000
2		ONE HOUR	✓	154	100.000
3		ONE HOUR	✓	137	100.000
4		ONE HOUR	✓	673	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	93	132	351
	2	25	0	2	127
	3	65	2	1	69
	4	272	322	79	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	1	2
	2	3	0	0	7
	3	5	0	0	8
	4	1	6	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1.08	178.97	34.2	F	542	813
2	0.33	10.54	0.5	B	151	226
3	0.21	6.33	0.3	A	134	201
4	0.75	14.52	3.0	B	637	956

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	445	111	316	690	0.645	437	275	0.0	1.8	14.268	B
2	124	31	426	640	0.193	123	328	0.0	0.3	7.411	A
3	110	27	387	860	0.127	109	161	0.0	0.2	5.091	A
4	523	131	73	1040	0.502	519	424	0.0	1.0	7.064	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	531	133	379	653	0.814	522	330	1.8	3.9	26.751	D
2	148	37	509	591	0.250	147	393	0.3	0.4	8.648	A
3	131	33	463	813	0.161	131	193	0.2	0.2	5.609	A
4	624	156	87	1031	0.605	622	507	1.0	1.5	9.028	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	650	163	463	603	1.078	584	402	3.9	20.6	93.619	F
2	181	45	576	551	0.328	180	470	0.4	0.5	10.326	B
3	160	40	533	770	0.208	160	223	0.2	0.3	6.275	A
4	764	191	106	1019	0.750	759	587	1.5	2.9	13.977	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	650	163	466	602	1.081	596	405	20.6	34.2	178.965	F
2	181	45	587	545	0.332	181	475	0.5	0.5	10.544	B
3	160	40	541	765	0.210	160	227	0.3	0.3	6.332	A
4	764	191	107	1019	0.750	764	595	2.9	3.0	14.521	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	531	133	384	650	0.817	631	333	34.2	9.2	131.811	F
2	148	37	600	537	0.275	148	414	0.5	0.4	9.886	A
3	131	33	530	772	0.170	131	218	0.3	0.2	5.979	A
4	624	156	87	1031	0.605	630	574	3.0	1.6	9.376	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	445	111	320	687	0.647	473	278	9.2	2.0	19.351	C
2	124	31	457	622	0.199	124	337	0.4	0.3	7.726	A
3	110	27	411	846	0.130	110	170	0.2	0.2	5.203	A
4	523	131	73	1040	0.503	525	448	1.6	1.1	7.242	A

2036 WoDWS , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	23.82	C

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		1	Arm 2	23.82	C

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
D12	2036 WoDWS	PM	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 (%)
1		ONE HOUR	✓	416	100.000
2		ONE HOUR	✓	435	100.000
3		ONE HOUR	✓	195	100.000
4		ONE HOUR	✓	701	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	71	72	273
	2	97	0	6	332
	3	93	2	1	99
	4	355	286	60	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	1	2
	2	3	0	0	7
	3	5	0	0	8
	4	1	6	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.74	21.64	2.7	C	392	588
2	0.82	32.66	4.4	D	425	637
3	0.38	10.34	0.6	B	190	286
4	0.84	23.31	4.9	C	661	992

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	321	80	273	715	0.449	318	414	0.0	0.8	9.234	A
2	348	87	309	709	0.491	344	282	0.0	1.0	10.395	B
3	156	39	548	761	0.205	155	105	0.0	0.3	6.314	A
4	542	136	150	992	0.547	538	554	0.0	1.2	8.055	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	384	96	328	683	0.562	382	496	0.8	1.3	12.194	B
2	416	104	371	672	0.619	413	339	1.0	1.7	14.622	B
3	186	47	658	692	0.269	186	126	0.3	0.4	7.559	A
4	648	162	179	973	0.665	645	665	1.2	2.0	11.144	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	470	118	398	642	0.732	465	603	1.3	2.6	20.275	C
2	509	127	451	625	0.815	500	411	1.7	4.0	28.666	D
3	228	57	798	606	0.377	227	153	0.4	0.6	10.103	B
4	793	198	218	949	0.836	783	807	2.0	4.6	20.990	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	470	118	403	639	0.736	469	610	2.6	2.7	21.644	C
2	509	127	456	622	0.819	508	416	4.0	4.4	32.657	D
3	228	57	809	599	0.382	228	155	0.6	0.6	10.339	B
4	793	198	220	948	0.837	792	817	4.6	4.9	23.306	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	384	96	335	679	0.565	389	507	2.7	1.4	12.978	B
2	416	104	378	668	0.623	426	346	4.4	1.8	16.428	C
3	186	47	675	682	0.274	187	129	0.6	0.4	7.766	A
4	648	162	183	971	0.667	659	680	4.9	2.1	12.224	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	321	80	277	713	0.451	323	420	1.4	0.9	9.544	A
2	348	87	314	706	0.494	351	287	1.8	1.1	10.896	B
3	156	39	559	754	0.207	157	107	0.4	0.3	6.418	A
4	542	136	152	991	0.547	546	563	2.1	1.3	8.381	A

2036 WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 4 have 81% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	160.16	F

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-23	Arm 1	160.16	F

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
D13	2036 WD	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 (%)
1		ONE HOUR	✓	628	100.000
2		ONE HOUR	✓	166	100.000
3		ONE HOUR	✓	142	100.000
4		ONE HOUR	✓	737	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	93	159	376
	2	27	0	3	136
	3	67	2	1	72
	4	296	337	104	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	1	2
	2	3	0	0	7
	3	5	0	0	8
	4	1	6	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1.23	402.27	74.8	F	590	886
2	0.36	11.30	0.6	B	162	244
3	0.22	6.35	0.3	A	139	208
4	0.82	20.32	4.5	C	697	1046

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	484	121	347	672	0.721	475	296	0.0	2.5	17.928	C
2	133	33	482	606	0.220	132	339	0.0	0.3	8.068	A
3	114	28	414	844	0.135	113	201	0.0	0.2	5.234	A
4	572	143	76	1038	0.551	567	451	0.0	1.2	7.793	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	579	145	416	631	0.917	560	355	2.5	7.1	43.272	E
2	159	40	571	554	0.287	159	405	0.3	0.4	9.679	A
3	136	34	491	796	0.171	136	238	0.2	0.2	5.795	A
4	683	171	91	1029	0.664	680	536	1.2	2.0	10.544	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	709	177	506	578	1.226	572	432	7.1	41.2	169.531	F
2	195	49	602	536	0.363	194	476	0.4	0.6	11.200	B
3	166	42	533	770	0.216	166	263	0.2	0.3	6.338	A
4	836	209	111	1016	0.823	827	588	2.0	4.3	18.732	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	709	177	511	575	1.232	574	436	41.2	74.8	367.861	F
2	195	49	605	534	0.365	195	481	0.6	0.6	11.298	B
3	166	42	535	769	0.216	166	264	0.3	0.3	6.355	A
4	836	209	111	1016	0.823	836	590	4.3	4.5	20.319	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	579	145	424	627	0.923	618	360	74.8	64.9	402.267	F
2	159	40	622	524	0.303	160	420	0.6	0.5	10.539	B
3	136	34	527	774	0.175	136	255	0.3	0.2	6.004	A
4	683	171	91	1029	0.664	693	572	4.5	2.1	11.339	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	484	121	352	669	0.724	658	300	64.9	21.4	241.146	F
2	133	33	639	514	0.259	134	371	0.5	0.4	10.103	B
3	114	28	525	775	0.147	114	248	0.2	0.2	5.796	A
4	572	143	76	1038	0.551	575	563	2.1	1.3	8.074	A

2036 WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	77.26	F

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-13	Arm 4	77.26	F

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
D14	2036 WD	PM	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 (%)
1		ONE HOUR	✓	435	100.000
2		ONE HOUR	✓	460	100.000
3		ONE HOUR	✓	289	100.000
4		ONE HOUR	✓	844	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	61	85	289
	2	114	0	7	339
	3	146	2	1	140
	4	486	279	79	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	1	2
	2	3	0	0	7
	3	5	0	0	8
	4	1	6	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.76	23.38	3.1	C	409	614
2	0.91	55.70	7.7	F	448	673
3	0.59	16.28	1.5	C	282	423
4	1.06	138.92	39.1	F	793	1190

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	336	84	281	710	0.473	332	565	0.0	0.9	9.668	A
2	368	92	345	687	0.535	363	268	0.0	1.2	11.629	B
3	231	58	578	742	0.312	229	130	0.0	0.5	7.446	A
4	651	163	204	958	0.679	642	604	0.0	2.1	11.389	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	401	100	336	678	0.591	399	676	0.9	1.4	13.102	B
2	439	110	414	647	0.679	436	321	1.2	2.1	17.777	C
3	276	69	694	670	0.412	275	155	0.5	0.7	9.673	A
4	777	194	245	933	0.833	767	725	2.1	4.5	21.095	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	491	123	383	651	0.755	485	787	1.4	2.9	21.569	C
2	538	135	498	597	0.901	520	370	2.1	6.5	42.463	E
3	338	85	835	582	0.581	336	183	0.7	1.4	15.341	C
4	952	238	296	901	1.056	874	875	4.5	23.8	72.729	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	491	123	390	647	0.759	490	800	2.9	3.1	23.380	C
2	538	135	504	594	0.906	533	376	6.5	7.7	55.704	F
3	338	85	851	573	0.591	338	186	1.4	1.5	16.284	C
4	952	238	300	898	1.059	890	889	23.8	39.1	138.925	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	401	100	394	644	0.623	406	760	3.1	1.8	15.842	C
2	439	110	433	636	0.691	460	368	7.7	2.5	23.924	C
3	276	69	723	652	0.424	279	170	1.5	0.8	10.339	B
4	777	194	252	928	0.837	902	750	39.1	7.9	100.325	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	336	84	294	703	0.478	339	586	1.8	1.0	10.238	B
2	368	92	354	682	0.539	373	280	2.5	1.3	12.551	B
3	231	58	593	733	0.316	233	134	0.8	0.5	7.667	A
4	651	163	208	956	0.681	673	617	7.9	2.3	13.975	B

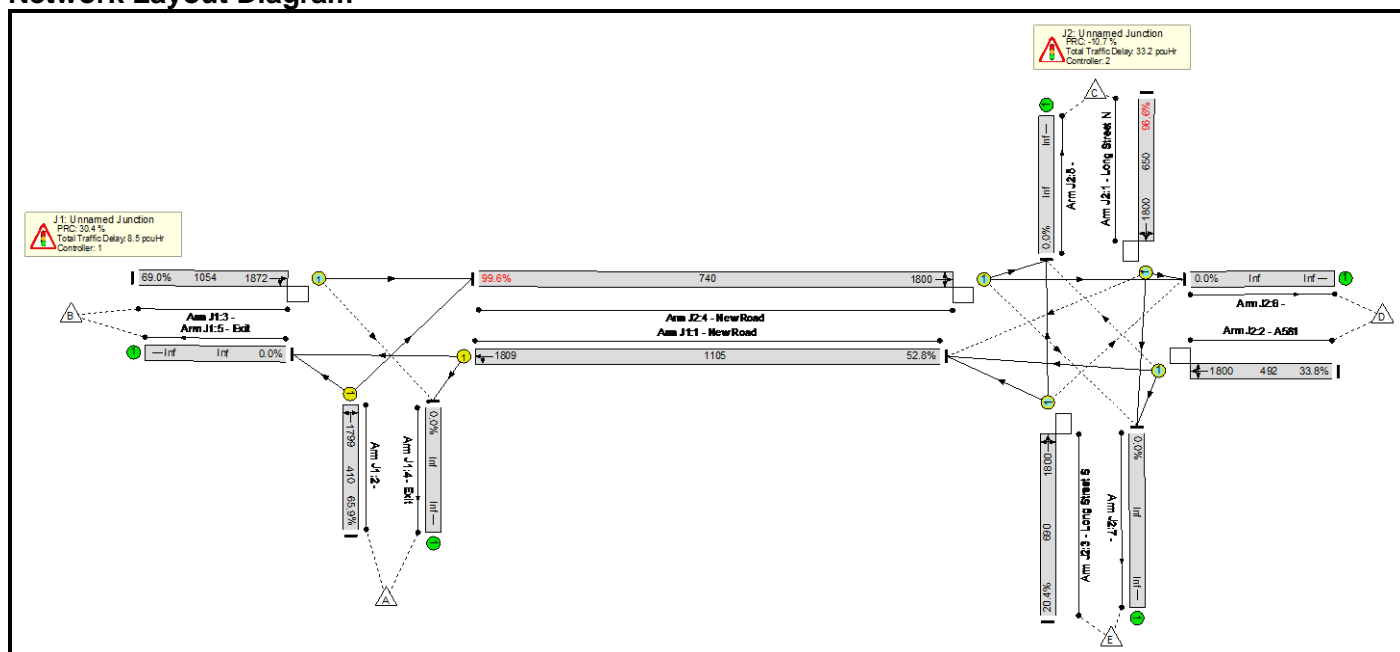
Basic Results Summary
Basic Results Summary

User and Project Details

Project:	Hinckley Rail Freight Terminal
Title:	Hinckley Road/New Road/Long Street Linked Junction
Location:	
Additional detail:	Flows updated July 22
File name:	221010 Hinckley Rd_New Rd_B581_Linked_Junction (Mitigation).lsg3x
Author:	Vibeeshan Devaharan
Company:	BWB Consulting
Address:	Nottingham

Scenario 1: '2036 WD AM ' (FG13: '2036 WD AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

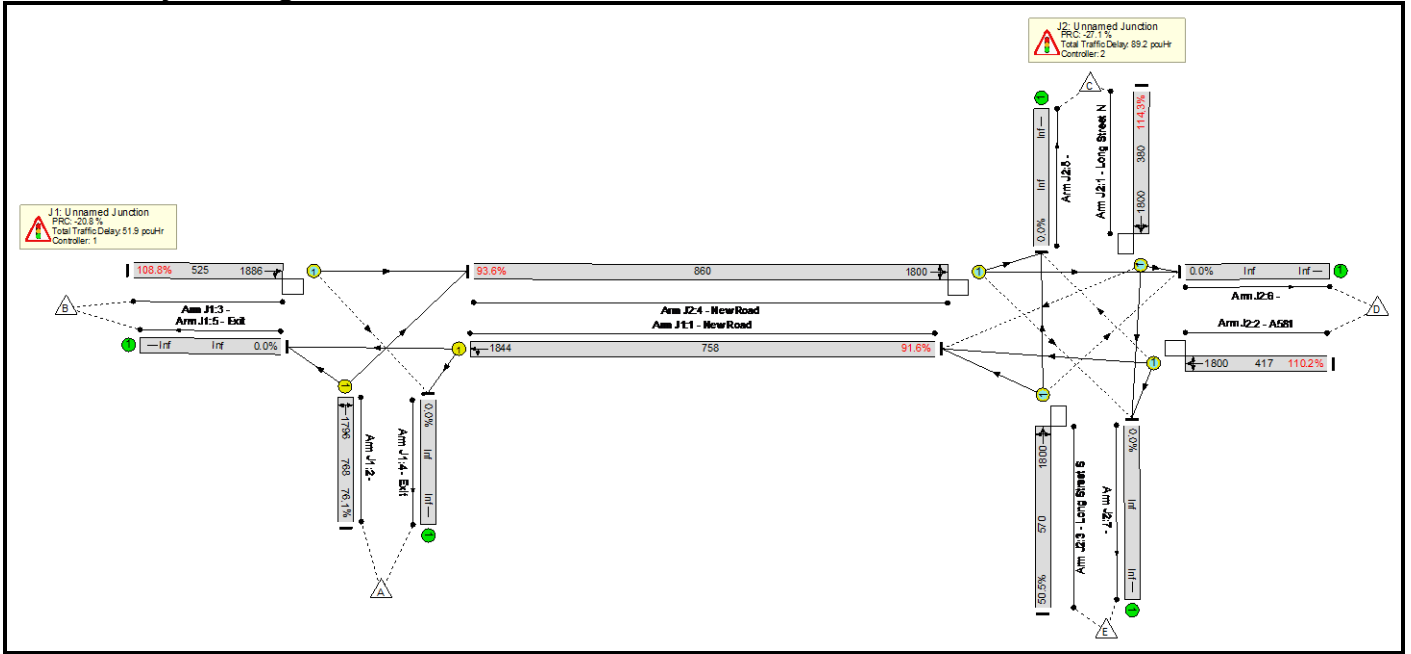
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Hinckley Road/New Road/Long Street Linked Junction	-	-	-		-	-	-	-	-	-	99.6%	641	2	34	41.7	-	-
J1: Unnamed Junction	-	-	-		-	-	-	-	-	-	69.0%	161	0	7	8.5	-	-
1/1	New Road Left Ahead	U	C1:B		2	108	-	584	1809	1105	52.8%	-	-	-	1.5	9.5	4.3
2/1	Left Right	U	C1:C		2	39	-	270	1799	410	65.9%	-	-	-	3.4	44.9	7.9
3/1	Right Ahead	O	C1:A		2	108	-	728	1872	1054	69.0%	161	0	7	3.6	17.6	13.6
J2: Unnamed Junction	-	-	-		-	-	-	-	-	-	99.6%	480	2	27	33.2	-	-
1/1	Long Street N Right Left Ahead	O	C2:B		2	67	-	628	1800	650	96.6%	376	0	0	13.2	75.8	25.8
2/1	A581 Ahead Right Left	O	C2:C		2	72	-	166	1800	492	33.8%	0	0	27	1.3	27.4	3.1
3/1	Long Street S Left Ahead Right	O	C2:D		2	67	-	141	1800	690	20.4%	0	2	0	0.9	22.3	2.8
4/1	New Road Left Ahead Right	O	C2:A		2	72	-	737	1800	740	99.6%	104	0	0	17.8	87.1	31.1
		C1	PRC for Signalled Lanes (%):		30.4		Total Delay for Signalled Lanes (pcuHr):		8.47		Cycle Time (s):		180				
		C2	PRC for Signalled Lanes (%):		-10.7		Total Delay for Signalled Lanes (pcuHr):		33.20		Cycle Time (s):		180				
			PRC Over All Lanes (%):		-10.7		Total Delay Over All Lanes(pcuHr):		41.67								

Basic Results Summary

Scenario 2: '2036 WD PM' (FG14: '2036 WD PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Hinckley Road/New Road/Long Street Linked Junction	-	-	-		-	-	-	-	-	-	114.3%	351	2	160	141.1	-	-
J1: Unnamed Junction	-	-	-		-	-	-	-	-	-	108.8%	44	0	36	51.9	-	-
1/1	New Road Left Ahead	U	C1:B		2	72	-	768	1844	758	91.6%	-	-	-	9.3	48.2	22.8
2/1	Left Right	U	C1:C		2	75	-	585	1796	768	76.1%	-	-	-	5.2	32.1	15.9
3/1	Right Ahead	O	C1:A		2	72	-	571	1886	525	108.8%	44	0	36	37.4	235.8	48.2
J2: Unnamed Junction	-	-	-		-	-	-	-	-	-	114.3%	307	2	124	89.2	-	-
1/1	Long Street N Right Left Ahead	O	C2:B		2	55	-	435	1800	380	114.3%	208	0	44	39.9	330.4	46.5
2/1	A581 Ahead Right Left	O	C2:C		2	84	-	460	1800	417	110.2%	24	0	80	33.8	264.7	42.8
3/1	Long Street S Left Ahead Right	O	C2:D		2	55	-	288	1800	570	50.5%	0	2	0	2.5	31.8	7.1
4/1	New Road Left Ahead Right	O	C2:A		2	84	-	844	1800	860	93.6%	75	0	0	12.9	57.9	31.7
		C1	PRC for Signalled Lanes (%):				-20.8	Total Delay for Signalled Lanes (pcuHr):		51.91		Cycle Time (s):		180			
		C2	PRC for Signalled Lanes (%):				-27.1	Total Delay for Signalled Lanes (pcuHr):		89.23		Cycle Time (s):		180			
			PRC Over All Lanes (%):				-27.1	Total Delay Over All Lanes(pcuHr):		141.14							

<h1>Junctions 10</h1>
<h2>PICADY 10 - Priority Intersection Module</h2>
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Filename: 220708 B4669_Stanton Lane (existing).j10

Path: X:\NTT\NTT2814_Hinckley Rail Freight Interchange\02. Project Delivery\01. WIP\Design and Calculations\T&I Planning\04 Junction Modelling\JTC 19 - B4669 - Stanton Lane

Report generation date: 08/07/2022 16:22:31

-
- »2018, AM
 - »2018, PM
 - »2026 WoD, AM
 - »2026 WoD, PM
 - »2026 WoDWS, AM
 - »2026 WoDWS, PM
 - »2026 WD, AM
 - »2026 WD, PM
 - »2036 WoD, AM
 - »2036 WoD, PM
 - »2036 WoDWS, AM
 - »2036 WoDWS, PM
 - »2036 WD, AM
 - »2036 WD, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2018										
Stream B-AC	D1	1.8	16.55	0.65	C	D2	0.9	12.51	0.46	B
Stream C-AB		0.3	6.78	0.22	A		1.8	10.30	0.59	B
2026 WoD										
Stream B-AC	D3	2.9	22.87	0.75	C	D4	1.1	13.85	0.52	B
Stream C-AB		0.3	6.72	0.21	A		2.4	12.26	0.66	B
2026 WoDWS										
Stream B-AC	D5	118.4	678.03	1.32	F	D6	26.1	168.69	1.10	F
Stream C-AB		1.4	11.59	0.54	B		76.6	278.12	1.14	F
2026 WD										
Stream B-AC	D7	187.0	1055.23	1.46	F	D8	17.4	127.51	1.05	F
Stream C-AB		1.6	12.34	0.56	B		93.9	348.23	1.18	F
2036 WoD										
Stream B-AC	D9	3.8	28.79	0.80	D	D10	1.1	13.85	0.51	B
Stream C-AB		0.3	6.42	0.18	A		2.9	13.67	0.70	B
2036 WoDWS										
Stream B-AC	D11	176.6	997.68	1.44	F	D12	26.6	180.29	1.13	F
Stream C-AB		3.4	20.48	0.74	C		100.4	375.17	1.19	F
2036 WD										
Stream B-AC	D13	235.8	1370.24	1.56	F	D14	18.7	148.74	1.10	F
Stream C-AB		2.8	17.78	0.70	C		120.1	431.39	1.21	F

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

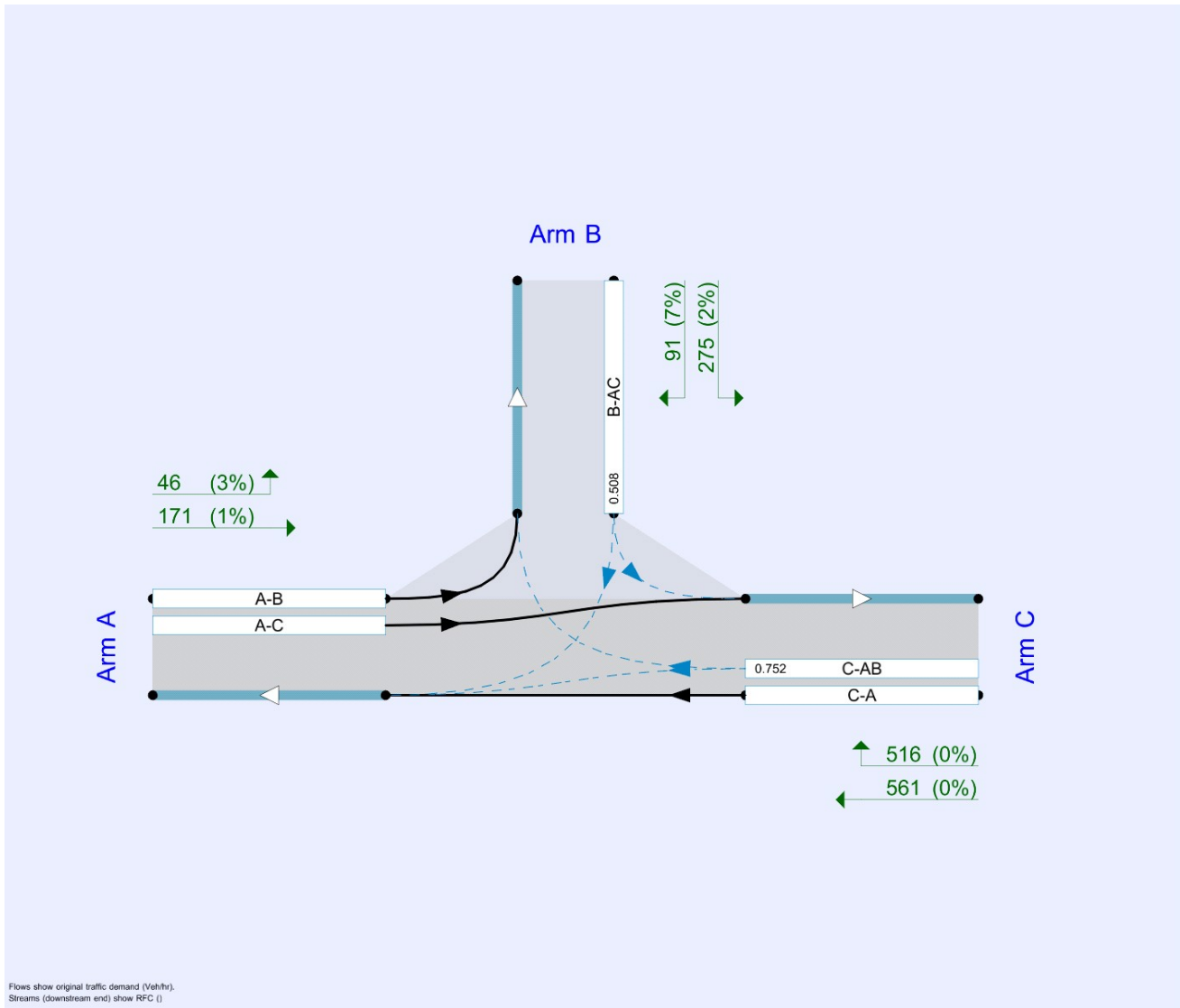
File summary

File Description

Title	Hinckley Rail Freight Terminal
Location	B4669 Stanton Lane
Site number	
Date	23/08/2019
Version	
Status	(new file)
Identifier	AJ Oakes
Client	
Jobnumber	NTT
Enumerator	AJ Oakes
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	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

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	2018	AM	ONE HOUR	07:45	09:15	15	✓
D2	2018	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 WoD	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 WoD	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 WoDWS	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 WoDWS	PM	ONE HOUR	16:45	18:15	15	✓
D7	2026 WD	AM	ONE HOUR	07:45	09:15	15	✓
D8	2026 WD	PM	ONE HOUR	16:45	18:15	15	✓
D9	2036 WoD	AM	ONE HOUR	07:45	09:15	15	✓
D10	2036 WoD	PM	ONE HOUR	16:45	18:15	15	✓
D11	2036 WoDWS	AM	ONE HOUR	07:45	09:15	15	✓
D12	2036 WoDWS	PM	ONE HOUR	16:45	18:15	15	✓
D13	2036 WD	AM	ONE HOUR	07:45	09:15	15	✓
D14	2036 WD	PM	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

2018, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B4669 Stanton Lane	T-Junction	Two-way	Two-way	Two-way		8.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.36	A

Arms

Arms

Arm	Name	Description	Arm type
A	B4669 W		Major
B	Stanton Lane		Minor
C	B4669 W		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.30			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	232	151

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	635	0.109	0.276	0.174	0.394
B-C	719	0.104	0.263	-	-
C-B	719	0.263	0.263	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	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	✓	257	100.000
B		ONE HOUR	✓	365	100.000
C		ONE HOUR	✓	185	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	63	194
	B	35	0	330
	C	66	119	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	5
	B	7	0	2
	C	25	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.65	16.55	1.8	C	342	513
C-AB	0.22	6.78	0.3	A	123	185
C-A					62	93
A-B					64	96
A-C					187	280

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	281	70	657	0.427	278	0.0	0.7	9.626	A
C-AB	99	25	704	0.140	98	0.0	0.2	6.062	A
C-A	53	13			53				
A-B	52	13			52				
A-C	153	38			153				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	335	84	647	0.518	334	0.7	1.1	11.712	B
C-AB	120	30	702	0.171	120	0.2	0.2	6.332	A
C-A	61	15			61				
A-B	63	16			63				
A-C	183	46			183				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	411	103	632	0.649	408	1.1	1.8	16.163	C
C-AB	151	38	698	0.217	151	0.2	0.3	6.757	A
C-A	71	18			71				
A-B	77	19			77				
A-C	224	56			224				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	411	103	632	0.649	411	1.8	1.8	16.550	C
C-AB	151	38	698	0.217	151	0.3	0.3	6.784	A
C-A	71	18			71				
A-B	77	19			77				
A-C	224	56			224				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	335	84	647	0.518	338	1.8	1.1	12.031	B
C-AB	120	30	702	0.171	121	0.3	0.2	6.380	A
C-A	61	15			61				
A-B	63	16			63				
A-C	183	46			183				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	281	70	657	0.427	282	1.1	0.8	9.850	A
C-AB	99	25	704	0.140	99	0.2	0.2	6.095	A
C-A	53	13			53				
A-B	52	13			52				
A-C	153	38			153				

2018, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B4669 Stanton Lane	T-Junction	Two-way	Two-way	Two-way		8.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.14	A

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	2018	PM	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	✓	108	100.000
B		ONE HOUR	✓	227	100.000
C		ONE HOUR	✓	574	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	41	67
	B	84	0	143
	C	264	310	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	1
	B	7	0	2
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.46	12.51	0.9	B	216	324
C-AB	0.59	10.30	1.8	B	405	607
C-A					122	183
A-B					39	58
A-C					62	93

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	177	44	603	0.294	175	0.0	0.4	8.683	A
C-AB	308	77	819	0.376	305	0.0	0.7	6.986	A
C-A	124	31			124				
A-B	32	8			32				
A-C	51	13			51				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	211	53	584	0.362	211	0.4	0.6	9.968	A
C-AB	390	97	839	0.464	388	0.7	1.0	7.986	A
C-A	126	32			126				
A-B	38	9			38				
A-C	61	15			61				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	259	65	558	0.464	258	0.6	0.9	12.389	B
C-AB	515	129	867	0.594	512	1.0	1.8	10.127	B
C-A	117	29			117				
A-B	46	12			46				
A-C	75	19			75				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	259	65	557	0.465	259	0.9	0.9	12.507	B
C-AB	516	129	868	0.595	516	1.8	1.8	10.296	B
C-A	116	29			116				
A-B	46	12			46				
A-C	75	19			75				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	211	53	584	0.362	213	0.9	0.6	10.086	B
C-AB	391	98	840	0.465	394	1.8	1.1	8.139	A
C-A	125	31			125				
A-B	38	9			38				
A-C	61	15			61				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	177	44	602	0.294	178	0.6	0.4	8.801	A
C-AB	309	77	820	0.377	311	1.1	0.7	7.109	A
C-A	123	31			123				
A-B	32	8			32				
A-C	51	13			51				

2026 WoD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B4669 Stanton Lane	T-Junction	Two-way	Two-way	Two-way		11.58	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.58	B

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
D3	2026 WoD	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	✓	271	100.000
B		ONE HOUR	✓	416	100.000
C		ONE HOUR	✓	184	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	58	213
	B	40	0	376
	C	71	113	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	5
	B	7	0	2
	C	25	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.75	22.87	2.9	C	390	585
C-AB	0.21	6.72	0.3	A	118	177
C-A					67	101
A-B					59	88
A-C					205	307

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	320	80	654	0.490	316	0.0	1.0	10.784	B
C-AB	94	24	704	0.134	94	0.0	0.2	6.025	A
C-A	58	14			58				
A-B	48	12			48				
A-C	168	42			168				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	382	96	643	0.595	380	1.0	1.4	13.911	B
C-AB	115	29	702	0.164	115	0.2	0.2	6.286	A
C-A	67	17			67				
A-B	58	14			58				
A-C	201	50			201				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	468	117	627	0.746	463	1.4	2.8	21.677	C
C-AB	145	36	699	0.208	145	0.2	0.3	6.689	A
C-A	77	19			77				
A-B	71	18			71				
A-C	246	61			246				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	468	117	627	0.746	468	2.8	2.9	22.867	C
C-AB	145	36	699	0.208	145	0.3	0.3	6.715	A
C-A	77	19			77				
A-B	71	18			71				
A-C	246	61			246				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	382	96	643	0.595	388	2.9	1.6	14.698	B
C-AB	115	29	702	0.164	115	0.3	0.2	6.331	A
C-A	67	17			67				
A-B	58	14			58				
A-C	201	50			201				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	320	80	654	0.490	322	1.6	1.0	11.174	B
C-AB	94	24	704	0.134	95	0.2	0.2	6.059	A
C-A	58	14			58				
A-B	48	12			48				
A-C	168	42			168				

2026 WoD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B4669 Stanton Lane	T-Junction	Two-way	Two-way	Two-way		9.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.77	A

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
D4	2026 WoD	PM	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	✓	112	100.000
B		ONE HOUR	✓	254	100.000
C		ONE HOUR	✓	611	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	41	71
	B	84	0	170
	C	269	342	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	1
	B	7	0	2
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.52	13.85	1.1	B	241	362
C-AB	0.66	12.26	2.4	B	450	675
C-A					111	166
A-B					39	58
A-C					66	99

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	198	49	606	0.326	196	0.0	0.5	9.037	A
C-AB	342	85	820	0.417	338	0.0	0.8	7.437	A
C-A	118	30			118				
A-B	32	8			32				
A-C	54	14			54				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	236	59	587	0.403	235	0.5	0.7	10.577	B
C-AB	433	108	841	0.514	431	0.8	1.3	8.777	A
C-A	117	29			117				
A-B	38	9			38				
A-C	65	16			65				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	289	72	559	0.518	288	0.7	1.1	13.658	B
C-AB	573	143	870	0.659	569	1.3	2.3	11.931	B
C-A	99	25			99				
A-B	46	12			46				
A-C	79	20			79				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	289	72	558	0.519	289	1.1	1.1	13.849	B
C-AB	575	144	871	0.660	575	2.3	2.4	12.260	B
C-A	98	24			98				
A-B	46	12			46				
A-C	79	20			79				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	236	59	585	0.403	238	1.1	0.7	10.750	B
C-AB	434	109	843	0.515	438	2.4	1.3	9.037	A
C-A	115	29			115				
A-B	38	9			38				
A-C	65	16			65				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	198	49	605	0.327	199	0.7	0.5	9.182	A
C-AB	343	86	821	0.418	345	1.3	0.9	7.607	A
C-A	117	29			117				
A-B	32	8			32				
A-C	54	14			54				

2026 WoDWS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B4669 Stanton Lane	T-Junction	Two-way	Two-way	Two-way		315.00	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	315.00	F

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
D5	2026 WoDWS	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	✓	383	100.000
B		ONE HOUR	✓	696	100.000
C		ONE HOUR	✓	393	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	61	322
	B	40	0	656
	C	127	266	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	5
	B	7	0	2
	C	25	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	1.32	678.03	118.4	F	651	977
C-AB	0.54	11.59	1.4	B	311	466
C-A					80	120
A-B					62	93
A-C					310	464

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	534	134	632	0.846	516	0.0	4.6	28.485	D
C-AB	241	60	716	0.337	239	0.0	0.6	7.804	A
C-A	79	20			79				
A-B	51	13			51				
A-C	254	64			254				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	638	160	615	1.038	590	4.6	16.7	82.624	F
C-AB	300	75	717	0.419	299	0.6	0.8	8.961	A
C-A	83	21			83				
A-B	61	15			61				
A-C	303	76			303				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	782	195	591	1.322	590	16.7	64.7	263.087	F
C-AB	389	97	718	0.542	387	0.8	1.4	11.342	B
C-A	79	20			79				
A-B	74	19			74				
A-C	372	93			372				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	782	195	591	1.322	591	64.7	112.3	542.236	F
C-AB	390	98	719	0.543	390	1.4	1.4	11.587	B
C-A	79	20			79				
A-B	74	19			74				
A-C	372	93			372				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	638	160	615	1.038	614	112.3	118.4	678.028	F
C-AB	301	75	717	0.419	303	1.4	0.9	9.232	A
C-A	82	20			82				
A-B	61	15			61				
A-C	303	76			303				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	534	134	631	0.846	626	118.4	95.5	616.201	F
C-AB	242	60	716	0.338	243	0.9	0.6	7.973	A
C-A	79	20			79				
A-B	51	13			51				
A-C	254	64			254				

2026 WoDWS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B4669 Stanton Lane	T-Junction	Two-way	Two-way	Two-way		206.23	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	206.23	F

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
D6	2026 WoDWS	PM	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	✓	208	100.000
B		ONE HOUR	✓	460	100.000
C		ONE HOUR	✓	931	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	47	161
	B	87	0	373
	C	391	540	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	1
	B	7	0	2
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	1.10	168.69	26.1	F	433	650
C-AB	1.14	278.12	76.6	F	836	1254
C-A					19	28
A-B					44	66
A-C					150	224

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	355	89	593	0.599	349	0.0	1.5	14.842	B
C-AB	618	154	861	0.718	606	0.0	3.0	13.787	B
C-A	83	21			83				
A-B	36	9			36				
A-C	123	31			123				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	424	106	562	0.755	419	1.5	2.9	24.809	C
C-AB	808	202	892	0.906	786	3.0	8.5	31.444	D
C-A	28	7			28				
A-B	43	11			43				
A-C	147	37			147				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	520	130	510	1.020	480	2.9	12.9	78.582	F
C-AB	1025	256	896	1.144	883	8.5	43.9	118.135	F
C-A	0	0			0				
A-B	53	13			53				
A-C	179	45			179				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	520	130	474	1.097	467	12.9	26.1	168.685	F
C-AB	1025	256	897	1.143	894	43.9	76.6	251.229	F
C-A	0	0			0				
A-B	53	13			53				
A-C	179	45			179				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	424	106	502	0.845	483	26.1	11.5	147.210	F
C-AB	837	209	909	0.921	894	76.6	62.4	278.122	F
C-A	0	0			0				
A-B	43	11			43				
A-C	147	37			147				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	355	89	552	0.643	393	11.5	2.0	28.113	D
C-AB	701	175	917	0.764	899	62.4	12.9	154.057	F
C-A	0	0			0				
A-B	36	9			36				
A-C	123	31			123				

2026 WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B4669 Stanton Lane	T-Junction	Two-way	Two-way	Two-way		496.03	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	496.03	F

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
D7	2026 WD	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	✓	421	100.000
B		ONE HOUR	✓	755	100.000
C		ONE HOUR	✓	399	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	60	361
	B	41	0	714
	C	128	271	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	5
	B	7	0	2
	C	25	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	1.46	1055.23	187.0	F	707	1060
C-AB	0.56	12.34	1.6	B	318	477
C-A					78	117
A-B					61	91
A-C					347	521

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	580	145	624	0.929	550	0.0	7.5	40.013	E
C-AB	247	62	709	0.348	244	0.0	0.6	8.011	A
C-A	79	20			79				
A-B	50	12			50				
A-C	285	71			285				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	692	173	606	1.142	597	7.5	31.3	135.902	F
C-AB	307	77	709	0.434	306	0.6	0.9	9.297	A
C-A	81	20			81				
A-B	60	15			60				
A-C	340	85			340				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	848	212	580	1.461	580	31.3	98.4	415.232	F
C-AB	400	100	709	0.564	397	0.9	1.5	12.041	B
C-A	76	19			76				
A-B	73	18			73				
A-C	417	104			417				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	848	212	580	1.461	580	98.4	165.3	810.615	F
C-AB	400	100	710	0.564	400	1.5	1.6	12.341	B
C-A	75	19			75				
A-B	73	18			73				
A-C	417	104			417				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	692	173	606	1.143	606	165.3	187.0	1050.878	F
C-AB	308	77	710	0.434	311	1.6	1.0	9.612	A
C-A	80	20			80				
A-B	60	15			60				
A-C	340	85			340				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	580	145	624	0.929	621	187.0	176.7	1055.234	F
C-AB	247	62	710	0.349	249	1.0	0.6	8.194	A
C-A	78	19			78				
A-B	50	12			50				
A-C	285	71			285				

2026 WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B4669 Stanton Lane	T-Junction	Two-way	Two-way	Two-way		240.52	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	240.52	F

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
D8	2026 WD	PM	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	✓	209	100.000
B		ONE HOUR	✓	411	100.000
C		ONE HOUR	✓	979	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	49	160
	B	85	0	326
	C	437	542	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	1
	B	7	0	2
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	1.05	127.51	17.4	F	387	581
C-AB	1.18	348.23	93.9	F	881	1321
C-A					18	26
A-B					46	69
A-C					149	223

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	318	79	583	0.546	313	0.0	1.2	13.499	B
C-AB	651	163	882	0.738	638	0.0	3.3	14.324	B
C-A	86	22			86				
A-B	38	9			38				
A-C	122	30			122				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	380	95	549	0.692	376	1.2	2.2	20.900	C
C-AB	861	215	919	0.937	831	3.3	10.8	36.713	E
C-A	19	5			19				
A-B	45	11			45				
A-C	146	36			146				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	465	116	489	0.951	441	2.2	8.2	58.985	F
C-AB	1078	269	917	1.176	908	10.8	53.3	138.125	F
C-A	0	0			0				
A-B	55	14			55				
A-C	178	45			178				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	465	116	441	1.053	428	8.2	17.4	127.509	F
C-AB	1078	269	917	1.175	916	53.3	93.9	297.118	F
C-A	0	0			0				
A-B	55	14			55				
A-C	178	45			178				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	380	95	466	0.815	426	17.4	5.9	96.064	F
C-AB	880	220	929	0.947	917	93.9	84.7	348.232	F
C-A	0	0			0				
A-B	45	11			45				
A-C	146	36			146				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	318	79	521	0.610	335	5.9	1.7	21.446	C
C-AB	737	184	938	0.786	924	84.7	38.0	239.773	F
C-A	0	0			0				
A-B	38	9			38				
A-C	122	30			122				

2036 WoD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B4669 Stanton Lane	T-Junction	Two-way	Two-way	Two-way		14.08	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.08	B

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
D9	2036 WoD	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	✓	291	100.000
B		ONE HOUR	✓	437	100.000
C		ONE HOUR	✓	187	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	50	241
	B	49	0	388
	C	92	95	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	5
	B	7	0	2
	C	25	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.80	28.79	3.8	D	410	615
C-AB	0.18	6.42	0.3	A	103	155
C-A					90	135
A-B					51	76
A-C					232	348

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	337	84	646	0.521	332	0.0	1.1	11.573	B
C-AB	82	20	713	0.115	81	0.0	0.2	5.856	A
C-A	77	19			77				
A-B	42	10			42				
A-C	190	48			190				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	402	100	634	0.634	399	1.1	1.7	15.519	C
C-AB	100	25	712	0.141	100	0.2	0.2	6.062	A
C-A	89	22			89				
A-B	50	12			50				
A-C	227	57			227				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	492	123	617	0.798	485	1.7	3.5	26.409	D
C-AB	128	32	712	0.180	128	0.2	0.3	6.384	A
C-A	104	26			104				
A-B	61	15			61				
A-C	278	70			278				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	492	123	617	0.798	491	3.5	3.8	28.788	D
C-AB	128	32	712	0.180	128	0.3	0.3	6.415	A
C-A	104	26			104				
A-B	61	15			61				
A-C	278	70			278				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	402	100	634	0.634	409	3.8	1.9	16.905	C
C-AB	100	25	712	0.141	101	0.3	0.2	6.115	A
C-A	89	22			89				
A-B	50	12			50				
A-C	227	57			227				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	337	84	646	0.521	339	1.8	1.1	12.109	B
C-AB	82	20	713	0.115	82	0.2	0.2	5.889	A
C-A	77	19			77				
A-B	42	10			42				
A-C	190	48			190				

2036 WoD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B4669 Stanton Lane	T-Junction	Two-way	Two-way	Two-way		10.58	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.58	B

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
D10	2036 WoD	PM	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	✓	109	100.000
B		ONE HOUR	✓	244	100.000
C		ONE HOUR	✓	648	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	41	68
	B	84	0	160
	C	291	357	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	1
	B	7	0	2
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.51	13.85	1.1	B	232	348
C-AB	0.70	13.67	2.9	B	484	725
C-A					111	167
A-B					39	58
A-C					63	95

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	190	48	599	0.317	188	0.0	0.5	9.028	A
C-AB	365	91	831	0.439	361	0.0	0.9	7.626	A
C-A	123	31			123				
A-B	32	8			32				
A-C	52	13			52				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	227	57	578	0.393	226	0.5	0.7	10.564	B
C-AB	464	116	854	0.543	462	0.9	1.4	9.185	A
C-A	118	30			118				
A-B	38	9			38				
A-C	62	15			62				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	278	70	548	0.507	276	0.7	1.0	13.651	B
C-AB	619	155	886	0.698	613	1.4	2.8	13.156	B
C-A	95	24			95				
A-B	46	12			46				
A-C	76	19			76				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	278	70	547	0.508	278	1.0	1.1	13.847	B
C-AB	621	155	887	0.700	620	2.8	2.9	13.671	B
C-A	93	23			93				
A-B	46	12			46				
A-C	76	19			76				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	227	57	577	0.394	228	1.1	0.7	10.741	B
C-AB	466	117	856	0.545	472	2.9	1.5	9.549	A
C-A	116	29			116				
A-B	38	9			38				
A-C	62	15			62				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	190	48	598	0.318	191	0.7	0.5	9.171	A
C-AB	367	92	832	0.441	369	1.5	1.0	7.828	A
C-A	121	30			121				
A-B	32	8			32				
A-C	52	13			52				

2036 WoDWS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B4669 Stanton Lane	T-Junction	Two-way	Two-way	Two-way		446.30	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	446.30	F

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
D11	2036 WoDWS	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	✓	410	100.000
B		ONE HOUR	✓	745	100.000
C		ONE HOUR	✓	491	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	64	346
	B	38	0	707
	C	136	355	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	5
	B	7	0	2
	C	25	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	1.44	997.68	176.6	F	697	1046
C-AB	0.74	20.48	3.4	C	423	635
C-A					60	90
A-B					65	97
A-C					333	499

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	572	143	625	0.915	544	0.0	6.9	37.737	E
C-AB	327	82	716	0.456	323	0.0	1.0	9.457	A
C-A	70	17			70				
A-B	53	13			53				
A-C	273	68			273				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	683	171	606	1.126	596	6.9	28.7	126.255	F
C-AB	408	102	717	0.569	406	1.0	1.5	11.991	B
C-A	65	16			65				
A-B	64	16			64				
A-C	326	81			326				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	836	209	580	1.443	579	28.7	93.0	391.126	F
C-AB	532	133	720	0.739	526	1.5	3.2	19.017	C
C-A	47	12			47				
A-B	78	19			78				
A-C	399	100			399				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	836	209	579	1.444	579	93.0	157.3	771.278	F
C-AB	534	134	721	0.741	533	3.2	3.4	20.480	C
C-A	45	11			45				
A-B	78	19			78				
A-C	399	100			399				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	683	171	606	1.127	606	157.3	176.6	997.681	F
C-AB	410	102	719	0.570	417	3.4	1.7	12.977	B
C-A	63	16			63				
A-B	64	16			64				
A-C	326	81			326				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	572	143	625	0.916	621	176.6	164.3	988.431	F
C-AB	328	82	717	0.457	330	1.7	1.0	9.861	A
C-A	68	17			68				
A-B	53	13			53				
A-C	273	68			273				

2036 WoDWS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B4669 Stanton Lane	T-Junction	Two-way	Two-way	Two-way		270.22	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	270.22	F

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
D12	2036 WoDWS	PM	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	✓	210	100.000
B		ONE HOUR	✓	431	100.000
C		ONE HOUR	✓	994	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	48	162
	B	89	0	342
	C	450	544	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	1
	B	7	0	2
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	1.13	180.29	26.6	F	406	609
C-AB	1.19	375.17	100.4	F	895	1343
C-A					17	25
A-B					45	68
A-C					151	226

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	333	83	581	0.574	328	0.0	1.3	14.331	B
C-AB	662	166	888	0.746	648	0.0	3.5	14.598	B
C-A	86	22			86				
A-B	37	9			37				
A-C	123	31			123				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	398	99	547	0.728	393	1.3	2.5	23.373	C
C-AB	879	220	926	0.949	845	3.5	11.8	39.158	E
C-A	15	4			15				
A-B	44	11			44				
A-C	147	37			147				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	487	122	485	1.006	452	2.5	11.4	75.403	F
C-AB	1094	274	922	1.187	914	11.8	57.0	146.422	F
C-A	0	0			0				
A-B	54	14			54				
A-C	181	45			181				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	487	122	433	1.126	427	11.4	26.6	180.149	F
C-AB	1094	274	922	1.187	921	57.0	100.4	315.097	F
C-A	0	0			0				
A-B	54	14			54				
A-C	181	45			181				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	398	99	456	0.873	439	26.6	16.4	180.294	F
C-AB	894	223	934	0.956	922	100.4	93.2	375.167	F
C-A	0	0			0				
A-B	44	11			44				
A-C	147	37			147				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	333	83	511	0.652	391	16.4	2.1	42.580	E
C-AB	748	187	943	0.794	930	93.2	47.8	273.037	F
C-A	0	0			0				
A-B	37	9			37				
A-C	123	31			123				

2036 WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B4669 Stanton Lane	T-Junction	Two-way	Two-way	Two-way		631.70	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	631.70	F

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
D13	2036 WD	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	✓	430	100.000
B		ONE HOUR	✓	795	100.000
C		ONE HOUR	✓	470	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	59	371
	B	42	0	753
	C	139	331	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	5
	B	7	0	2
	C	25	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	1.56	1370.24	235.8	F	744	1116
C-AB	0.70	17.78	2.8	C	397	596
C-A					67	100
A-B					60	90
A-C					357	535

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	610	153	620	0.984	567	0.0	10.8	50.967	F
C-AB	306	77	714	0.429	303	0.0	0.9	9.059	A
C-A	75	19			75				
A-B	49	12			49				
A-C	293	73			293				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	729	182	601	1.213	596	10.8	43.9	183.665	F
C-AB	383	96	715	0.536	381	0.9	1.3	11.212	B
C-A	72	18			72				
A-B	59	15			59				
A-C	350	87			350				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	893	223	573	1.557	573	43.9	123.8	538.499	F
C-AB	501	125	717	0.698	495	1.3	2.7	16.808	C
C-A	56	14			56				
A-B	72	18			72				
A-C	428	107			428				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	893	223	573	1.558	573	123.8	203.8	1009.940	F
C-AB	502	126	718	0.699	502	2.7	2.8	17.780	C
C-A	55	14			55				
A-B	72	18			72				
A-C	428	107			428				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	729	182	601	1.214	600	203.8	235.8	1312.449	F
C-AB	385	96	717	0.537	390	2.8	1.5	11.950	B
C-A	70	18			70				
A-B	59	15			59				
A-C	350	87			350				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	610	153	620	0.984	617	235.8	234.1	1370.236	F
C-AB	307	77	715	0.430	310	1.5	0.9	9.393	A
C-A	74	18			74				
A-B	49	12			49				
A-C	293	73			293				

2036 WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B4669 Stanton Lane	T-Junction	Two-way	Two-way	Two-way		305.82	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	305.82	F

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
D14	2036 WD	PM	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	✓	217	100.000
B		ONE HOUR	✓	366	100.000
C		ONE HOUR	✓	1077	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	46	171
	B	91	0	275
	C	561	516	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	1
	B	7	0	2
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	1.10	148.74	18.7	F	346	519
C-AB	1.21	431.39	120.1	F	970	1455
C-A					18	28
A-B					43	65
A-C					159	238

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	284	71	559	0.508	280	0.0	1.0	13.091	B
C-AB	706	176	939	0.752	691	0.0	3.8	14.139	B
C-A	105	26			105				
A-B	36	9			36				
A-C	130	33			130				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	339	85	519	0.653	336	1.0	1.8	19.873	C
C-AB	963	241	988	0.974	917	3.8	15.0	43.363	E
C-A	6	1			6				
A-B	42	11			42				
A-C	156	39			156				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	415	104	445	0.932	394	1.8	7.0	57.677	F
C-AB	1186	296	979	1.211	973	15.0	68.2	163.890	F
C-A	0	0			0				
A-B	52	13			52				
A-C	191	48			191				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	415	104	378	1.097	368	7.0	18.7	148.742	F
C-AB	1186	296	980	1.211	978	68.2	120.1	352.689	F
C-A	0	0			0				
A-B	52	13			52				
A-C	191	48			191				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	339	85	398	0.851	378	18.7	8.8	140.809	F
C-AB	968	242	992	0.976	981	120.1	116.9	431.394	F
C-A	0	0			0				
A-B	42	11			42				
A-C	156	39			156				

18:00 - 18:15

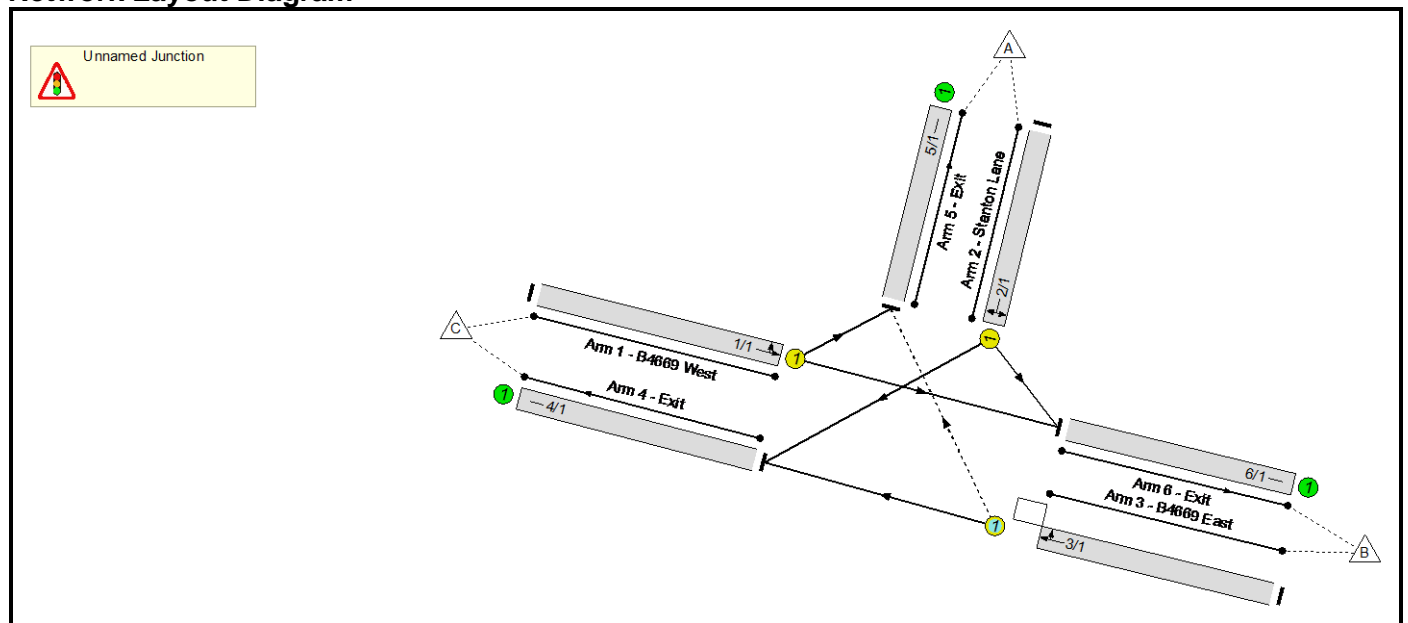
Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	284	71	460	0.617	312	8.8	1.8	29.101	D
C-AB	811	203	1001	0.810	989	116.9	72.2	343.087	F
C-A	0	0			0				
A-B	36	9			36				
A-C	130	33			130				

Full Input Data And Results
Full Input Data And Results

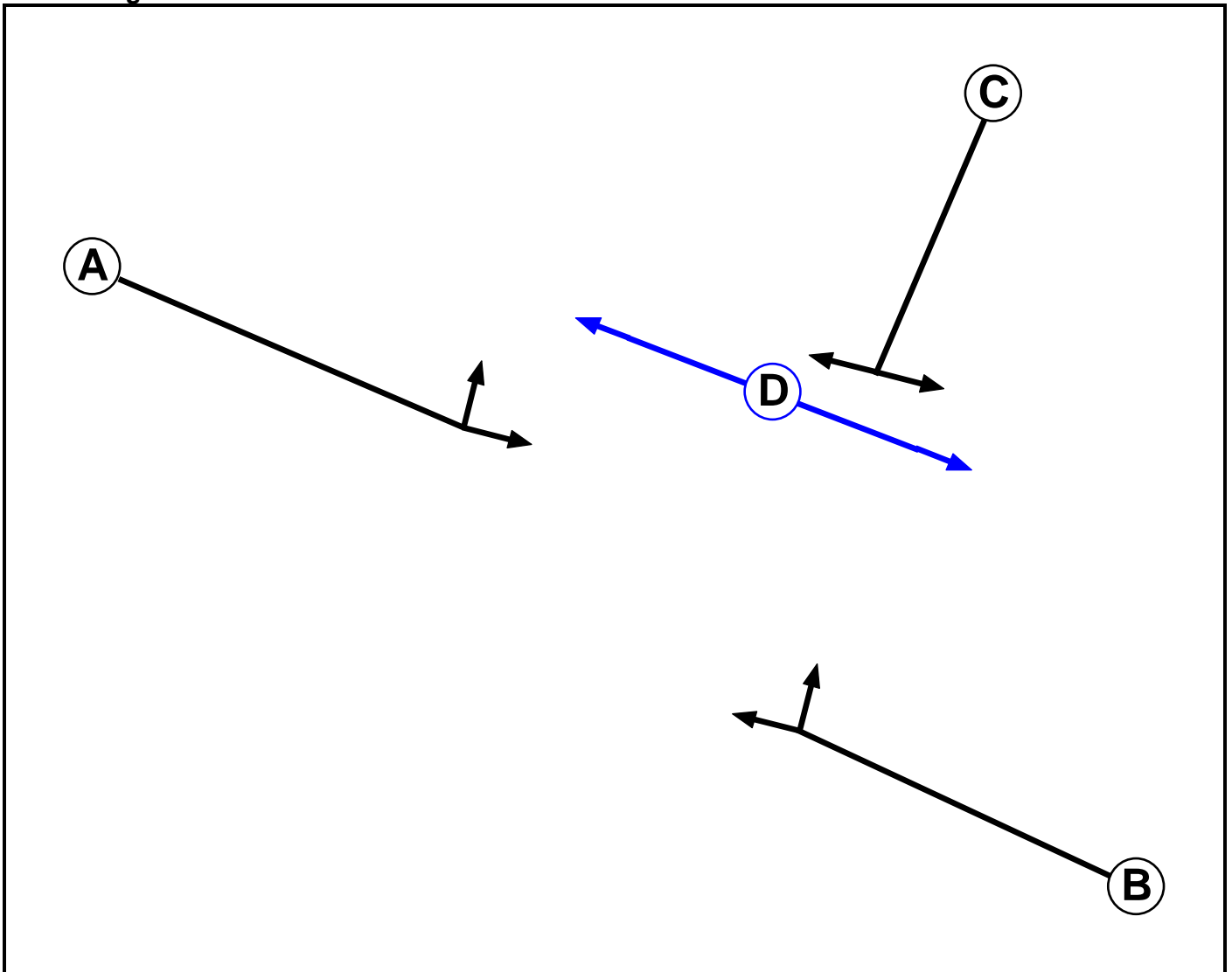
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	220617 B4669_Stanton Lane (Mitigation).lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		6	6

Full Input Data And Results

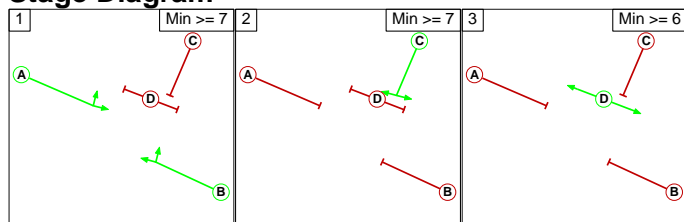
Phase Intergrens Matrix

		Starting Phase			
		A	B	C	D
Terminating Phase	A	-	5	7	
	B	-	5	8	
	C	6	5	-	5
	D	12	12	12	-

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1	-	5	8
	2	6	-	5
	3	12	12	-

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
3/1 (B4669 East)	5/1 (Right)	1439	0	1/1	1.09	All	2.00	2.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B4669 West)	U	A	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 5 Left	12.00
											Arm 6 Ahead	Inf
2/1 (Stanton Lane)	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Right	15.00
											Arm 6 Left	12.00
3/1 (B4669 East)	O	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Ahead	Inf
											Arm 5 Right	15.00
4/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 AM Base'	08:00	09:00	01:00	
2: '2018 PM Base'	17:00	18:00	01:00	
3: '2026 WoD AM'	08:00	09:00	01:00	
4: '2026 WoD PM'	17:00	18:00	01:00	
5: '2026 WoDWS AM'	08:00	09:00	01:00	
6: '2026 WoDWS PM'	17:00	18:00	01:00	
7: '2026 WD AM'	08:00	09:00	01:00	
8: '2026 WD PM'	17:00	18:00	01:00	
9: '2036 WoD AM'	08:00	09:00	01:00	
10: '2036 WoD PM'	17:00	18:00	01:00	
11: '2036 WoDWS AM'	08:00	09:00	01:00	
12: '2036 WoDWS PM'	17:00	18:00	01:00	
13: '2036 WD AM'	08:00	09:00	01:00	
14: '2036 WD PM'	17:00	18:00	01:00	

Scenario 1: '2018 AM Base' (FG1: '2018 AM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	63	194	257
	B	35	0	330	365
	C	66	119	0	185
	Tot.	101	182	524	807

Traffic Lane Flows

Lane	Scenario 1: 2018 AM Base
Junction: Unnamed Junction	
1/1	185
2/1	257
3/1	365
4/1	524
5/1	101
6/1	182

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B4669 West)	3.65	0.00	Y	Arm 5 Left	12.00	35.7 %	1895	1895
				Arm 6 Ahead	Inf	64.3 %		
2/1 (Stanton Lane)	3.50	0.00	Y	Arm 4 Right	15.00	75.5 %	1776	1776
				Arm 6 Left	12.00	24.5 %		
3/1 (B4669 East)	3.50	0.00	Y	Arm 4 Ahead	Inf	90.4 %	1946	1946
				Arm 5 Right	15.00	9.6 %		
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2018 PM Base' (FG2: '2018 PM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	41	67	108
	B	84	0	143	227
	C	264	310	0	574
	Tot.	348	351	210	909

Traffic Lane Flows

Lane	Scenario 2: 2018 PM Base
Junction: Unnamed Junction	
1/1	574
2/1	108
3/1	227
4/1	210
5/1	348
6/1	351

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B4669 West)	3.65	0.00	Y	Arm 5 Left	12.00	46.0 %	1872	1872
				Arm 6 Ahead	Inf	54.0 %		
2/1 (Stanton Lane)	3.50	0.00	Y	Arm 4 Right	15.00	62.0 %	1771	1771
				Arm 6 Left	12.00	38.0 %		
3/1 (B4669 East)	3.50	0.00	Y	Arm 4 Ahead	Inf	63.0 %	1895	1895
				Arm 5 Right	15.00	37.0 %		
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	58	213	271
	B	40	0	376	416
	C	71	113	0	184
	Tot.	111	171	589	871

Traffic Lane Flows

Lane	Scenario 3: 2026 WoD AM
Junction: Unnamed Junction	
1/1	184
2/1	271
3/1	416
4/1	589
5/1	111
6/1	171

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B4669 West)	3.65	0.00	Y	Arm 5 Left	12.00	38.6 %	1889	1889
				Arm 6 Ahead	Inf	61.4 %		
2/1 (Stanton Lane)	3.50	0.00	Y	Arm 4 Right	15.00	78.6 %	1778	1778
				Arm 6 Left	12.00	21.4 %		
3/1 (B4669 East)	3.50	0.00	Y	Arm 4 Ahead	Inf	90.4 %	1946	1946
				Arm 5 Right	15.00	9.6 %		
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	41	71	112
	B	84	0	170	254
	C	269	342	0	611
	Tot.	353	383	241	977

Traffic Lane Flows

Lane	Scenario 4: 2026 WoD PM
Junction: Unnamed Junction	
1/1	611
2/1	112
3/1	254
4/1	241
5/1	353
6/1	383

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B4669 West)	3.65	0.00	Y	Arm 5 Left	12.00	44.0 %	1877	1877
				Arm 6 Ahead	Inf	56.0 %		
2/1 (Stanton Lane)	3.50	0.00	Y	Arm 4 Right	15.00	63.4 %	1772	1772
				Arm 6 Left	12.00	36.6 %		
3/1 (B4669 East)	3.50	0.00	Y	Arm 4 Ahead	Inf	66.9 %	1902	1902
				Arm 5 Right	15.00	33.1 %		
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2026 WoDWS AM ' (FG5: '2026 WoDWS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	61	322	383
	B	40	0	656	696
	C	127	266	0	393
	Tot.	167	327	978	1472

Traffic Lane Flows

Lane	Scenario 5: 2026 WoDWS AM
Junction: Unnamed Junction	
1/1	393
2/1	383
3/1	696
4/1	978
5/1	167
6/1	327

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B4669 West)	3.65	0.00	Y	Arm 5 Left	12.00	32.3 %	1903	1903
				Arm 6 Ahead	Inf	67.7 %		
2/1 (Stanton Lane)	3.50	0.00	Y	Arm 4 Right	15.00	84.1 %	1780	1780
				Arm 6 Left	12.00	15.9 %		
3/1 (B4669 East)	3.50	0.00	Y	Arm 4 Ahead	Inf	94.3 %	1954	1954
				Arm 5 Right	15.00	5.7 %		
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: '2026 WoDWS PM' (FG6: '2026 WoDWS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	47	161	208
	B	87	0	373	460
	C	391	540	0	931
	Tot.	478	587	534	1599

Traffic Lane Flows

Lane	Scenario 6: 2026 WoDWS PM
Junction: Unnamed Junction	
1/1	931
2/1	208
3/1	460
4/1	534
5/1	478
6/1	587

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B4669 West)	3.65	0.00	Y	Arm 5 Left	12.00	42.0 %	1881	1881
				Arm 6 Ahead	Inf	58.0 %		
2/1 (Stanton Lane)	3.50	0.00	Y	Arm 4 Right	15.00	77.4 %	1777	1777
				Arm 6 Left	12.00	22.6 %		
3/1 (B4669 East)	3.50	0.00	Y	Arm 4 Ahead	Inf	81.1 %	1929	1929
				Arm 5 Right	15.00	18.9 %		
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	60	361	421
	B	41	0	714	755
	C	128	271	0	399
	Tot.	169	331	1075	1575

Traffic Lane Flows

Lane	Scenario 7: 2026 WD AM
Junction: Unnamed Junction	
1/1	399
2/1	421
3/1	755
4/1	1075
5/1	169
6/1	331

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B4669 West)	3.65	0.00	Y	Arm 5 Left	12.00	32.1 %	1904	1904
				Arm 6 Ahead	Inf	67.9 %		
2/1 (Stanton Lane)	3.50	0.00	Y	Arm 4 Right	15.00	85.7 %	1781	1781
				Arm 6 Left	12.00	14.3 %		
3/1 (B4669 East)	3.50	0.00	Y	Arm 4 Ahead	Inf	94.6 %	1954	1954
				Arm 5 Right	15.00	5.4 %		
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 8: '2026 WD PM' (FG8: '2026 WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	49	160	209
	B	85	0	326	411
	C	437	542	0	979
	Tot.	522	591	486	1599

Traffic Lane Flows

Lane	Scenario 8: 2026 WD PM
Junction: Unnamed Junction	
1/1	979
2/1	209
3/1	411
4/1	486
5/1	522
6/1	591

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B4669 West)	3.65	0.00	Y	Arm 5 Left	12.00	44.6 %	1875	1875
				Arm 6 Ahead	Inf	55.4 %		
2/1 (Stanton Lane)	3.50	0.00	Y	Arm 4 Right	15.00	76.6 %	1777	1777
				Arm 6 Left	12.00	23.4 %		
3/1 (B4669 East)	3.50	0.00	Y	Arm 4 Ahead	Inf	79.3 %	1925	1925
				Arm 5 Right	15.00	20.7 %		
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 9: '2036 WoD AM' (FG9: '2036 WoD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	50	241	291
	B	49	0	388	437
	C	92	95	0	187
	Tot.	141	145	629	915

Traffic Lane Flows

Lane	Scenario 9: 2036 WoD AM
Junction: Unnamed Junction	
1/1	187
2/1	291
3/1	437
4/1	629
5/1	141
6/1	145

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B4669 West)	3.65	0.00	Y	Arm 5 Left	12.00	49.2 %	1865	1865
				Arm 6 Ahead	Inf	50.8 %		
2/1 (Stanton Lane)	3.50	0.00	Y	Arm 4 Right	15.00	82.8 %	1779	1779
				Arm 6 Left	12.00	17.2 %		
3/1 (B4669 East)	3.50	0.00	Y	Arm 4 Ahead	Inf	88.8 %	1943	1943
				Arm 5 Right	15.00	11.2 %		
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 10: '2036 WoD PM' (FG10: '2036 WoD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	41	68	109
	B	84	0	160	244
	C	291	357	0	648
	Tot.	375	398	228	1001

Traffic Lane Flows

Lane	Scenario 10: 2036 WoD PM
Junction: Unnamed Junction	
1/1	648
2/1	109
3/1	244
4/1	228
5/1	375
6/1	398

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B4669 West)	3.65	0.00	Y	Arm 5 Left	12.00	44.9 %	1875	1875
				Arm 6 Ahead	Inf	55.1 %		
2/1 (Stanton Lane)	3.50	0.00	Y	Arm 4 Right	15.00	62.4 %	1771	1771
				Arm 6 Left	12.00	37.6 %		
3/1 (B4669 East)	3.50	0.00	Y	Arm 4 Ahead	Inf	65.6 %	1900	1900
				Arm 5 Right	15.00	34.4 %		
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 11: '2036 WoDWS AM' (FG11: '2036 WoDWS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	64	346	410
	B	38	0	707	745
	C	136	355	0	491
	Tot.	174	419	1053	1646

Traffic Lane Flows

Lane	Scenario 11: 2036 WoDWS AM
Junction: Unnamed Junction	
1/1	491
2/1	410
3/1	745
4/1	1053
5/1	174
6/1	419

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B4669 West)	3.65	0.00	Y	Arm 5 Left	12.00	27.7 %	1914	1914
				Arm 6 Ahead	Inf	72.3 %		
2/1 (Stanton Lane)	3.50	0.00	Y	Arm 4 Right	15.00	84.4 %	1780	1780
				Arm 6 Left	12.00	15.6 %		
3/1 (B4669 East)	3.50	0.00	Y	Arm 4 Ahead	Inf	94.9 %	1955	1955
				Arm 5 Right	15.00	5.1 %		
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 12: '2036 WoDWS PM' (FG12: '2036 WoDWS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	48	162	210
	B	89	0	342	431
	C	450	544	0	994
	Tot.	539	592	504	1635

Traffic Lane Flows

Lane	Scenario 12: 2036 WoDWS PM
Junction: Unnamed Junction	
1/1	994
2/1	210
3/1	431
4/1	504
5/1	539
6/1	592

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B4669 West)	3.65	0.00	Y	Arm 5 Left	12.00	45.3 %	1874	1874
				Arm 6 Ahead	Inf	54.7 %		
2/1 (Stanton Lane)	3.50	0.00	Y	Arm 4 Right	15.00	77.1 %	1777	1777
				Arm 6 Left	12.00	22.9 %		
3/1 (B4669 East)	3.50	0.00	Y	Arm 4 Ahead	Inf	79.4 %	1925	1925
				Arm 5 Right	15.00	20.6 %		
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 13: '2036 WD AM' (FG13: '2036 WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	59	371	430
	B	42	0	753	795
	C	139	331	0	470
	Tot.	181	390	1124	1695

Traffic Lane Flows

Lane	Scenario 13: 2036 WD AM
Junction: Unnamed Junction	
1/1	470
2/1	430
3/1	795
4/1	1124
5/1	181
6/1	390

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B4669 West)	3.65	0.00	Y	Arm 5 Left	12.00	29.6 %	1909	1909
				Arm 6 Ahead	Inf	70.4 %		
2/1 (Stanton Lane)	3.50	0.00	Y	Arm 4 Right	15.00	86.3 %	1781	1781
				Arm 6 Left	12.00	13.7 %		
3/1 (B4669 East)	3.50	0.00	Y	Arm 4 Ahead	Inf	94.7 %	1955	1955
				Arm 5 Right	15.00	5.3 %		
4/1 (Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
5/1 (Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
6/1 (Exit Lane 1)				Infinite Saturation Flow			Inf	Inf

Full Input Data And Results

Scenario 14: '2036 WD PM' (FG14: '2036 WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	46	171	217
	B	91	0	275	366
	C	561	516	0	1077
	Tot.	652	562	446	1660

Traffic Lane Flows

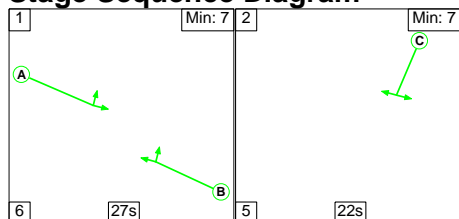
Lane	Scenario 14: 2036 WD PM
Junction: Unnamed Junction	
1/1	1077
2/1	217
3/1	366
4/1	446
5/1	652
6/1	562

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B4669 West)	3.65	0.00	Y	Arm 5 Left	12.00	52.1 %	1859	1859
				Arm 6 Ahead	Inf	47.9 %		
2/1 (Stanton Lane)	3.50	0.00	Y	Arm 4 Right	15.00	78.8 %	1778	1778
				Arm 6 Left	12.00	21.2 %		
3/1 (B4669 East)	3.50	0.00	Y	Arm 4 Ahead	Inf	75.1 %	1917	1917
				Arm 5 Right	15.00	24.9 %		
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2018 AM Base' (FG1: '2018 AM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

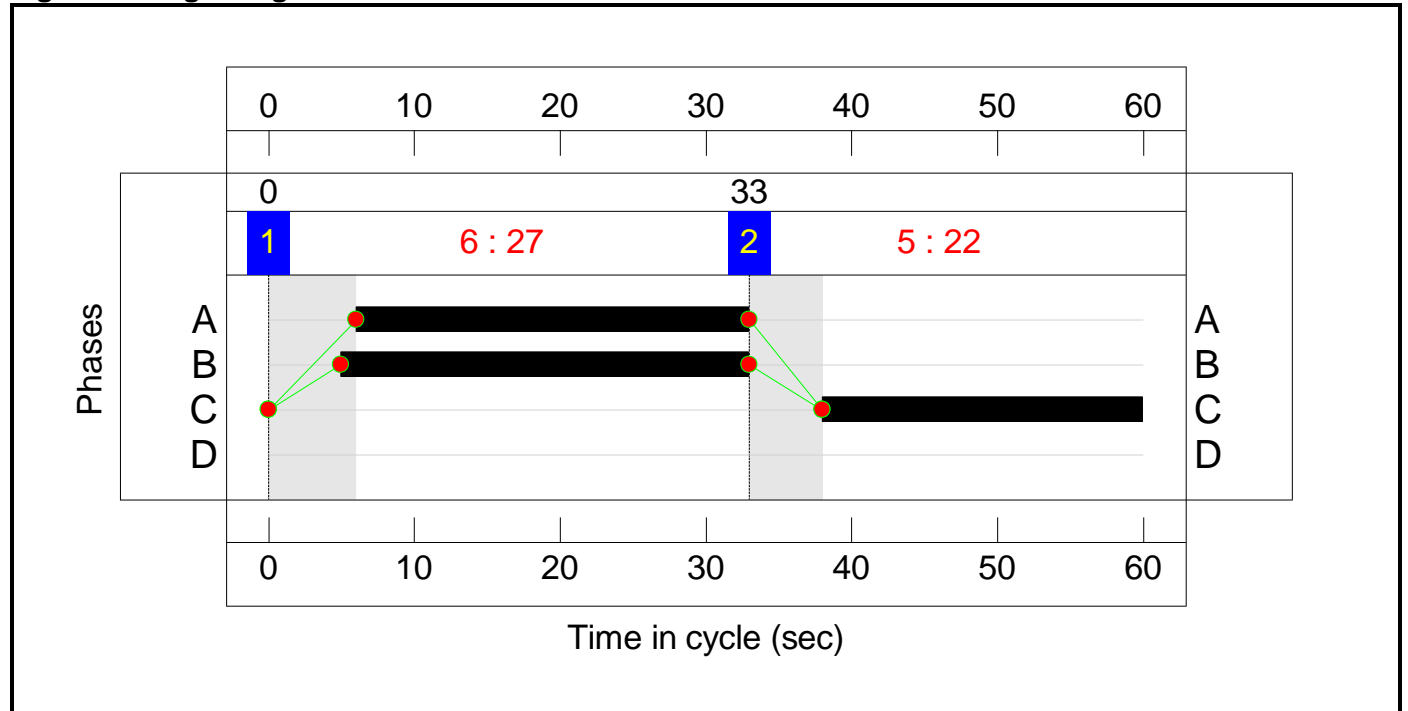


Full Input Data And Results

Stage Timings

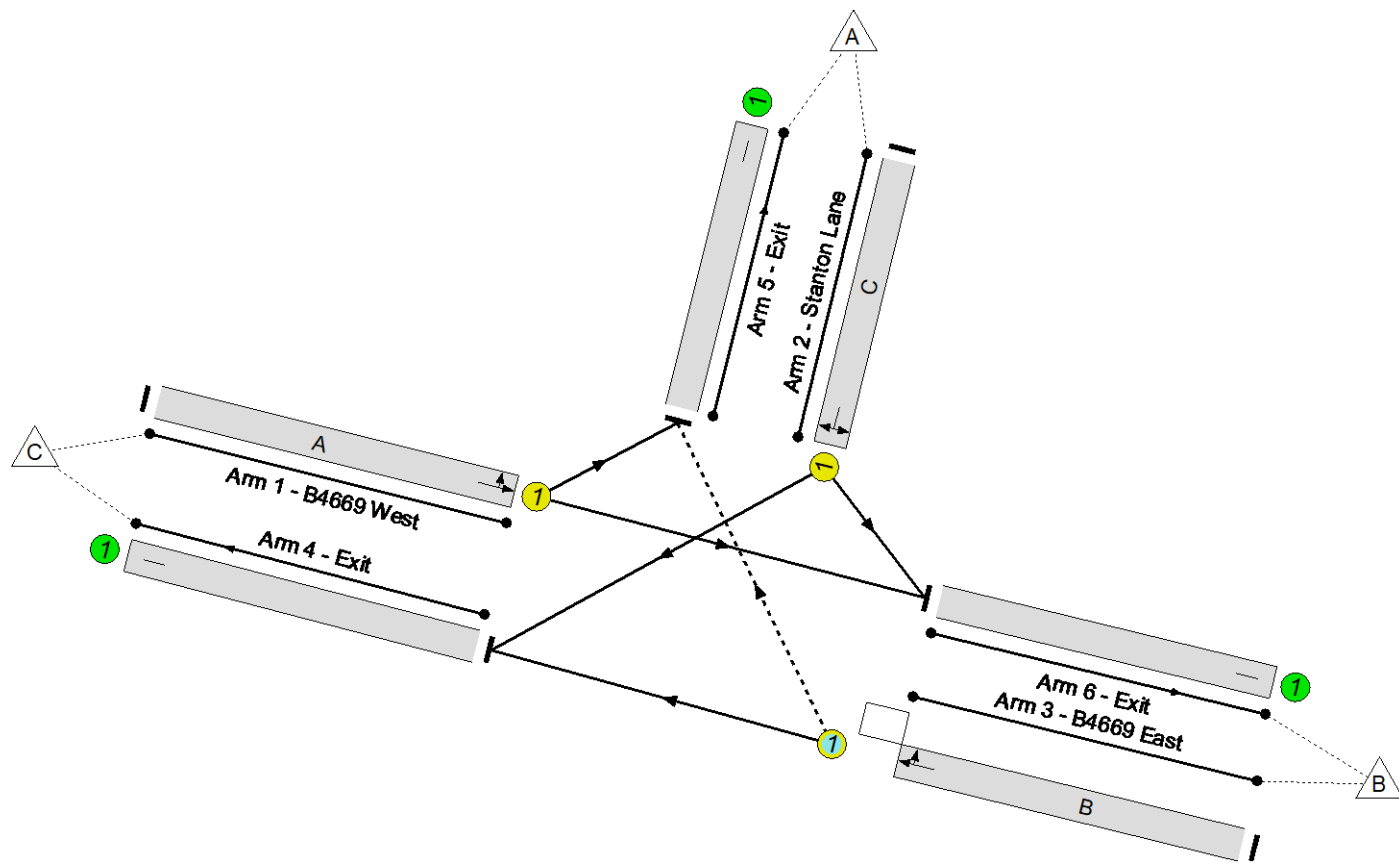

Stage	1	2
Duration	27	22
Change Point	0	33

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Unnamed Junction
PRC: 131.9 %
Total Traffic Delay: 3.2 pcuHr



Full Input Data And Results

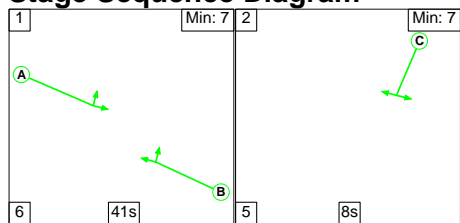
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	
Network	-	-	N/A	-	-		-	-	-	-	-	-	38.8%	
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	38.8%	
1/1	B4669 West Left Ahead	U	N/A	N/A	A		1	27	-	185	1895	884	20.9%	
2/1	Stanton Lane Right Left	U	N/A	N/A	C		1	22	-	257	1776	681	37.7%	
3/1	B4669 East Ahead Right	O	N/A	N/A	B		1	28	-	365	1946	941	38.8%	
4/1	Exit	U	N/A	N/A	-		-	-	-	524	Inf	Inf	0.0%	
5/1	Exit	U	N/A	N/A	-		-	-	-	101	Inf	Inf	0.0%	
6/1	Exit	U	N/A	N/A	-		-	-	-	182	Inf	Inf	0.0%	
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	-	-	35	0	0	2.4	0.8	0.0	3.2	-	-	-	-	
Unnamed Junction	-	-	35	0	0	2.4	0.8	0.0	3.2	-	-	-	-	
1/1	185	185	-	-	-	0.5	0.1	-	0.6	12.0	1.8	0.1	1.9	
2/1	257	257	-	-	-	1.0	0.3	-	1.3	17.6	3.1	0.3	3.4	
3/1	365	365	35	0	0	1.0	0.3	0.0	1.3	13.1	3.9	0.3	4.2	
4/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	101	101	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	182	182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1			PRC for Signalled Lanes (%):		131.9	Total Delay for Signalled Lanes (pcuHr):			3.20	Cycle Time (s):				60
			PRC Over All Lanes (%):		131.9	Total Delay Over All Lanes(pcuHr):			3.20					

Full Input Data And Results

Scenario 2: '2018 PM Base' (FG2: '2018 PM Base', Plan 1: 'Network Control Plan 1')

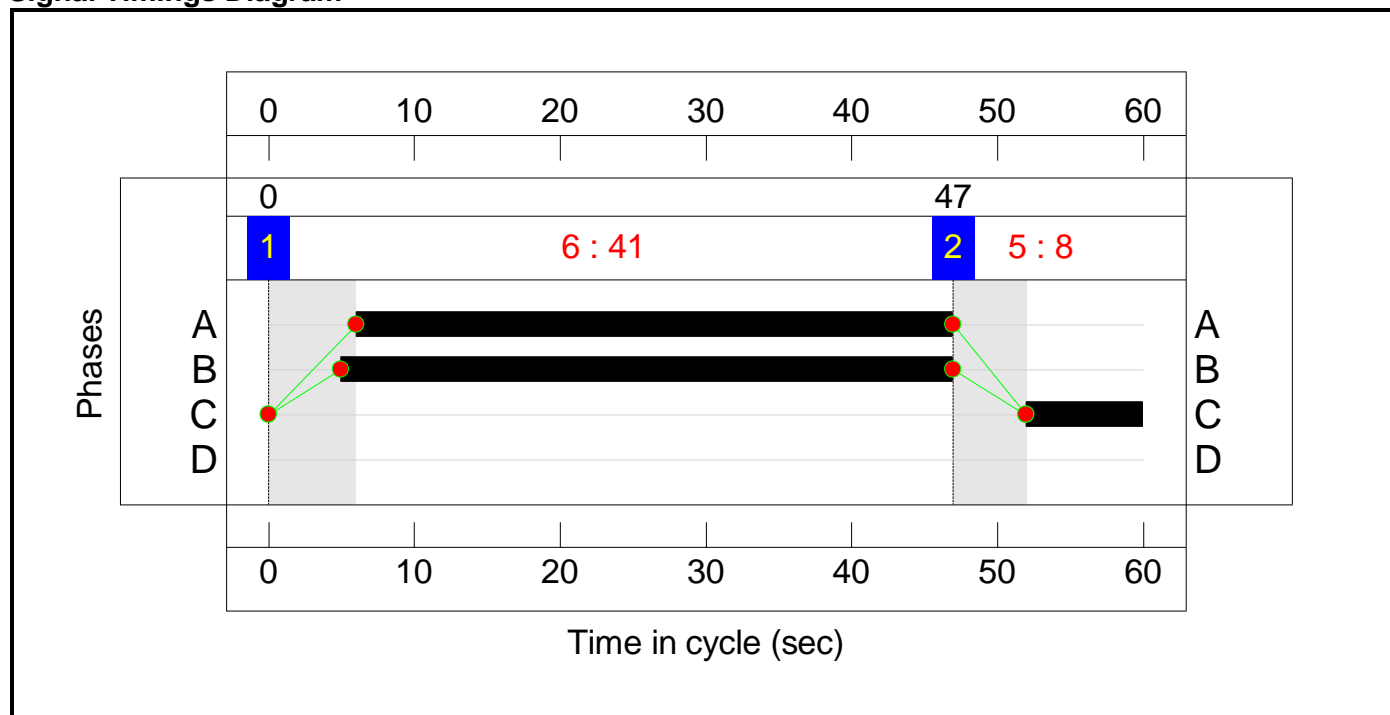
Stage Sequence Diagram



Stage Timings

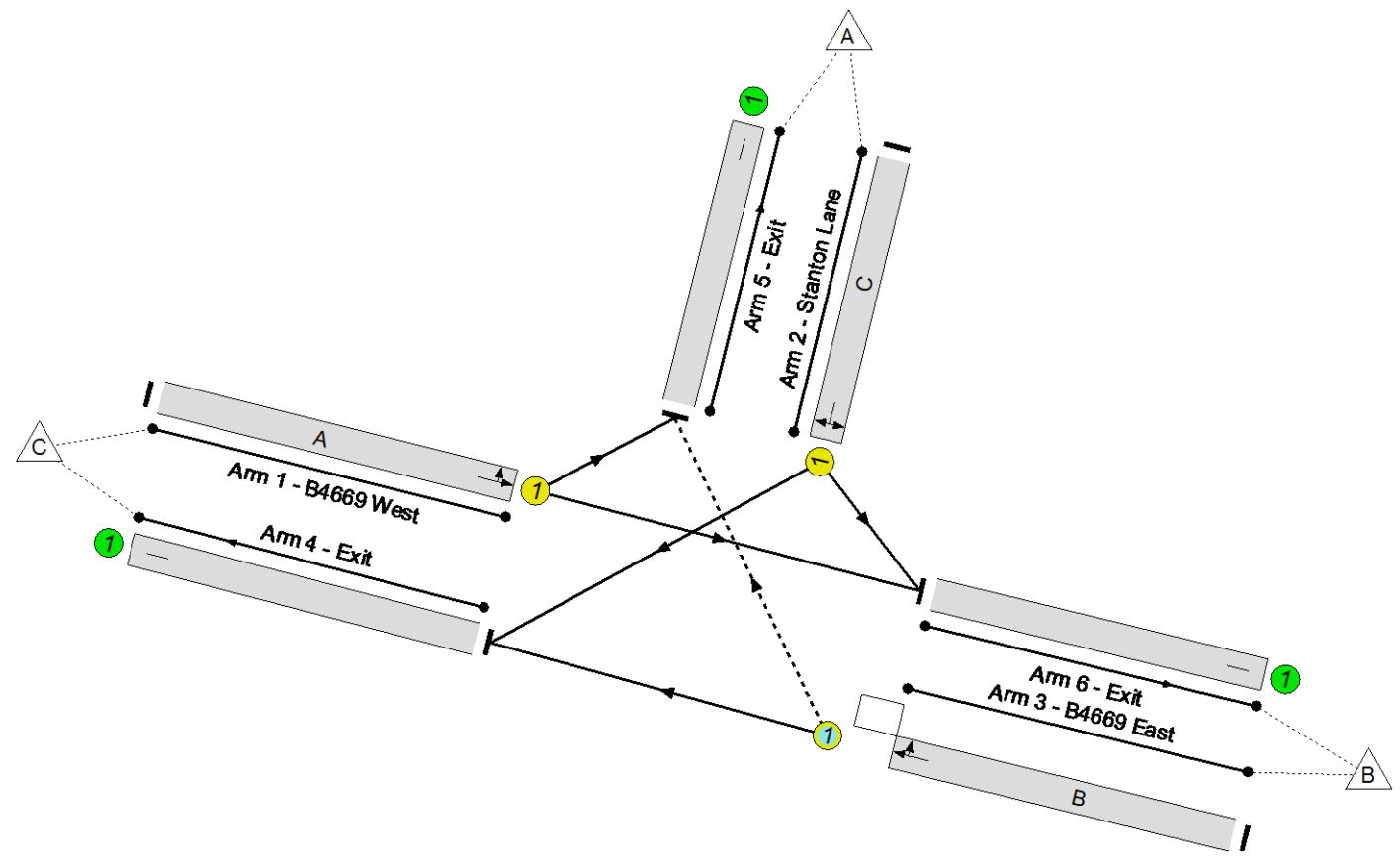

Stage	1	2
Duration	41	8
Change Point	0	47

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Unnamed Junction
PRC: 105.5 %
Total Traffic Delay: 2.4 pcuHr



Full Input Data And Results

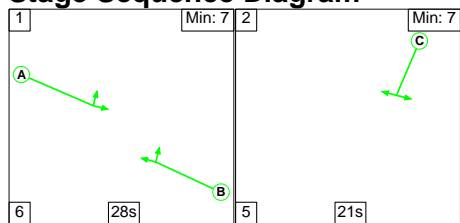
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	
Network	-	-	N/A	-	-		-	-	-	-	-	-	43.8%	
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	43.8%	
1/1	B4669 West Left Ahead	U	N/A	N/A	A		1	41	-	574	1872	1310	43.8%	
2/1	Stanton Lane Right Left	U	N/A	N/A	C		1	8	-	108	1771	266	40.7%	
3/1	B4669 East Ahead Right	O	N/A	N/A	B		1	42	-	227	1895	1268	17.9%	
4/1	Exit	U	N/A	N/A	-		-	-	-	210	Inf	Inf	0.0%	
5/1	Exit	U	N/A	N/A	-		-	-	-	348	Inf	Inf	0.0%	
6/1	Exit	U	N/A	N/A	-		-	-	-	351	Inf	Inf	0.0%	
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	-	-	84	0	0	1.5	0.8	0.1	2.4	-	-	-	-	
Unnamed Junction	-	-	84	0	0	1.5	0.8	0.1	2.4	-	-	-	-	
1/1	574	574	-	-	-	0.6	0.4	-	1.0	6.3	4.0	0.4	4.4	
2/1	108	108	-	-	-	0.7	0.3	-	1.0	34.5	1.6	0.3	2.0	
3/1	227	227	84	0	0	0.2	0.1	0.1	0.4	5.8	1.2	0.1	1.3	
4/1	210	210	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	348	348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1			PRC for Signalled Lanes (%):	105.5	Total Delay for Signalled Lanes (pcuHr):				2.41	Cycle Time (s):		60		
			PRC Over All Lanes (%):	105.5	Total Delay Over All Lanes(pcuHr):				2.41					

Full Input Data And Results

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

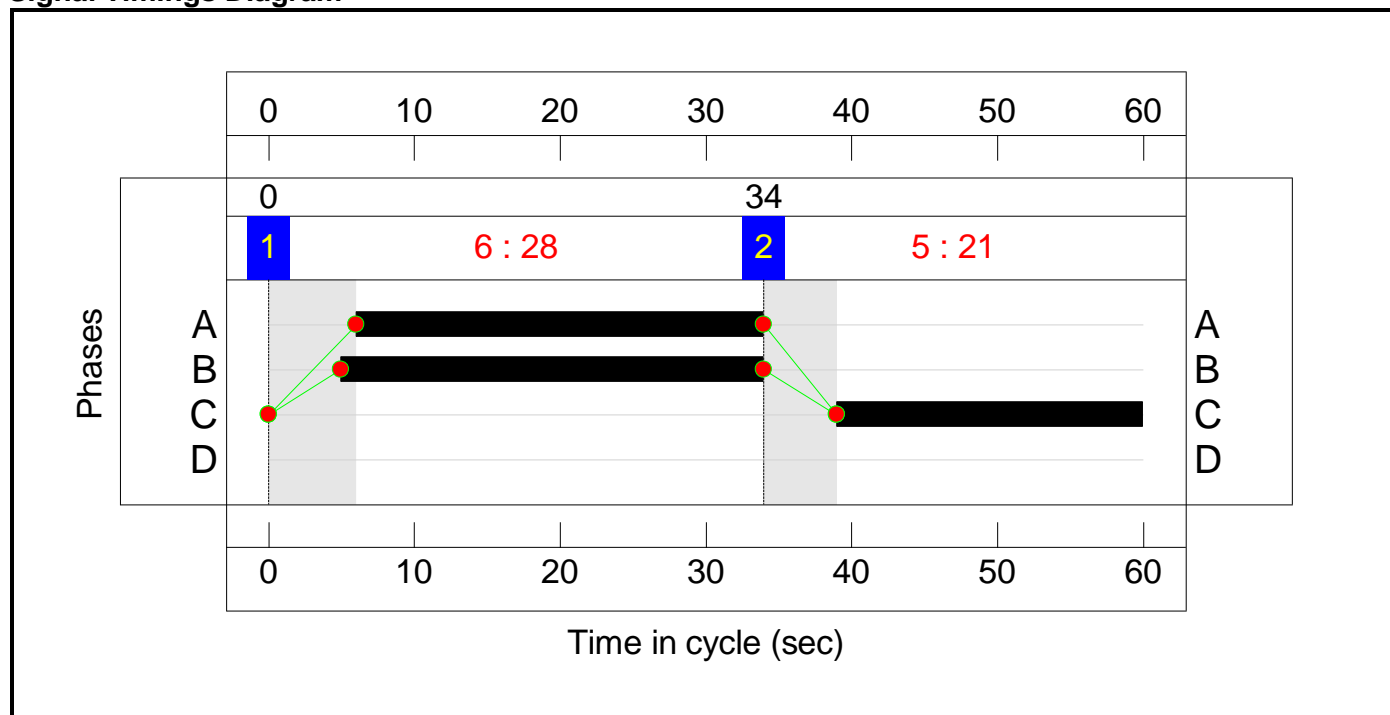
Stage Sequence Diagram



Stage Timings

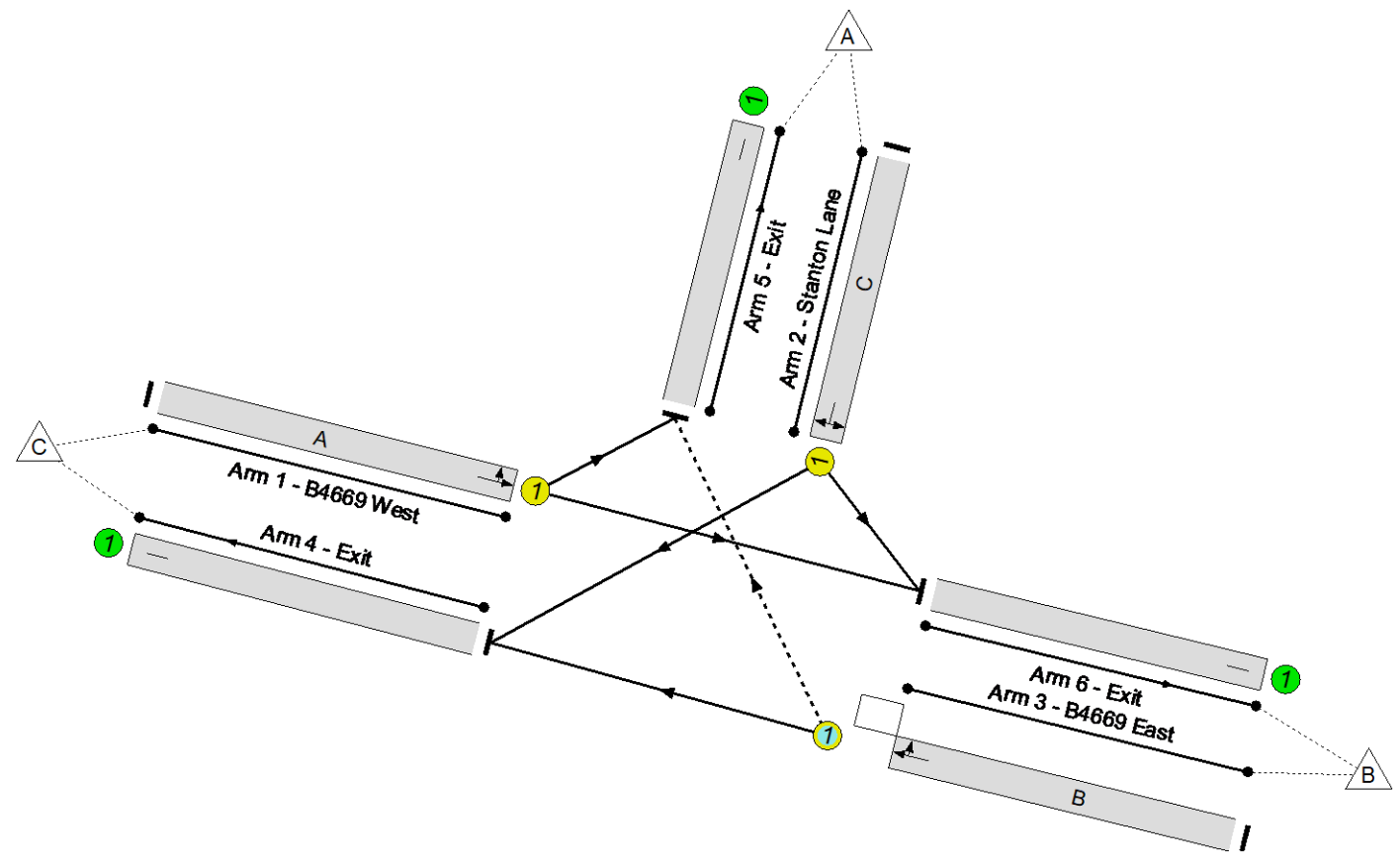

Stage	1	2
Duration	28	21
Change Point	0	34

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Unnamed Junction
PRC: 110.5 %
Total Traffic Delay: 3.5 pcuHr



Full Input Data And Results

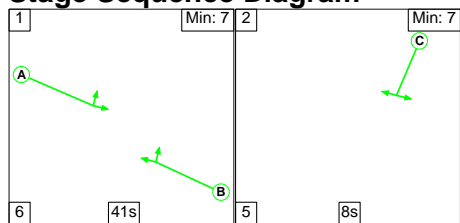
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	42.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	42.8%
1/1	B4669 West Left Ahead	U	N/A	N/A	A		1	28	-	184	1889	913	20.2%
2/1	Stanton Lane Right Left	U	N/A	N/A	C		1	21	-	271	1778	652	41.6%
3/1	B4669 East Ahead Right	O	N/A	N/A	B		1	29	-	416	1946	973	42.8%
4/1	Exit	U	N/A	N/A	-		-	-	-	589	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	111	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	171	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	40	0	0	2.6	0.9	0.0	3.5	-	-	-	-
Unnamed Junction	-	-	40	0	0	2.6	0.9	0.0	3.5	-	-	-	-
1/1	184	184	-	-	-	0.5	0.1	-	0.6	11.4	1.7	0.1	1.9
2/1	271	271	-	-	-	1.1	0.4	-	1.4	18.9	3.3	0.4	3.7
3/1	416	416	40	0	0	1.1	0.4	0.0	1.5	12.9	4.4	0.4	4.8
4/1	589	589	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	111	111	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	171	171	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		110.5	Total Delay for Signalled Lanes (pcuHr):			3.49	Cycle Time (s): 60			
			PRC Over All Lanes (%):		110.5	Total Delay Over All Lanes(pcuHr):			3.49				

Full Input Data And Results

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

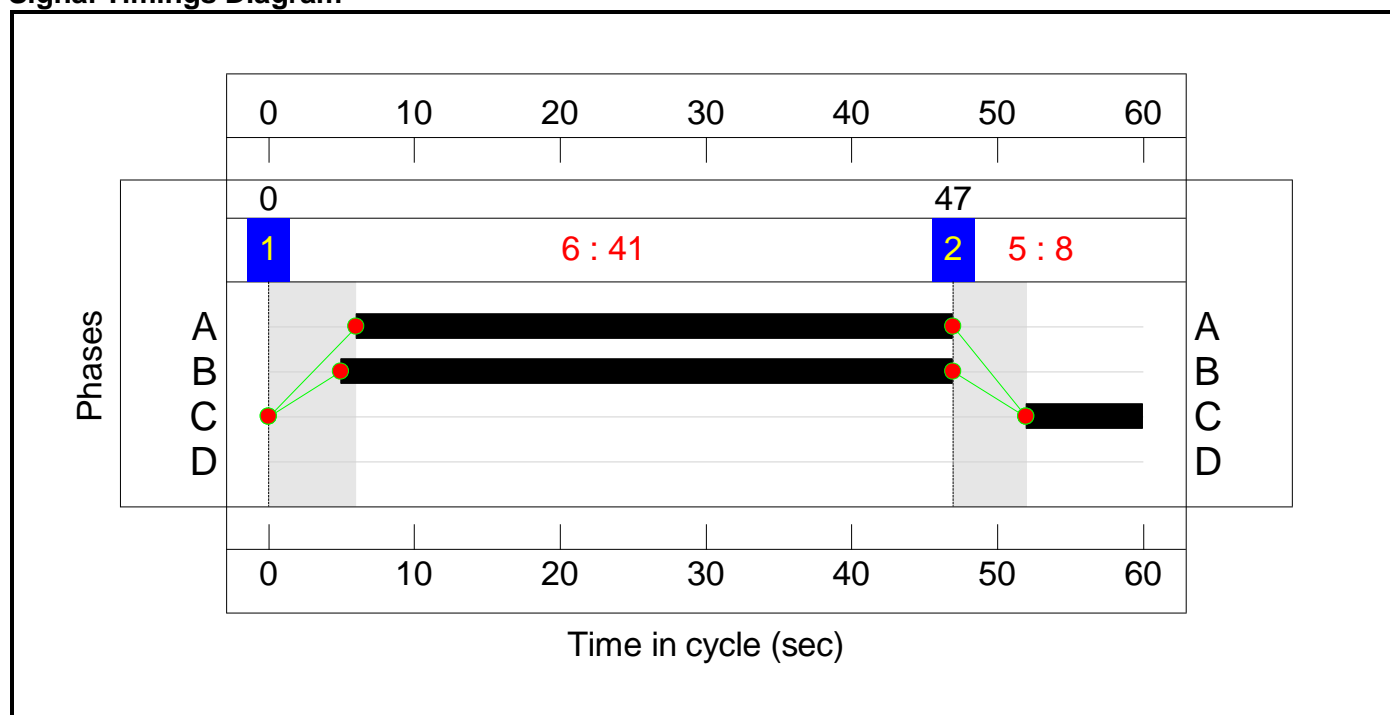
Stage Sequence Diagram



Stage Timings

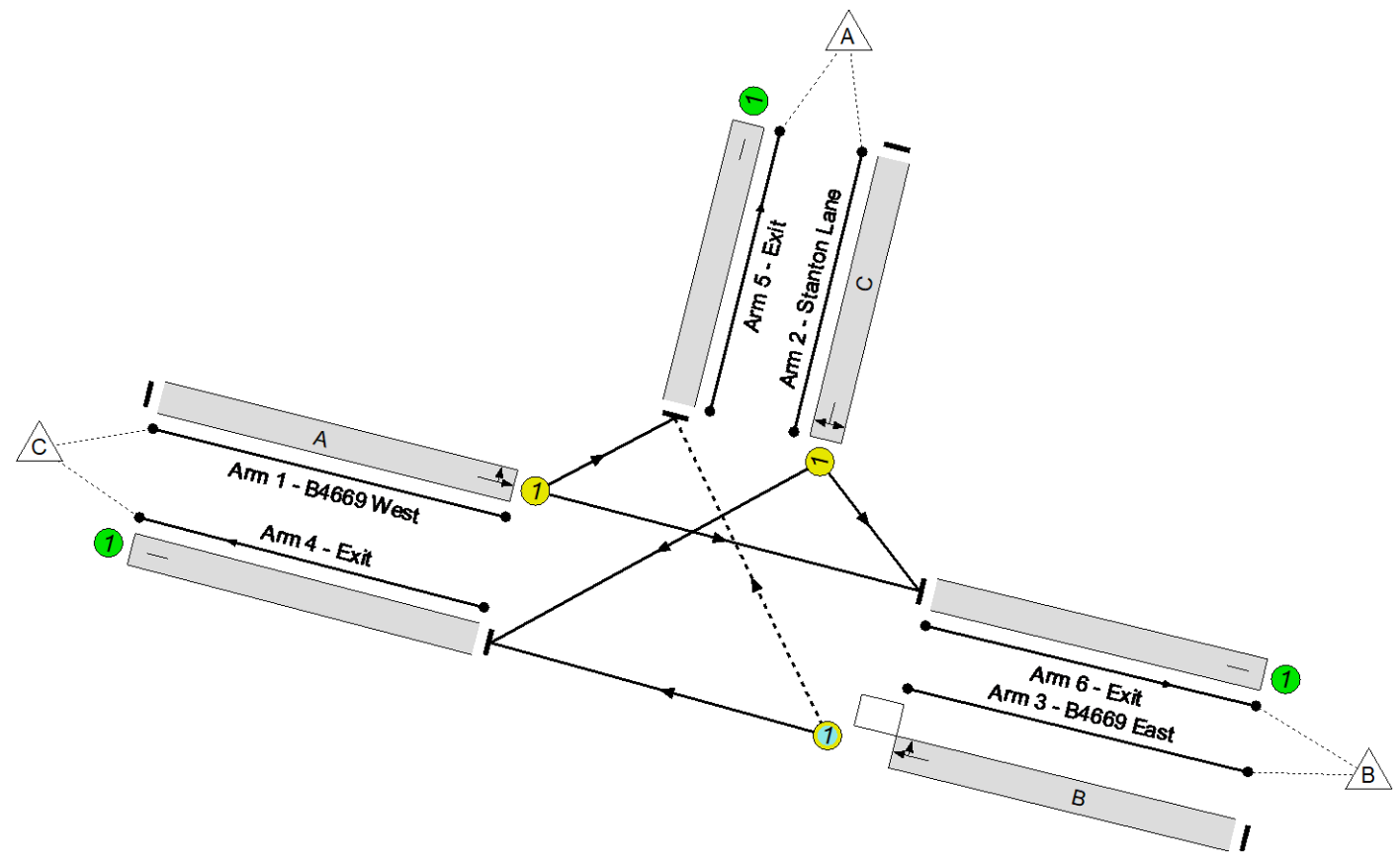

Stage	1	2
Duration	41	8
Change Point	0	47

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Unnamed Junction
PRC: 93.5 %
Total Traffic Delay: 2.6 pcuHr



Full Input Data And Results

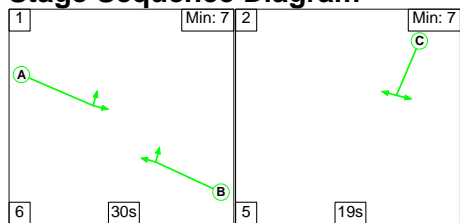
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	46.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	46.5%
1/1	B4669 West Left Ahead	U	N/A	N/A	A		1	41	-	611	1877	1314	46.5%
2/1	Stanton Lane Right Left	U	N/A	N/A	C		1	8	-	112	1772	266	42.1%
3/1	B4669 East Ahead Right	O	N/A	N/A	B		1	42	-	254	1902	1277	19.9%
4/1	Exit	U	N/A	N/A	-		-	-	-	241	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	353	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	383	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	84	0	0	1.6	0.9	0.1	2.6	-	-	-	-
Unnamed Junction	-	-	84	0	0	1.6	0.9	0.1	2.6	-	-	-	-
1/1	611	611	-	-	-	0.7	0.4	-	1.1	6.6	4.4	0.4	4.8
2/1	112	112	-	-	-	0.7	0.4	-	1.1	34.8	1.7	0.4	2.0
3/1	254	254	84	0	0	0.2	0.1	0.1	0.4	5.9	1.3	0.1	1.5
4/1	241	241	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	353	353	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	383	383	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		93.5	Total Delay for Signalled Lanes (pcuHr):			2.61	Cycle Time (s): 60			
			PRC Over All Lanes (%):		93.5	Total Delay Over All Lanes(pcuHr):			2.61				

Full Input Data And Results

Scenario 5: '2026 WoDWS AM ' (FG5: '2026 WoDWS AM', Plan 1: 'Network Control Plan 1')

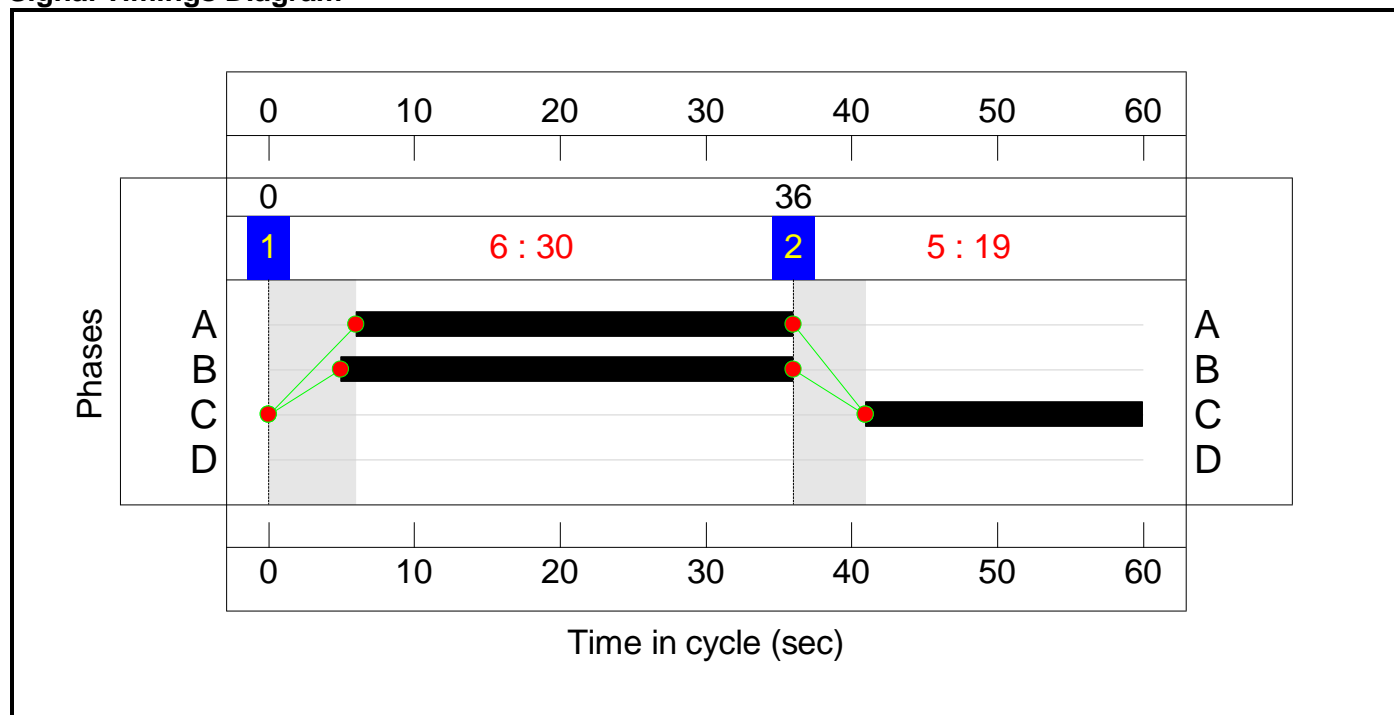
Stage Sequence Diagram



Stage Timings

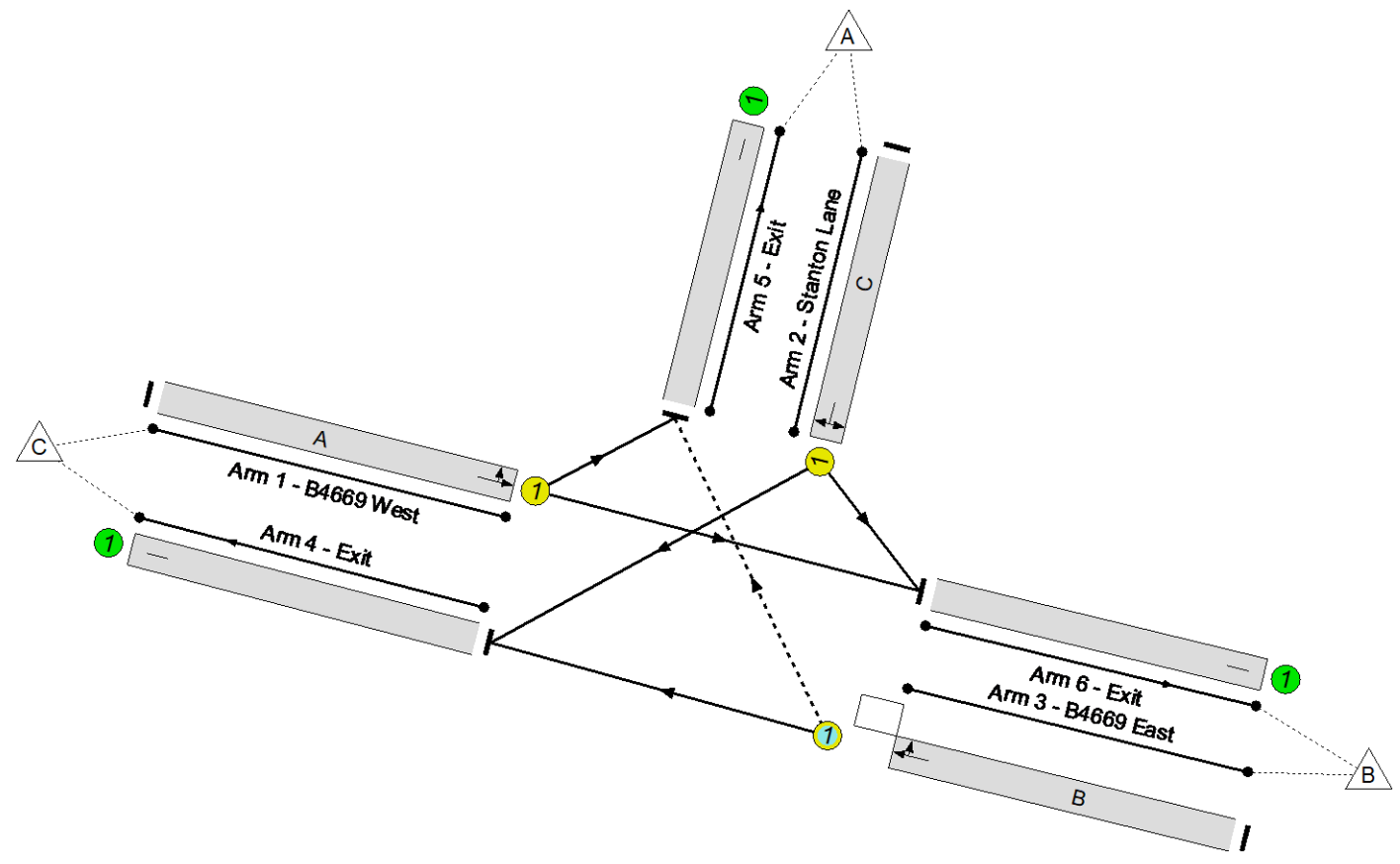

Stage	1	2
Duration	30	19
Change Point	0	36

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Unnamed Junction
PRC: 34.8 %
Total Traffic Delay: 7.0 pcuHr



Full Input Data And Results

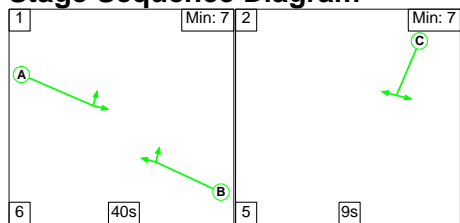
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	66.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	66.8%
1/1	B4669 West Left Ahead	U	N/A	N/A	A		1	30	-	393	1903	983	40.0%
2/1	Stanton Lane Right Left	U	N/A	N/A	C		1	19	-	383	1780	593	64.6%
3/1	B4669 East Ahead Right	O	N/A	N/A	B		1	31	-	696	1954	1042	66.8%
4/1	Exit	U	N/A	N/A	-		-	-	-	978	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	167	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	327	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	40	0	0	4.7	2.2	0.0	7.0	-	-	-	-
Unnamed Junction	-	-	40	0	0	4.7	2.2	0.0	7.0	-	-	-	-
1/1	393	393	-	-	-	1.0	0.3	-	1.3	11.9	3.9	0.3	4.3
2/1	383	383	-	-	-	1.8	0.9	-	2.7	25.5	5.3	0.9	6.2
3/1	696	696	40	0	0	2.0	1.0	0.0	3.0	15.4	8.3	1.0	9.3
4/1	978	978	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	167	167	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		34.8	Total Delay for Signalled Lanes (pcuHr):			6.99	Cycle Time (s): 60			
			PRC Over All Lanes (%):		34.8	Total Delay Over All Lanes(pcuHr):			6.99				

Full Input Data And Results

Scenario 6: '2026 WoDWS PM' (FG6: '2026 WoDWS PM', Plan 1: 'Network Control Plan 1')

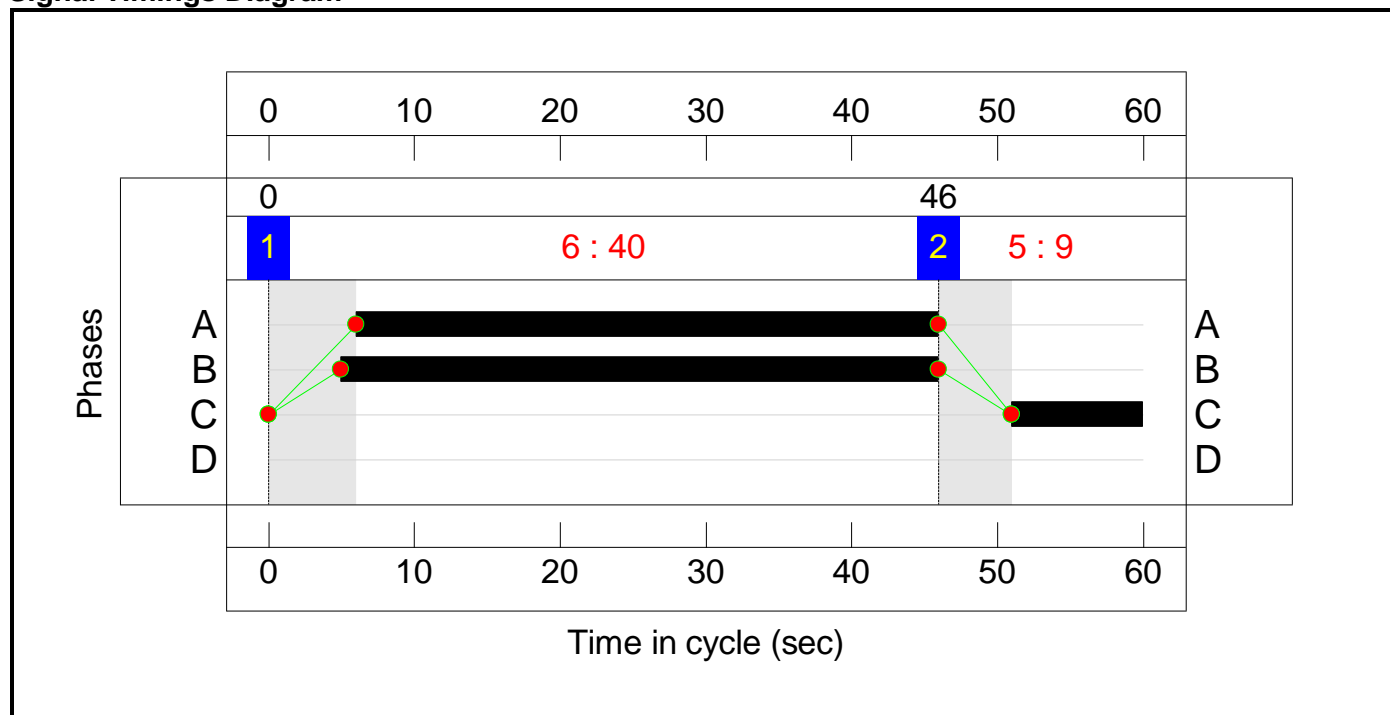
Stage Sequence Diagram



Stage Timings

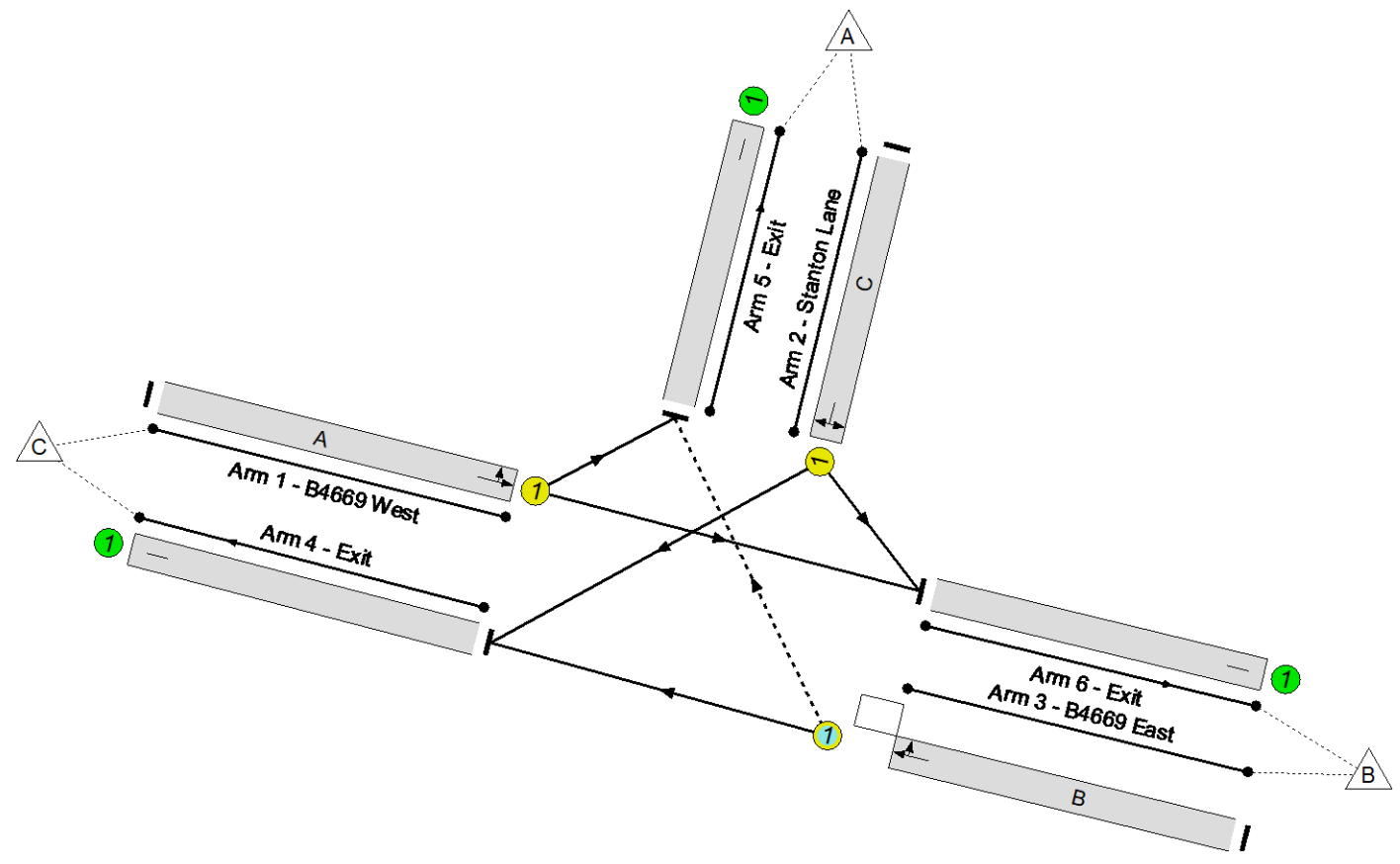

Stage	1	2
Duration	40	9
Change Point	0	46

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Unnamed Junction
PRC: 24.3 %
Total Traffic Delay: 6.4 pcuHr



Full Input Data And Results

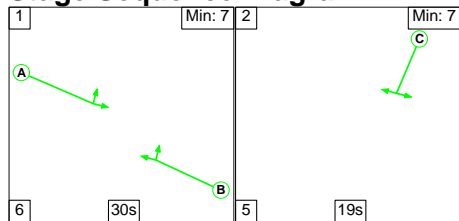
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	72.4%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	72.4%
1/1	B4669 West Left Ahead	U	N/A	N/A	A		1	40	-	931	1881	1285	72.4%
2/1	Stanton Lane Right Left	U	N/A	N/A	C		1	9	-	208	1777	296	70.2%
3/1	B4669 East Ahead Right	O	N/A	N/A	B		1	41	-	460	1929	1201	38.3%
4/1	Exit	U	N/A	N/A	-		-	-	-	534	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	478	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	587	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	87	0	0	3.4	2.8	0.3	6.4	-	-	-	-
Unnamed Junction	-	-	87	0	0	3.4	2.8	0.3	6.4	-	-	-	-
1/1	931	931	-	-	-	1.5	1.3	-	2.8	11.0	9.6	1.3	10.9
2/1	208	208	-	-	-	1.4	1.1	-	2.5	43.5	3.2	1.1	4.4
3/1	460	460	87	0	0	0.5	0.3	0.3	1.0	8.2	2.9	0.3	3.2
4/1	534	534	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	587	587	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%): 24.3		24.3		Total Delay for Signalled Lanes (pcuHr): 6.40		6.40		Cycle Time (s): 60		
			PRC Over All Lanes (%): 24.3		24.3		Total Delay Over All Lanes(pcuHr): 6.40		6.40				

Full Input Data And Results

Scenario 7: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'Network Control Plan 1')

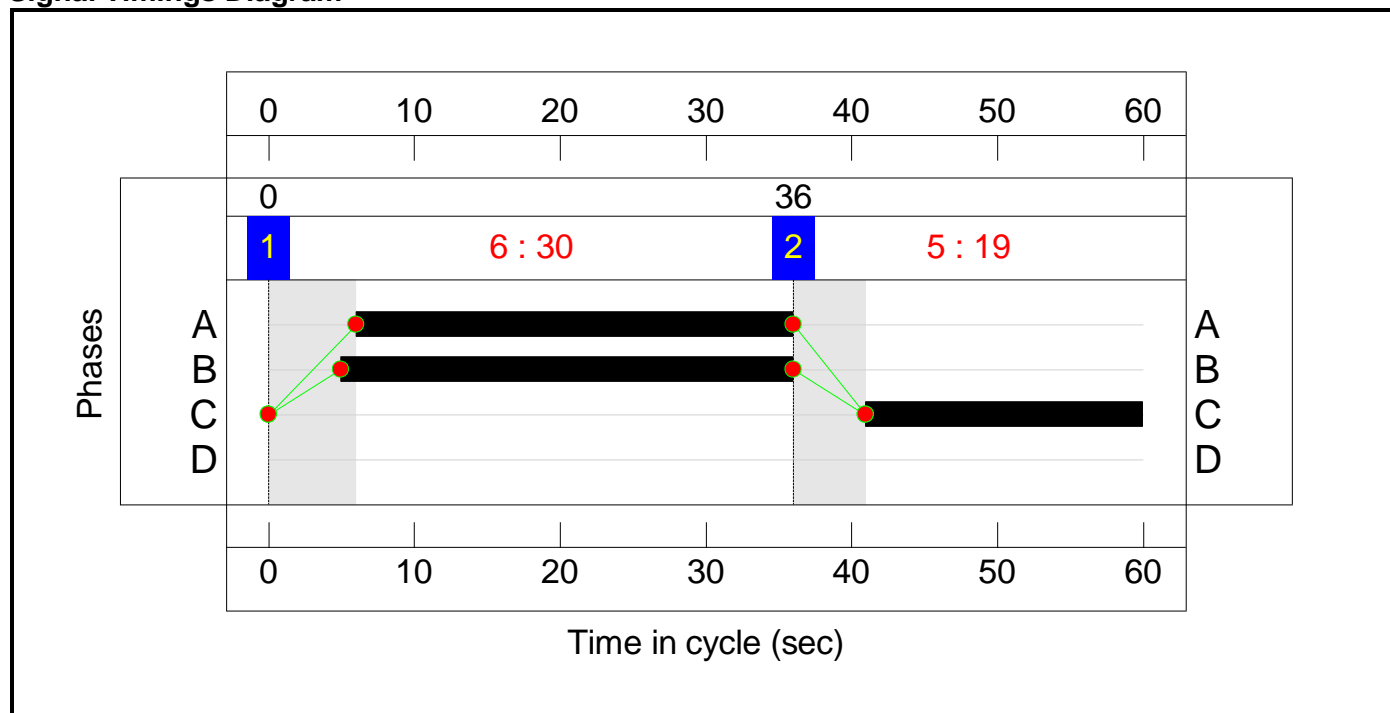
Stage Sequence Diagram



Stage Timings

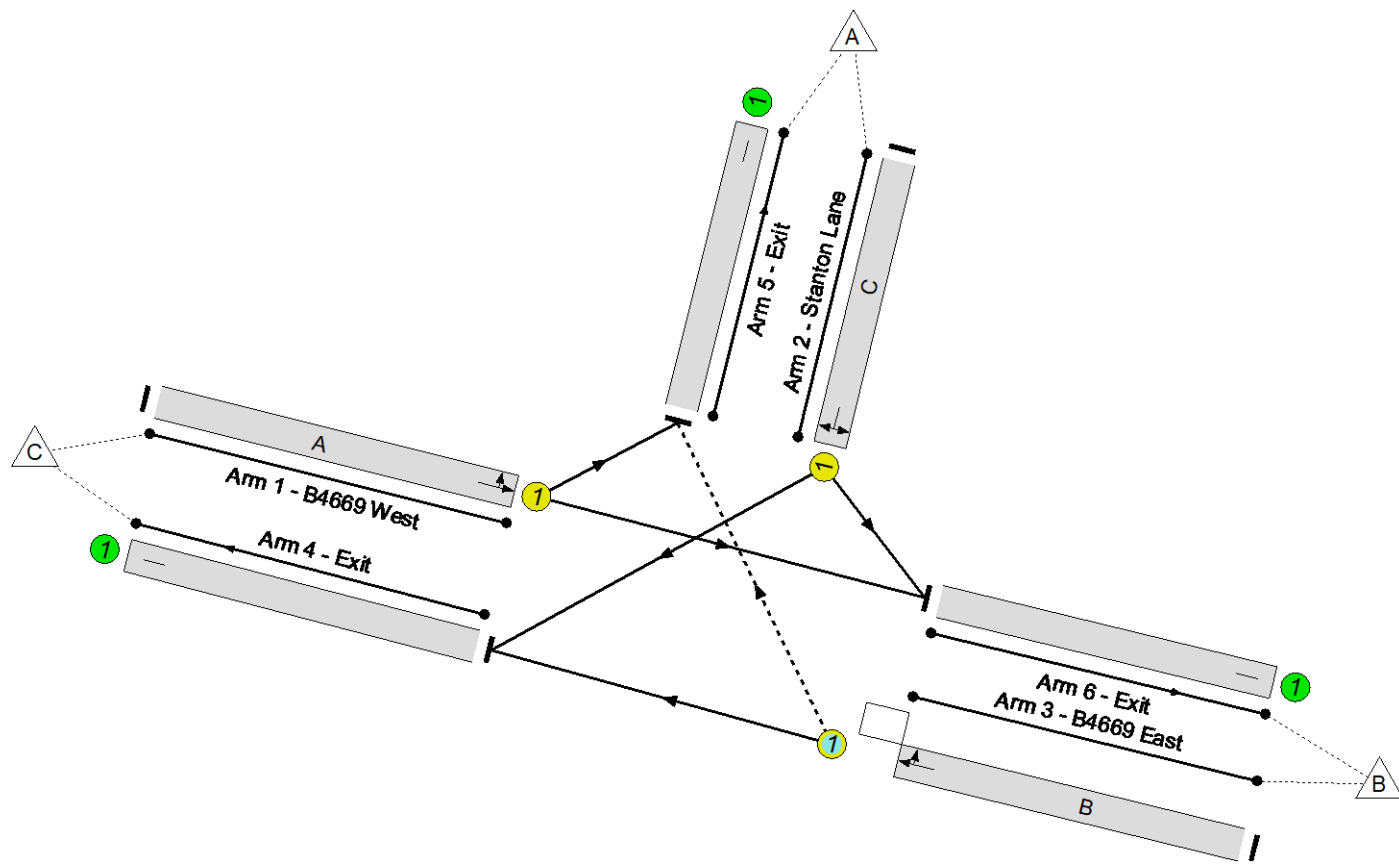

Stage	1	2
Duration	30	19
Change Point	0	36

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Unnamed Junction
PRC: 24.2 %
Total Traffic Delay: 8.1 pcuHr



Full Input Data And Results

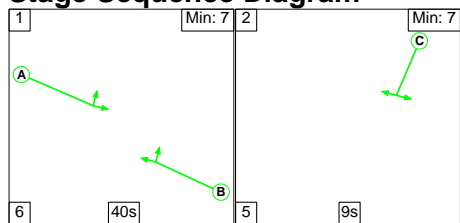
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	72.4%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	72.4%
1/1	B4669 West Left Ahead	U	N/A	N/A	A		1	30	-	399	1904	984	40.6%
2/1	Stanton Lane Right Left	U	N/A	N/A	C		1	19	-	421	1781	594	70.9%
3/1	B4669 East Ahead Right	O	N/A	N/A	B		1	31	-	755	1954	1042	72.4%
4/1	Exit	U	N/A	N/A	-		-	-	-	1075	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	169	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	331	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	41	0	0	5.3	2.8	0.0	8.1	-	-	-	-
Unnamed Junction	-	-	41	0	0	5.3	2.8	0.0	8.1	-	-	-	-
1/1	399	399	-	-	-	1.0	0.3	-	1.3	11.9	4.0	0.3	4.3
2/1	421	421	-	-	-	2.0	1.2	-	3.2	27.7	6.1	1.2	7.3
3/1	755	755	41	0	0	2.2	1.3	0.0	3.6	17.0	9.4	1.3	10.7
4/1	1075	1075	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	169	169	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	331	331	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		24.2	Total Delay for Signalled Lanes (pcuHr):			8.13	Cycle Time (s): 60			
			PRC Over All Lanes (%):		24.2	Total Delay Over All Lanes(pcuHr):			8.13				

Full Input Data And Results

Scenario 8: '2026 WD PM' (FG8: '2026 WD PM', Plan 1: 'Network Control Plan 1')

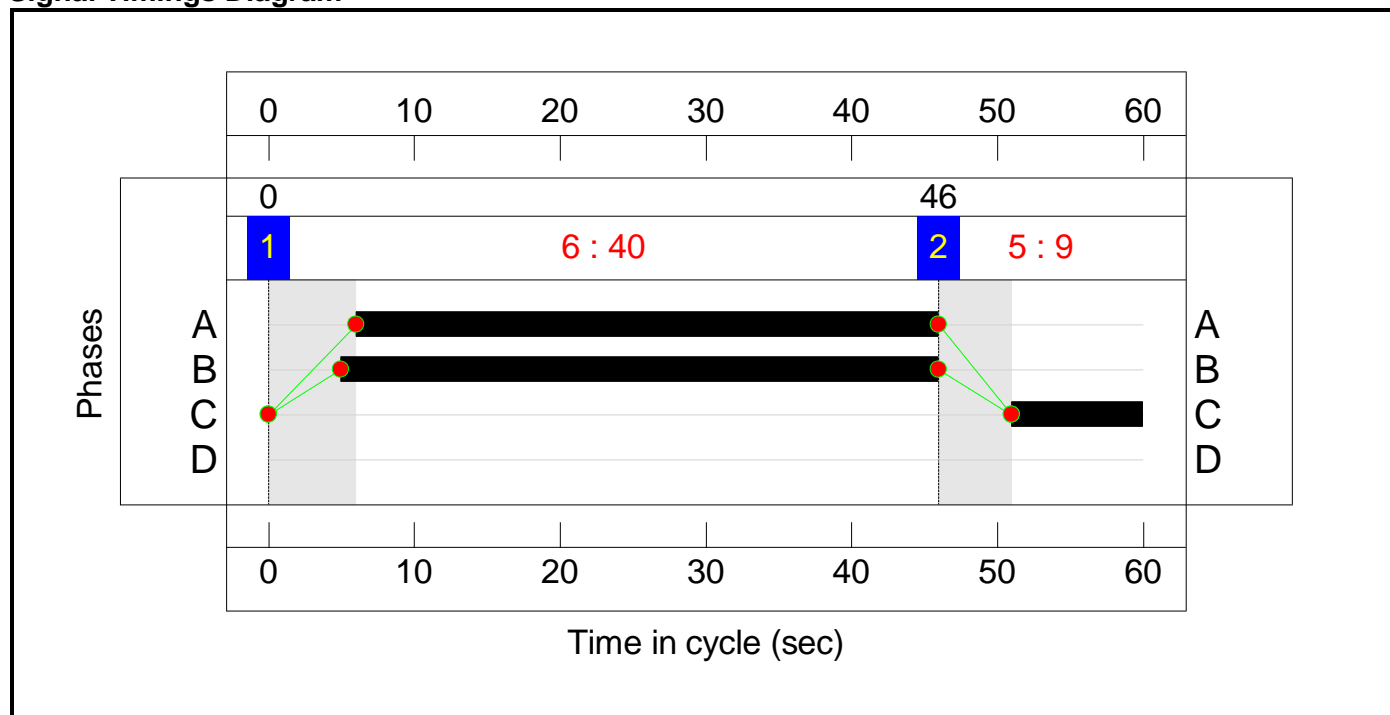
Stage Sequence Diagram



Stage Timings

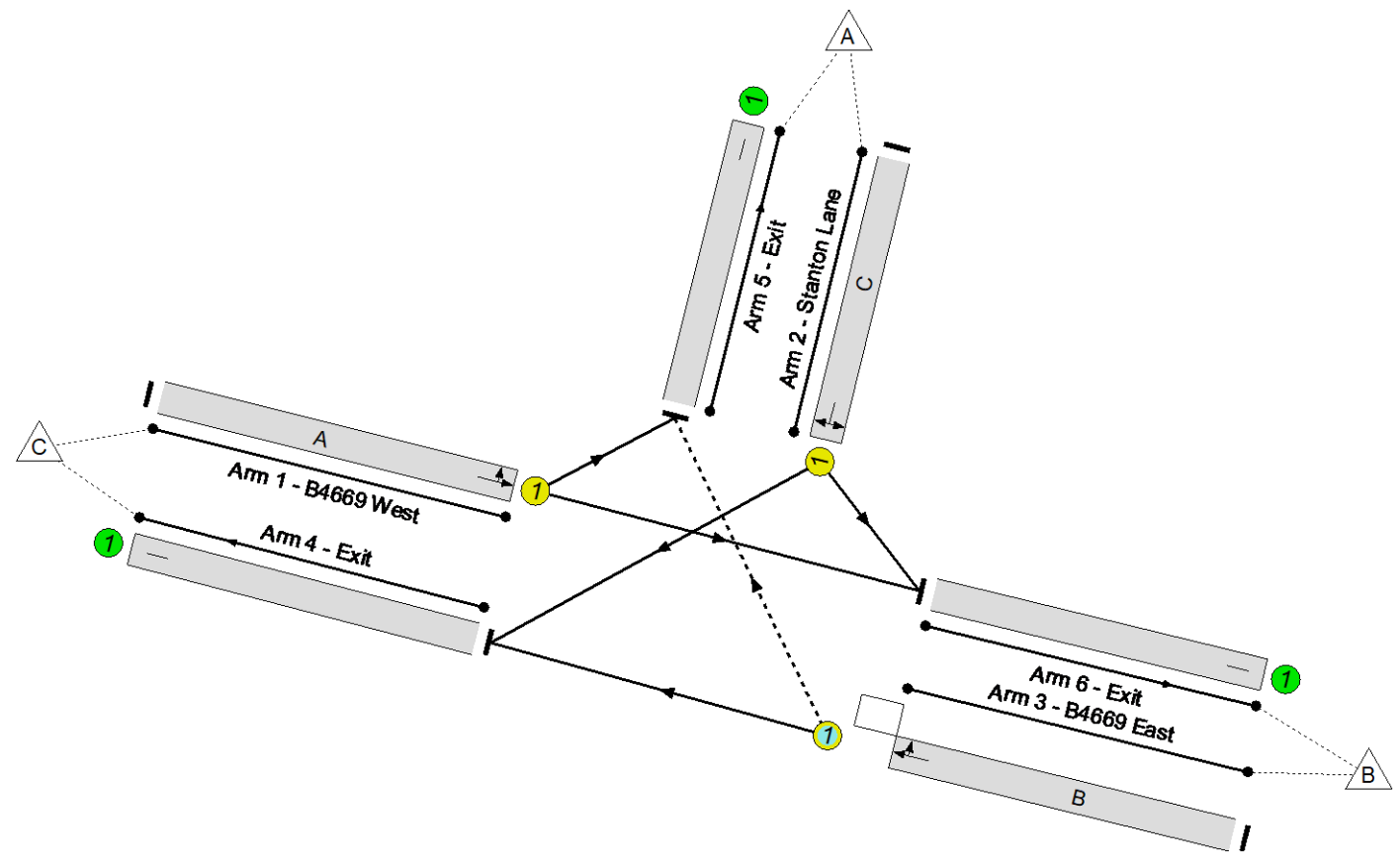

Stage	1	2
Duration	40	9
Change Point	0	46

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Unnamed Junction
PRC: 17.8 %
Total Traffic Delay: 6.9 pcuHr



Full Input Data And Results

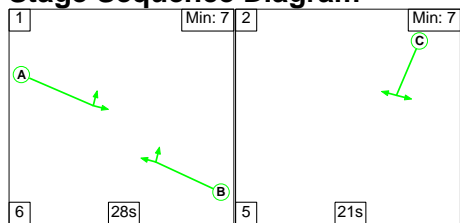
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	76.4%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	76.4%
1/1	B4669 West Left Ahead	U	N/A	N/A	A		1	40	-	979	1875	1281	76.4%
2/1	Stanton Lane Right Left	U	N/A	N/A	C		1	9	-	209	1777	296	70.6%
3/1	B4669 East Ahead Right	O	N/A	N/A	B		1	41	-	411	1925	1041	39.5%
4/1	Exit	U	N/A	N/A	-		-	-	-	486	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	522	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	591	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	85	0	0	3.5	3.1	0.3	6.9	-	-	-	-
Unnamed Junction	-	-	85	0	0	3.5	3.1	0.3	6.9	-	-	-	-
1/1	979	979	-	-	-	1.7	1.6	-	3.3	12.2	10.6	1.6	12.2
2/1	209	209	-	-	-	1.4	1.2	-	2.5	43.7	3.3	1.2	4.4
3/1	411	411	85	0	0	0.4	0.3	0.3	1.0	9.2	2.5	0.3	2.8
4/1	486	486	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%): 17.8		Total Delay for Signalled Lanes (pcuHr): 6.90		Cycle Time (s): 60						
			PRC Over All Lanes (%): 17.8		Total Delay Over All Lanes(pcuHr): 6.90								

Full Input Data And Results

Scenario 9: '2036 WoD AM' (FG9: '2036 WoD AM', Plan 1: 'Network Control Plan 1')

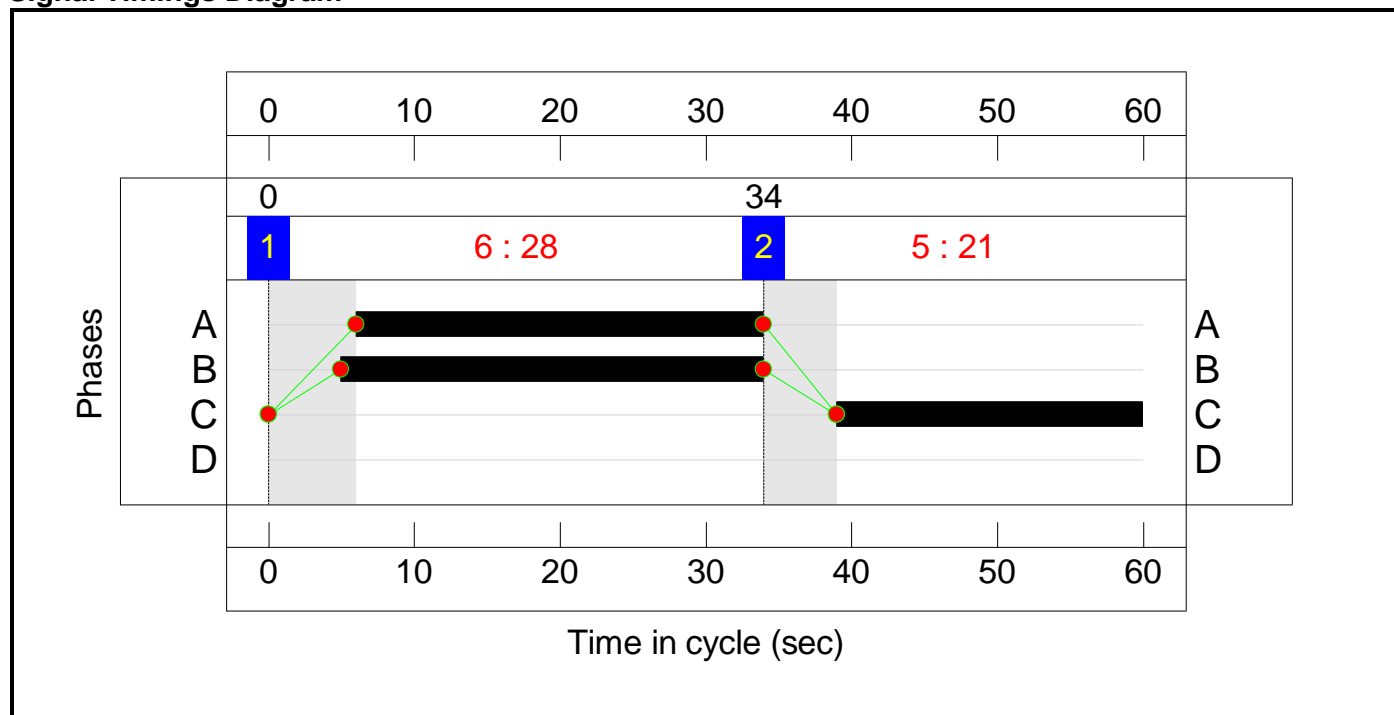
Stage Sequence Diagram



Stage Timings

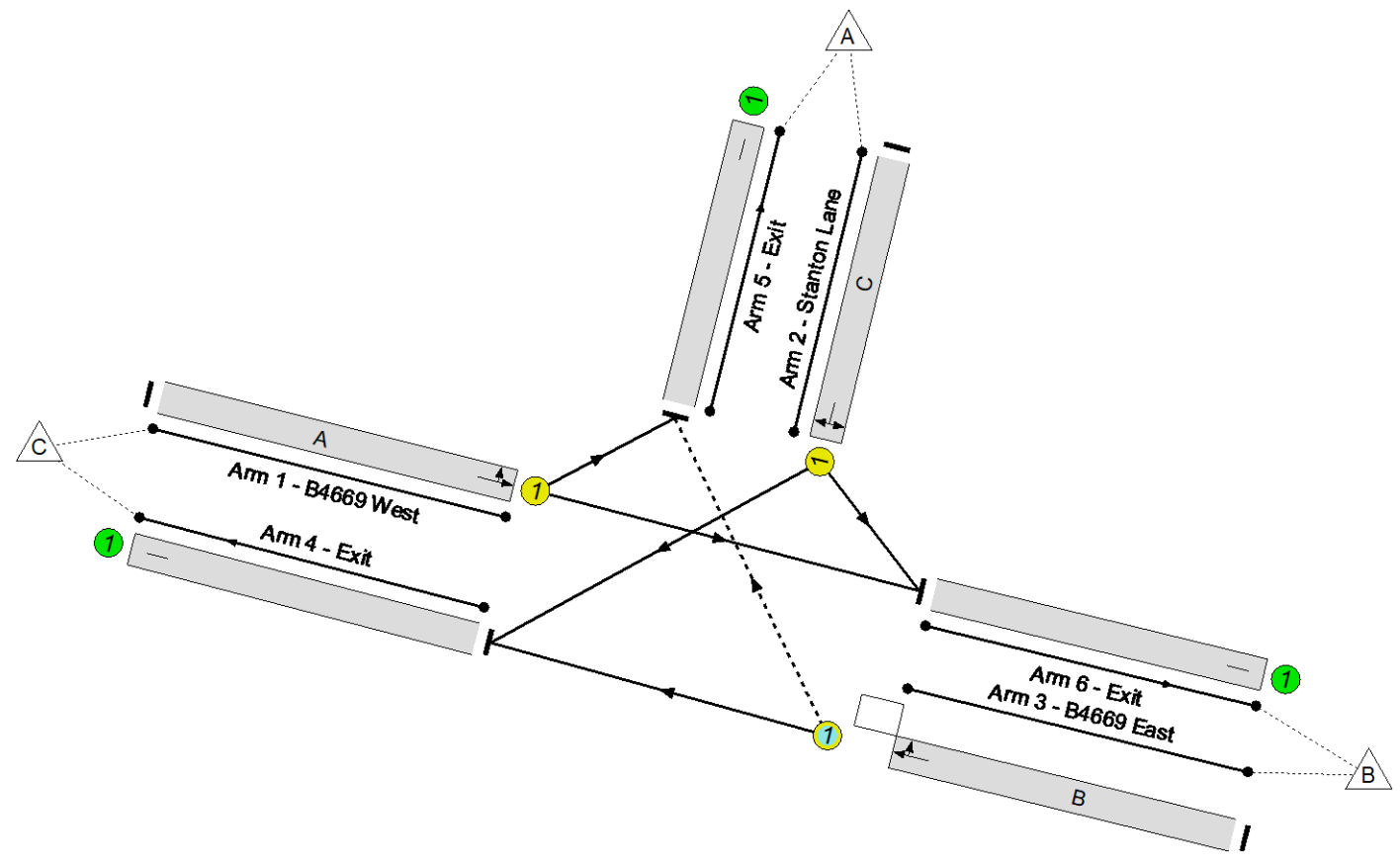

Stage	1	2
Duration	28	21
Change Point	0	34

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Unnamed Junction
PRC: 100.1 %
Total Traffic Delay: 3.8 pcuHr



Full Input Data And Results

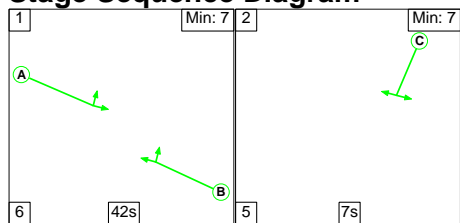
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	45.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	45.0%
1/1	B4669 West Left Ahead	U	N/A	N/A	A		1	28	-	187	1865	901	20.7%
2/1	Stanton Lane Right Left	U	N/A	N/A	C		1	21	-	291	1779	652	44.6%
3/1	B4669 East Ahead Right	O	N/A	N/A	B		1	29	-	437	1943	971	45.0%
4/1	Exit	U	N/A	N/A	-		-	-	-	629	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	141	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	145	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	49	0	0	2.8	0.9	0.0	3.8	-	-	-	-
Unnamed Junction	-	-	49	0	0	2.8	0.9	0.0	3.8	-	-	-	-
1/1	187	187	-	-	-	0.5	0.1	-	0.6	11.4	1.8	0.1	1.9
2/1	291	291	-	-	-	1.2	0.4	-	1.6	19.4	3.6	0.4	4.0
3/1	437	437	49	0	0	1.2	0.4	0.0	1.6	13.2	4.6	0.4	5.0
4/1	629	629	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	141	141	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	145	145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		100.1	Total Delay for Signalled Lanes (pcuHr):			3.76	Cycle Time (s): 60			
			PRC Over All Lanes (%):		100.1	Total Delay Over All Lanes(pcuHr):			3.76				

Full Input Data And Results

Scenario 10: '2036 WoD PM' (FG10: '2036 WoD PM', Plan 1: 'Network Control Plan 1')

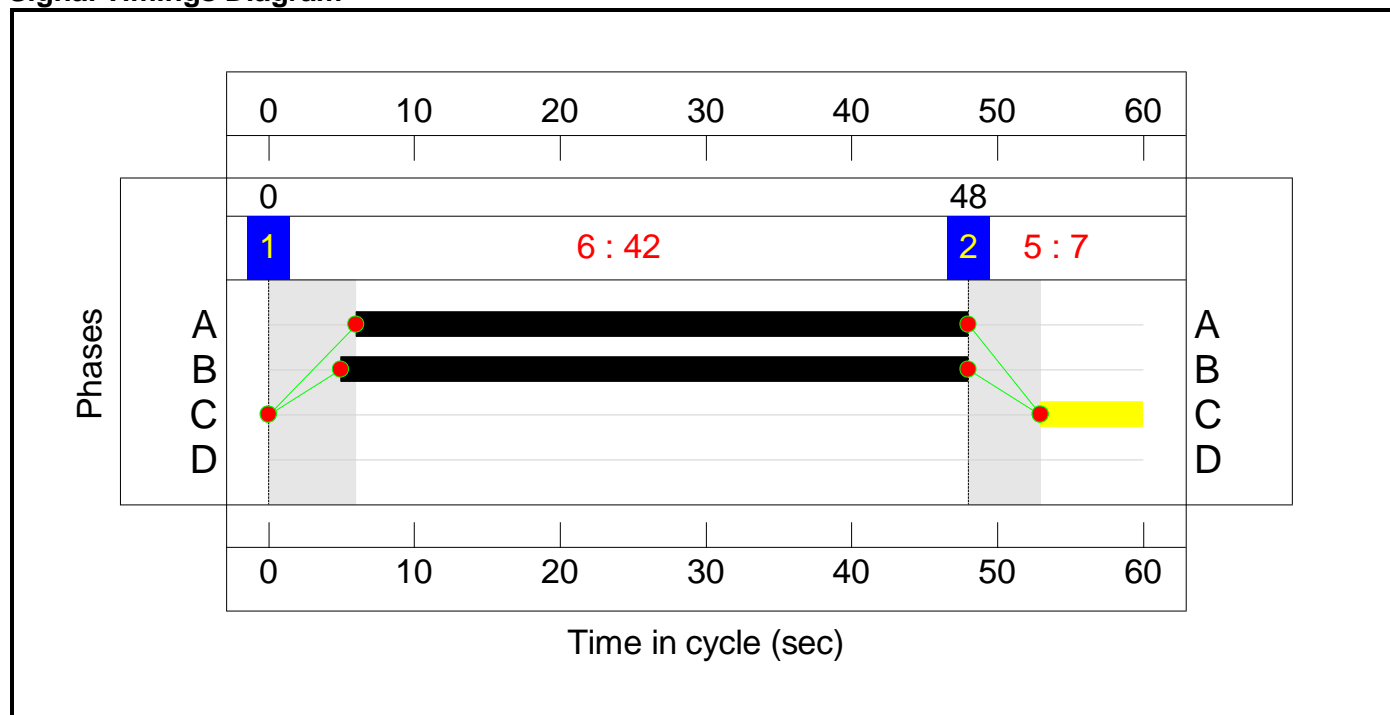
Stage Sequence Diagram



Stage Timings

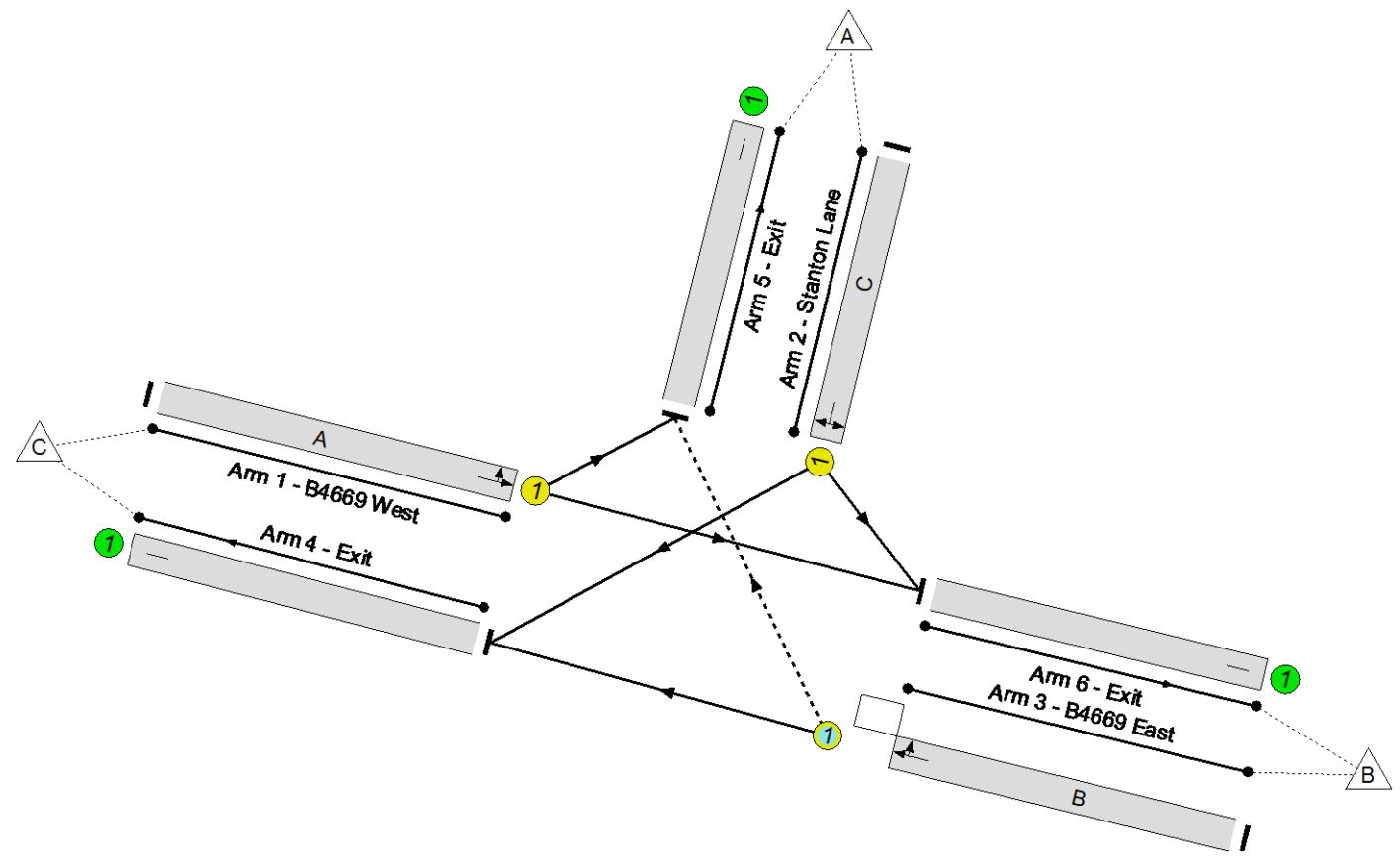

Stage	1	2
Duration	42	7
Change Point	0	48

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Unnamed Junction
PRC: 86.6 %
Total Traffic Delay: 2.7 pcuHr



Full Input Data And Results

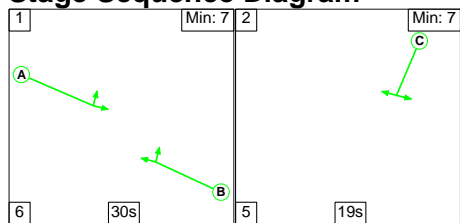
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	
Network	-	-	N/A	-	-		-	-	-	-	-	-	48.2%	
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	48.2%	
1/1	B4669 West Left Ahead	U	N/A	N/A	A		1	42	-	648	1875	1344	48.2%	
2/1	Stanton Lane Right Left	U	N/A	N/A	C		1	7	-	109	1771	236	46.2%	
3/1	B4669 East Ahead Right	O	N/A	N/A	B		1	43	-	244	1900	1296	18.8%	
4/1	Exit	U	N/A	N/A	-		-	-	-	228	Inf	Inf	0.0%	
5/1	Exit	U	N/A	N/A	-		-	-	-	375	Inf	Inf	0.0%	
6/1	Exit	U	N/A	N/A	-		-	-	-	398	Inf	Inf	0.0%	
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	-	-	84	0	0	1.6	1.0	0.1	2.7	-	-	-	-	
Unnamed Junction	-	-	84	0	0	1.6	1.0	0.1	2.7	-	-	-	-	
1/1	648	648	-	-	-	0.7	0.5	-	1.1	6.3	4.5	0.5	5.0	
2/1	109	109	-	-	-	0.7	0.4	-	1.2	38.1	1.7	0.4	2.1	
3/1	244	244	84	0	0	0.2	0.1	0.1	0.4	5.5	1.2	0.1	1.3	
4/1	228	228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	375	375	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	398	398	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1			PRC for Signalled Lanes (%):		86.6	Total Delay for Signalled Lanes (pcuHr):			2.66	Cycle Time (s):				60
			PRC Over All Lanes (%):		86.6	Total Delay Over All Lanes(pcuHr):			2.66					

Full Input Data And Results

Scenario 11: '2036 WoDWS AM' (FG11: '2036 WoDWS AM', Plan 1: 'Network Control Plan 1')

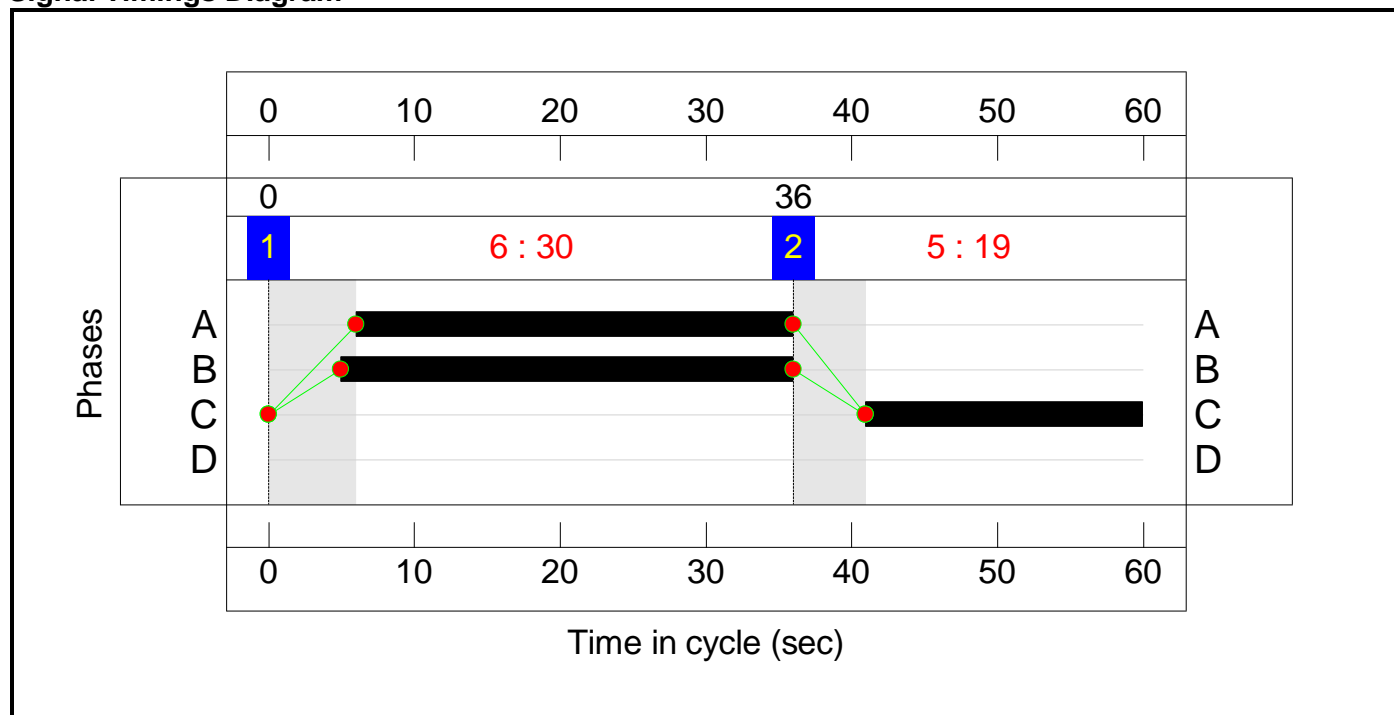
Stage Sequence Diagram



Stage Timings

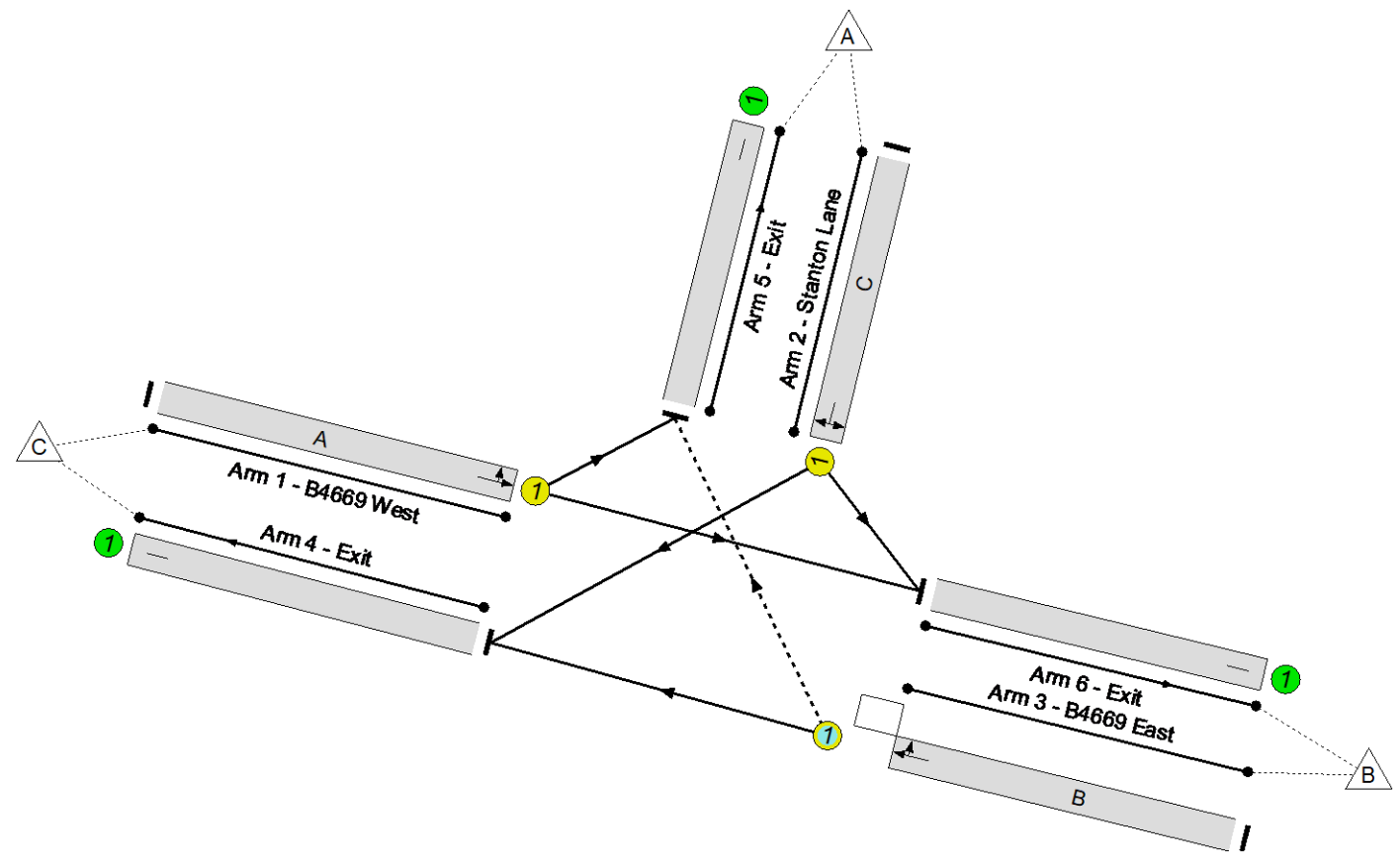

Stage	1	2
Duration	30	19
Change Point	0	36

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Unnamed Junction
PRC: 26.0 %
Total Traffic Delay: 8.3 pcuHr



Full Input Data And Results

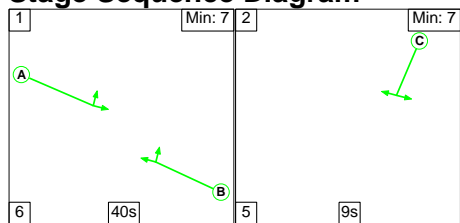
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	71.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	71.5%
1/1	B4669 West Left Ahead	U	N/A	N/A	A		1	30	-	491	1914	989	49.7%
2/1	Stanton Lane Right Left	U	N/A	N/A	C		1	19	-	410	1780	593	69.1%
3/1	B4669 East Ahead Right	O	N/A	N/A	B		1	31	-	745	1955	1043	71.5%
4/1	Exit	U	N/A	N/A	-		-	-	-	1053	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	174	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	419	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	38	0	0	5.4	2.8	0.0	8.3	-	-	-	-
Unnamed Junction	-	-	38	0	0	5.4	2.8	0.0	8.3	-	-	-	-
1/1	491	491	-	-	-	1.3	0.5	-	1.8	13.0	5.3	0.5	5.8
2/1	410	410	-	-	-	2.0	1.1	-	3.1	27.0	5.8	1.1	6.9
3/1	745	745	38	0	0	2.2	1.2	0.0	3.5	16.7	9.3	1.2	10.6
4/1	1053	1053	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	174	174	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	419	419	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		26.0	Total Delay for Signalled Lanes (pcuHr):			8.31	Cycle Time (s): 60			
			PRC Over All Lanes (%):		26.0	Total Delay Over All Lanes(pcuHr):			8.31				

Full Input Data And Results

Scenario 12: '2036 WoDWS PM' (FG12: '2036 WoDWS PM', Plan 1: 'Network Control Plan 1')

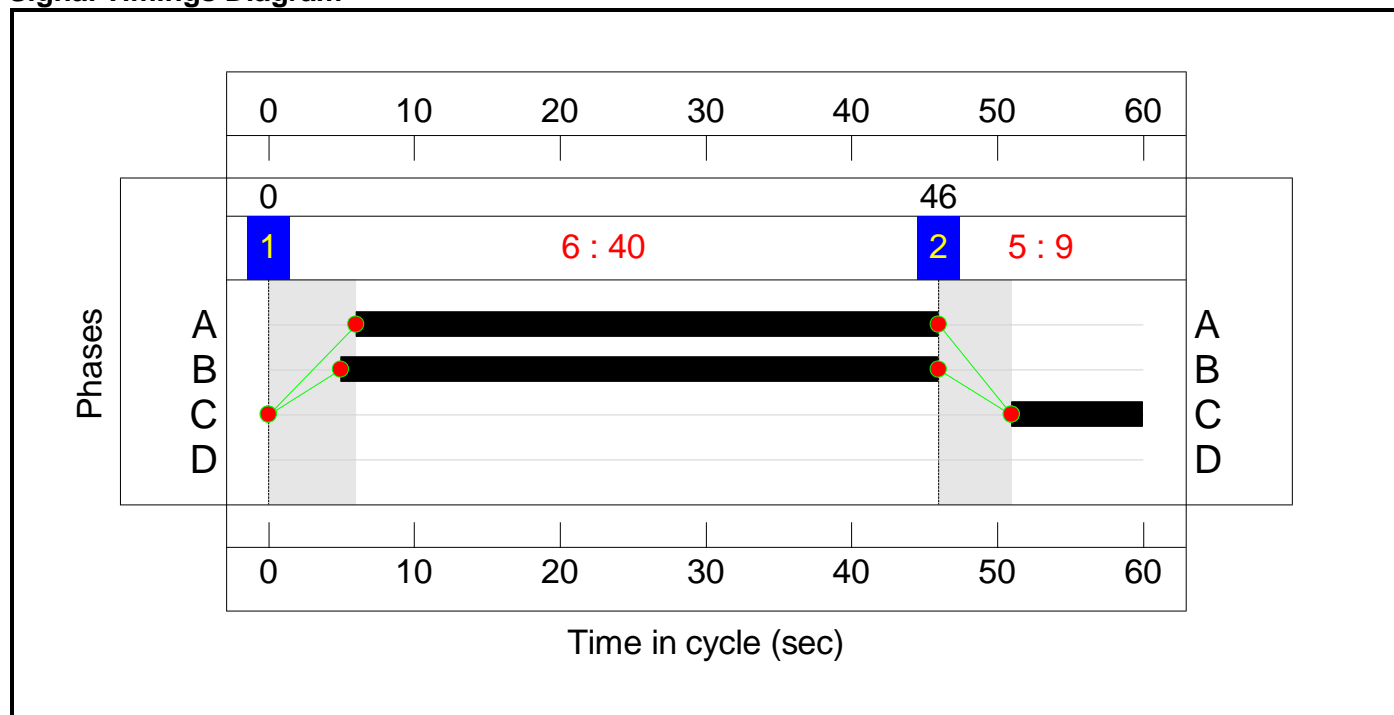
Stage Sequence Diagram



Stage Timings

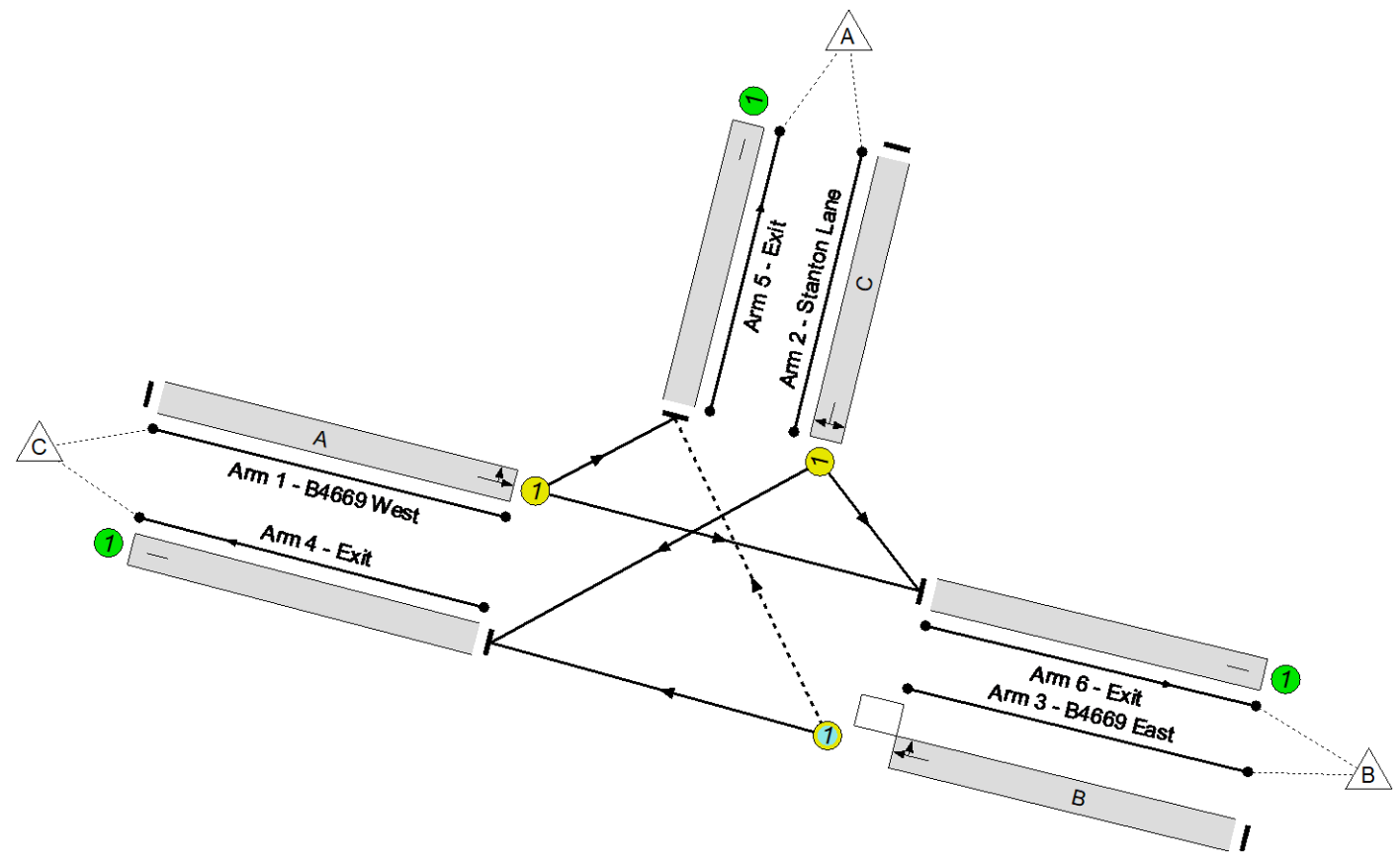

Stage	1	2
Duration	40	9
Change Point	0	46

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Unnamed Junction
PRC: 15.9 %
Total Traffic Delay: 7.2 pcuHr



Full Input Data And Results

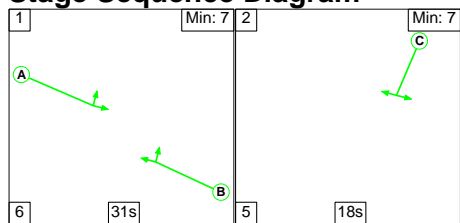
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	
Network	-	-	N/A	-	-		-	-	-	-	-	-	77.6%	
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	77.6%	
1/1	B4669 West Left Ahead	U	N/A	N/A	A		1	40	-	994	1874	1281	77.6%	
2/1	Stanton Lane Right Left	U	N/A	N/A	C		1	9	-	210	1777	296	70.9%	
3/1	B4669 East Ahead Right	O	N/A	N/A	B		1	41	-	431	1925	1002	43.0%	
4/1	Exit	U	N/A	N/A	-		-	-	-	504	Inf	Inf	0.0%	
5/1	Exit	U	N/A	N/A	-		-	-	-	539	Inf	Inf	0.0%	
6/1	Exit	U	N/A	N/A	-		-	-	-	592	Inf	Inf	0.0%	
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	-	-	89	0	0	3.6	3.3	0.4	7.2	-	-	-	-	
Unnamed Junction	-	-	89	0	0	3.6	3.3	0.4	7.2	-	-	-	-	
1/1	994	994	-	-	-	1.8	1.7	-	3.5	12.6	11.0	1.7	12.8	
2/1	210	210	-	-	-	1.4	1.2	-	2.6	44.0	3.3	1.2	4.5	
3/1	431	431	89	0	0	0.4	0.4	0.4	1.2	9.8	2.8	0.4	3.1	
4/1	504	504	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	539	539	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	592	592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1			PRC for Signalled Lanes (%):		15.9	Total Delay for Signalled Lanes (pcuHr):			7.22	Cycle Time (s):				60
			PRC Over All Lanes (%):		15.9	Total Delay Over All Lanes(pcuHr):			7.22					

Full Input Data And Results

Scenario 13: '2036 WD AM' (FG13: '2036 WD AM', Plan 1: 'Network Control Plan 1')

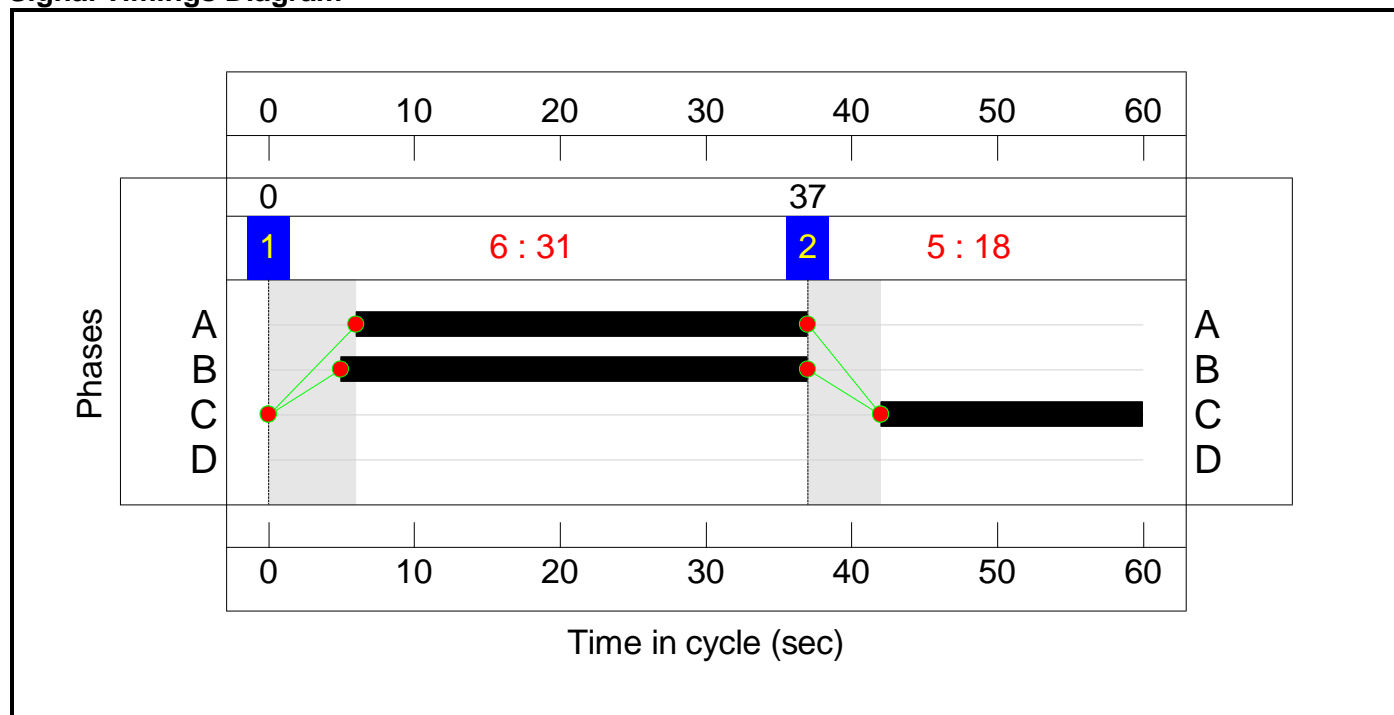
Stage Sequence Diagram



Stage Timings

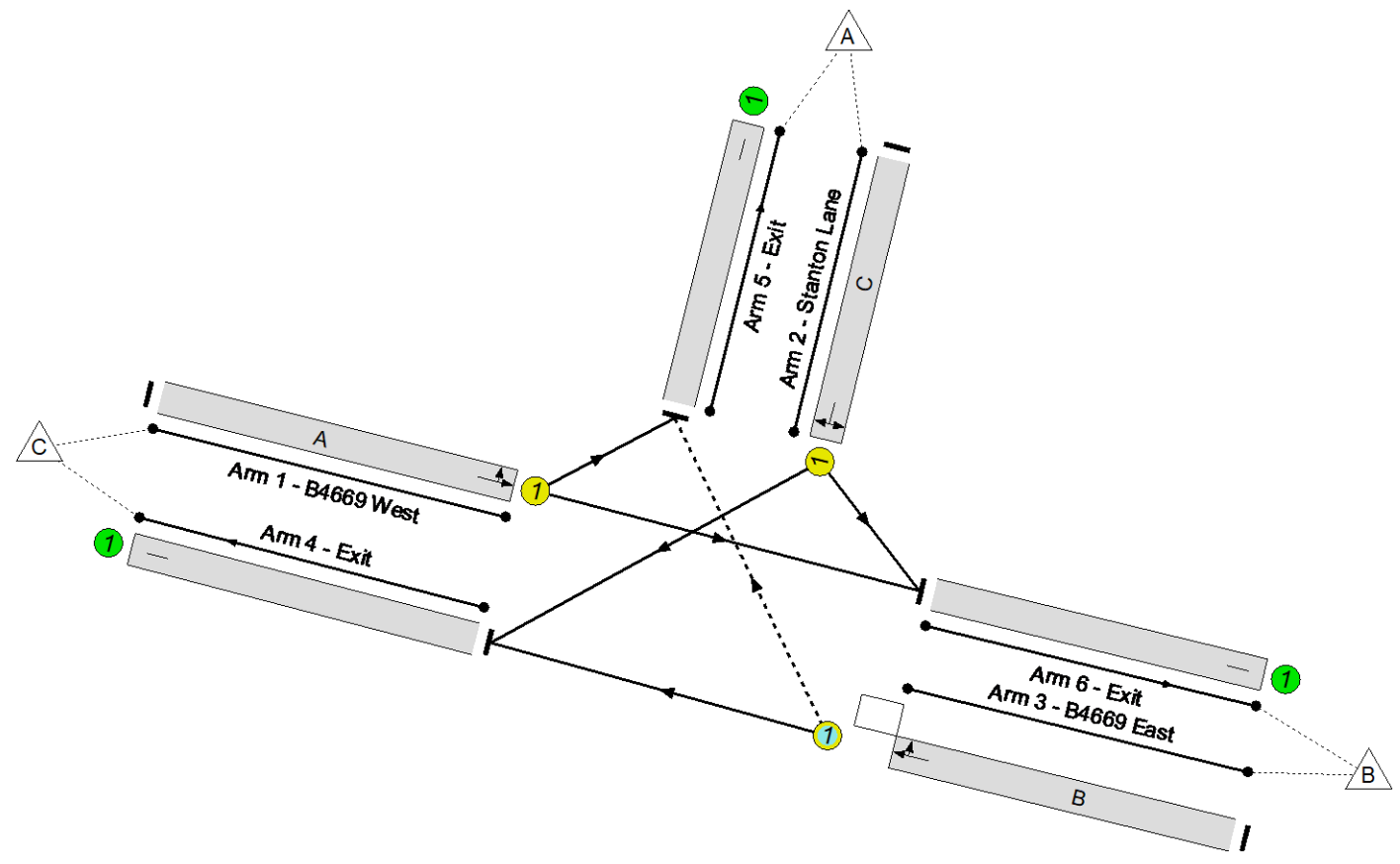

Stage	1	2
Duration	31	18
Change Point	0	37

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Unnamed Junction
PRC: 18.0 %
Total Traffic Delay: 9.0 pcuHr



Full Input Data And Results

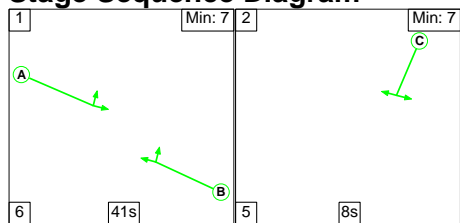
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	76.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	76.2%
1/1	B4669 West Left Ahead	U	N/A	N/A	A		1	31	-	470	1909	1018	46.2%
2/1	Stanton Lane Right Left	U	N/A	N/A	C		1	18	-	430	1781	564	76.2%
3/1	B4669 East Ahead Right	O	N/A	N/A	B		1	32	-	795	1955	1075	73.9%
4/1	Exit	U	N/A	N/A	-		-	-	-	1124	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	181	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	390	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	42	0	0	5.6	3.4	0.0	9.0	-	-	-	-
Unnamed Junction	-	-	42	0	0	5.6	3.4	0.0	9.0	-	-	-	-
1/1	470	470	-	-	-	1.1	0.4	-	1.6	11.9	4.8	0.4	5.3
2/1	430	430	-	-	-	2.2	1.6	-	3.8	31.6	6.4	1.6	8.0
3/1	795	795	42	0	0	2.3	1.4	0.0	3.7	16.7	9.9	1.4	11.3
4/1	1124	1124	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	181	181	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	390	390	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%): 18.0		18.0		Total Delay for Signalled Lanes (pcuHr): 9.03		9.03		Cycle Time (s): 60		
			PRC Over All Lanes (%): 18.0		18.0		Total Delay Over All Lanes(pcuHr): 9.03		9.03				

Full Input Data And Results

Scenario 14: '2036 WD PM' (FG14: '2036 WD PM', Plan 1: 'Network Control Plan 1')

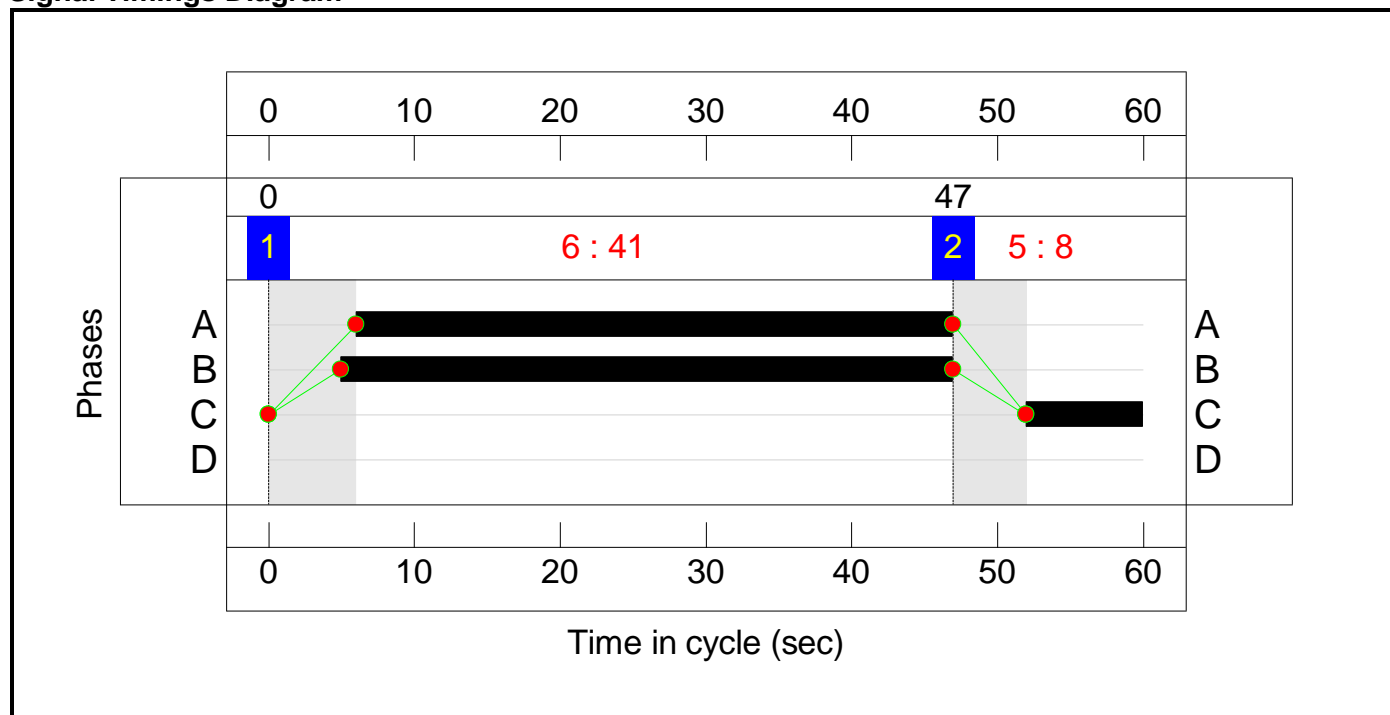
Stage Sequence Diagram



Stage Timings

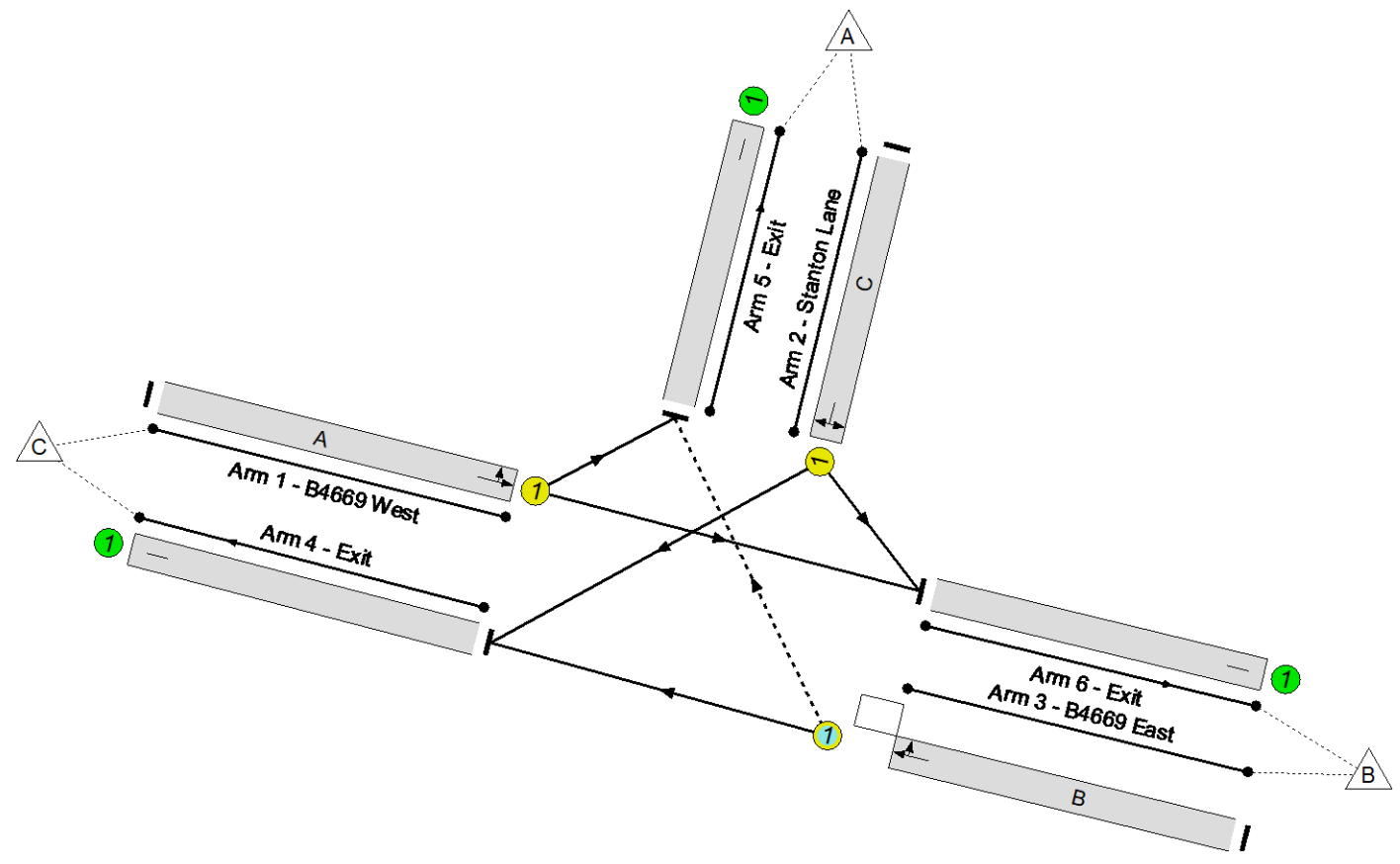

Stage	1	2
Duration	41	8
Change Point	0	47

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Unnamed Junction
PRC: 8.7 %
Total Traffic Delay: 9.1 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	82.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	82.8%
1/1	B4669 West Left Ahead	U	N/A	N/A	A		1	41	-	1077	1859	1301	82.8%
2/1	Stanton Lane Right Left	U	N/A	N/A	C		1	8	-	217	1778	267	81.4%
3/1	B4669 East Ahead Right	O	N/A	N/A	B		1	42	-	366	1917	736	49.7%
4/1	Exit	U	N/A	N/A	-		-	-	-	446	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	652	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	75	0	16	3.7	4.9	0.5	9.1	-	-	-	-
Unnamed Junction	-	-	75	0	16	3.7	4.9	0.5	9.1	-	-	-	-
1/1	1077	1077	-	-	-	1.9	2.4	-	4.3	14.3	12.6	2.4	14.9
2/1	217	217	-	-	-	1.5	2.0	-	3.5	58.2	3.5	2.0	5.5
3/1	366	366	75	0	16	0.3	0.5	0.5	1.3	12.8	2.1	0.5	2.6
4/1	446	446	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		8.7	Total Delay for Signalled Lanes (pcuHr):			9.08	Cycle Time (s): 60			
			PRC Over All Lanes (%):		8.7	Total Delay Over All Lanes(pcuHr):			9.08				

Junctions 10
PICADY 10 - Priority Intersection Module
Version: 10.0.2.1574 © Copyright TRL Software Limited, 2021
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Filename: 220909 Leicester Rd-Grace Rd-Sharnord Rd - Existing.j10
Path: X:\NTT\NTT2814_Hinckley Rail Freight Interchange\02. Project Delivery\01. WIP\Design and Calculations\T&I Planning\04 Junction Modelling\JTC 20 - Leicester Rd-Grace Rd-Sharnford Rd
Report generation date: 04/10/2022 16:54:24

- »2036 WoD, AM
- »2036 WoD, PM
- »2036 WoDWS, AM
- »2036 WoDWS, PM
- »2036 WD, AM
- »2036 WD, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2036 WoD										
Stream B-C	D1	0.1	8.21	0.12	A	D2	1.0	32.57	0.52	D
Stream B-AD		0.3	11.99	0.20	B		4.3	51.93	0.83	F
Stream A-BCD		0.2	5.34	0.08	A		0.0	5.73	0.00	A
Stream D-A		0.4	17.70	0.26	C		0.1	7.33	0.09	A
Stream D-BC		3.7	35.39	0.79	E		0.3	11.30	0.24	B
Stream C-ABD		0.3	7.95	0.18	A		0.2	5.27	0.11	A
2036 WoDWS										
Stream B-C	D3	0.2	8.98	0.17	A	D4	0.4	10.44	0.29	B
Stream B-AD		0.2	17.26	0.17	C		0.8	18.86	0.43	C
Stream A-BCD		0.1	4.65	0.08	A		0.3	6.41	0.17	A
Stream D-A		0.2	9.80	0.15	A		0.1	7.34	0.07	A
Stream D-BC		1.4	21.43	0.58	C		0.2	12.08	0.17	B
Stream C-ABD		0.8	8.34	0.34	A		0.4	4.87	0.15	A
2036 WD										
Stream B-C	D5	0.2	9.77	0.19	A	D6	0.4	14.13	0.31	B
Stream B-AD		0.3	19.26	0.20	C		1.7	28.31	0.62	D
Stream A-BCD		0.2	4.55	0.09	A		0.5	7.41	0.24	A
Stream D-A		0.3	13.08	0.23	B		0.1	7.64	0.09	A
Stream D-BC		2.3	29.43	0.70	D		0.3	13.39	0.25	B
Stream C-ABD		1.0	9.79	0.40	A		0.4	5.07	0.18	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	Leicester Rd / Grace Rd / Sharnford Rd
Location	Sapcote
Site number	J20
Date	23/08/2019
Version	
Status	Existing
Identifier	
Client	
Jobnumber	
Enumerator	BWB
Description	PRTM 2.1

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	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

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	2036 WoD	AM	ONE HOUR	07:45	09:15	15	✓
D2	2036 WoD	PM	ONE HOUR	16:45	18:15	15	✓
D3	2036 WoDWS	AM	ONE HOUR	07:45	09:15	15	✓
D4	2036 WoDWS	PM	ONE HOUR	16:45	18:15	15	✓
D5	2036 WD	AM	ONE HOUR	07:45	09:15	15	✓
D6	2036 WD	PM	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

2036 WoD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	Arm D - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		16.13	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	16.13	C

Arms

Arms

Arm	Name	Description	Arm type
A	Leicester Road east		Major
B	Sharnford Road		Minor
C	Leicester Road west		Major
D	Grace Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	5.50			135.0	✓	0.00
C	5.80			130.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	8.50	5.10	2.90	2.90	2.90	✓	1.00	67	48
D	One lane plus flare	8.50	3.80	3.30	3.30	3.30	✓	1.00	58	135

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
A-D	652	-	-	-	0.258	0.258	0.258	-	0.258	-	-
B-AD	566	0.104	0.263	-	-	-	0.165	0.376	0.165	0.104	0.263
B-C	652	0.101	0.255	-	-	-	-	-	-	0.101	0.255
C-B	649	0.254	0.254	-	-	-	-	-	-	0.254	0.254
D-A	744	-	-	-	0.295	0.117	0.295	-	0.117	-	-
D-BC	605	0.179	0.179	0.407	0.285	0.113	0.285	-	0.113	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2036 WoD	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	✓	279	100.000
B		ONE HOUR	✓	125	100.000
C		ONE HOUR	✓	163	100.000
D		ONE HOUR	✓	410	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A	B	C	D	
From	A	0	1	241	37	
	B	2	0	56	67	
	C	73	72	0	18	
	D	65	279	66	0	

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A	B	C	D	
From	A	0	4	0	5	
	B	4	0	0	4	
	C	5	0	0	7	
	D	6	4	4	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.12	8.21	0.1	A	51	77
B-AD	0.20	11.99	0.3	B	66	99
A-BCD	0.08	5.34	0.2	A	51	77
A-B					0.88	1
A-C					206	309
D-A	0.26	17.70	0.4	C	63	95
D-BC	0.79	35.39	3.7	E	329	493
C-ABD	0.18	7.95	0.3	A	79	118
C-D					15	23
C-A					60	91

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	11	553	0.076	42	0.0	0.1	7.041	A
B-AD	54	14	450	0.121	54	0.0	0.1	9.485	A
A-BCD	39	10	739	0.053	39	0.0	0.1	5.334	A
A-B	0.74	0.18			0.74				
A-C	172	43			172				
D-A	52	13	554	0.094	51	0.0	0.1	7.581	A
D-BC	270	67	535	0.504	265	0.0	1.0	13.687	B
C-ABD	62	15	585	0.106	61	0.0	0.1	6.908	A
C-D	13	3			13				
C-A	52	13			52				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	13	531	0.095	50	0.1	0.1	7.484	A
B-AD	65	16	426	0.152	65	0.1	0.2	10.395	B
A-BCD	49	12	756	0.065	49	0.1	0.1	5.276	A
A-B	0.87	0.22			0.87				
A-C	202	51			202				
D-A	62	15	467	0.132	62	0.1	0.2	9.396	A
D-BC	322	80	519	0.620	320	1.0	1.6	18.475	C
C-ABD	76	19	573	0.133	76	0.1	0.2	7.297	A
C-D	15	4			15				
C-A	60	15			60				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	15	501	0.123	62	0.1	0.1	8.185	A
B-AD	79	20	394	0.201	79	0.2	0.3	11.931	B
A-BCD	65	16	781	0.083	65	0.1	0.1	5.199	A
A-B	1	0.26			1				
A-C	243	61			243				
D-A	76	19	307	0.247	75	0.2	0.3	16.414	C
D-BC	394	99	497	0.793	387	1.6	3.4	31.984	D
C-ABD	98	24	558	0.176	98	0.2	0.3	7.900	A
C-D	17	4			17				
C-A	70	17			70				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	15	500	0.123	62	0.1	0.1	8.214	A
B-AD	79	20	393	0.202	79	0.3	0.3	11.991	B
A-BCD	65	16	781	0.083	65	0.1	0.2	5.197	A
A-B	1	0.26			1				
A-C	243	61			243				
D-A	76	19	291	0.261	76	0.3	0.4	17.699	C
D-BC	394	99	496	0.794	393	3.4	3.7	35.393	E
C-ABD	98	25	556	0.176	98	0.3	0.3	7.949	A
C-D	17	4			17				
C-A	70	17			70				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	13	529	0.095	50	0.1	0.1	7.518	A
B-AD	65	16	425	0.153	65	0.3	0.2	10.464	B
A-BCD	49	12	756	0.065	49	0.2	0.1	5.269	A
A-B	0.87	0.22			0.87				
A-C	202	51			202				
D-A	62	15	451	0.137	63	0.4	0.2	9.841	A
D-BC	322	80	519	0.620	329	3.7	1.8	20.433	C
C-ABD	76	19	571	0.134	77	0.3	0.2	7.367	A
C-D	15	4			15				
C-A	60	15			60				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	11	551	0.077	42	0.1	0.1	7.077	A
B-AD	54	14	449	0.121	54	0.2	0.1	9.543	A
A-BCD	39	10	739	0.053	39	0.1	0.1	5.336	A
A-B	0.74	0.18			0.74				
A-C	172	43			172				
D-A	52	13	545	0.095	52	0.2	0.1	7.730	A
D-BC	270	67	534	0.505	272	1.8	1.1	14.418	B
C-ABD	62	15	584	0.106	62	0.2	0.1	6.957	A
C-D	13	3			13				
C-A	52	13			52				

2036 WoD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	Arm D - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		18.12	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	18.12	C

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	2036 WoD	PM	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	✓	386	100.000
C		ONE HOUR	✓	339	100.000
D		ONE HOUR	✓	136	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
	A	B	C	D
A	0	80	146	1
B	2	0	108	276
C	232	44	0	63
D	44	62	30	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From	A	B	C	D		
	A	0	4	0	5	
	B	4	0	0	4	
	C	5	0	0	7	
	D	6	4	4	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.52	32.57	1.0	D	99	149
B-AD	0.83	51.93	4.3	F	267	400
A-BCD	0.00	5.73	0.0	A	1	2
A-B					76	114
A-C					134	201
D-A	0.09	7.33	0.1	A	43	64
D-BC	0.24	11.30	0.3	B	88	131
C-ABD	0.11	5.27	0.2	A	66	98
C-D					56	85
C-A					204	307

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	20	456	0.178	80	0.0	0.2	9.573	A
B-AD	219	55	449	0.487	215	0.0	1.0	15.845	C
A-BCD	1	0.27	656	0.002	1	0.0	0.0	5.717	A
A-B	62	16			62				
A-C	110	27			110				
D-A	35	9	632	0.055	35	0.0	0.1	6.375	A
D-BC	72	18	491	0.146	71	0.0	0.2	8.887	A
C-ABD	48	12	745	0.065	48	0.0	0.1	5.247	A
C-D	48	12			48				
C-A	172	43			172				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	97	24	385	0.253	97	0.2	0.3	12.484	B
B-AD	261	65	425	0.614	259	1.0	1.6	22.233	C
A-BCD	1	0.34	659	0.002	1	0.0	0.0	5.692	A
A-B	74	19			74				
A-C	131	33			131				
D-A	42	10	608	0.069	42	0.1	0.1	6.732	A
D-BC	86	21	468	0.183	86	0.2	0.2	9.764	A
C-ABD	63	16	766	0.082	62	0.1	0.2	5.215	A
C-D	56	14			56				
C-A	202	50			202				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	119	30	247	0.482	117	0.3	0.9	27.238	D
B-AD	320	80	389	0.823	311	1.6	3.8	43.900	E
A-BCD	2	0.47	664	0.003	2	0.0	0.0	5.636	A
A-B	91	23			91				
A-C	160	40			160				
D-A	51	13	573	0.090	51	0.1	0.1	7.308	A
D-BC	105	26	437	0.241	105	0.2	0.3	11.241	B
C-ABD	86	21	795	0.108	85	0.2	0.2	5.185	A
C-D	66	17			66				
C-A	240	60			240				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	119	30	228	0.522	118	0.9	1.0	32.575	D
B-AD	320	80	387	0.827	318	3.8	4.3	51.927	F
A-BCD	2	0.47	662	0.003	2	0.0	0.0	5.650	A
A-B	91	23			91				
A-C	160	40			160				
D-A	51	13	571	0.090	51	0.1	0.1	7.331	A
D-BC	105	26	436	0.241	105	0.3	0.3	11.302	B
C-ABD	86	21	795	0.108	86	0.2	0.2	5.198	A
C-D	66	17			66				
C-A	240	60			240				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	97	24	366	0.266	100	1.0	0.4	13.671	B
B-AD	261	65	424	0.616	271	4.3	1.8	26.029	D
A-BCD	1	0.35	656	0.002	1	0.0	0.0	5.708	A
A-B	74	19			74				
A-C	131	33			131				
D-A	42	10	606	0.069	42	0.1	0.1	6.761	A
D-BC	86	21	467	0.184	86	0.3	0.2	9.834	A
C-ABD	63	16	766	0.082	63	0.2	0.2	5.243	A
C-D	56	14			56				
C-A	201	50			201				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	20	448	0.181	82	0.4	0.2	9.847	A
B-AD	219	55	448	0.488	222	1.8	1.0	16.829	C
ABCD	1	0.27	654	0.002	1	0.0	0.0	5.726	A
A-B	62	16			62				
A-C	110	27			110				
D-A	35	9	631	0.056	35	0.1	0.1	6.398	A
D-BC	72	18	490	0.147	72	0.2	0.2	8.945	A
C-ABD	49	12	745	0.065	49	0.2	0.1	5.271	A
C-D	47	12			47				
C-A	172	43			172				

2036 WoDWS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	Arm D - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		6.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.66	A

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
D3	2036 WoDWS	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	✓	499	100.000
B		ONE HOUR	✓	110	100.000
C		ONE HOUR	✓	368	100.000
D		ONE HOUR	✓	271	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
	A	B	C	D
A	0	1	472	26
B	4	0	72	34
C	201	117	0	50
D	58	152	61	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
From		A	B	C	D
	A	0	4	0	5
	B	4	0	0	4
	C	5	0	0	7
	D	6	4	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.17	8.98	0.2	A	66	99
B-AD	0.17	17.26	0.2	C	36	55
A-BCD	0.08	4.65	0.1	A	51	77
A-B					0.89	1
A-C					407	611
D-A	0.15	9.80	0.2	A	56	85
D-BC	0.58	21.43	1.4	C	203	304
C-ABD	0.34	8.34	0.8	A	174	260
C-D					36	54
C-A					141	212

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	54	14	548	0.099	54	0.0	0.1	7.282	A
B-AD	30	7	340	0.088	29	0.0	0.1	12.090	B
A-BCD	36	9	832	0.043	36	0.0	0.1	4.650	A
A-B	0.75	0.19			0.75				
A-C	340	85			340				
D-A	46	12	604	0.077	46	0.0	0.1	6.825	A
D-BC	166	42	479	0.348	164	0.0	0.5	11.812	B
C-ABD	126	32	659	0.192	125	0.0	0.3	6.845	A
C-D	33	8			33				
C-A	129	32			129				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65	16	520	0.124	65	0.1	0.1	7.901	A
B-AD	36	9	307	0.116	36	0.1	0.1	13.830	B
A-BCD	48	12	869	0.055	48	0.1	0.1	4.502	A
A-B	0.88	0.22			0.88				
A-C	401	100			401				
D-A	55	14	554	0.100	55	0.1	0.1	7.635	A
D-BC	199	50	453	0.439	198	0.5	0.8	14.578	B
C-ABD	165	41	664	0.248	164	0.3	0.5	7.335	A
C-D	36	9			36				
C-A	143	36			143				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	79	20	481	0.165	79	0.1	0.2	8.956	A
B-AD	44	11	262	0.167	43	0.1	0.2	17.171	C
A-BCD	69	17	923	0.075	69	0.1	0.1	4.318	A
A-B	1	0.26			1				
A-C	481	120			481				
D-A	68	17	461	0.147	67	0.1	0.2	9.687	A
D-BC	243	61	417	0.583	241	0.8	1.4	20.920	C
C-ABD	229	57	673	0.340	227	0.5	0.8	8.260	A
C-D	39	10			39				
C-A	153	38			153				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	79	20	480	0.165	79	0.2	0.2	8.980	A
B-AD	44	11	262	0.167	44	0.2	0.2	17.260	C
A-BCD	69	17	923	0.075	69	0.1	0.1	4.314	A
A-B	1	0.26			1				
A-C	480	120			480				
D-A	68	17	456	0.148	68	0.2	0.2	9.801	A
D-BC	243	61	417	0.584	243	1.4	1.4	21.434	C
C-ABD	229	57	673	0.340	229	0.8	0.8	8.337	A
C-D	39	10			39				
C-A	153	38			153				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65	16	519	0.125	65	0.2	0.1	7.929	A
B-AD	36	9	306	0.116	36	0.2	0.1	13.917	B
A-BCD	48	12	869	0.056	49	0.1	0.1	4.489	A
A-B	0.88	0.22			0.88				
A-C	401	100			401				
D-A	55	14	550	0.100	55	0.2	0.1	7.711	A
D-BC	199	50	453	0.439	201	1.4	0.8	14.987	B
C-ABD	165	41	664	0.249	166	0.8	0.5	7.439	A
C-D	36	9			36				
C-A	142	36			142				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	54	14	547	0.099	54	0.1	0.1	7.314	A
B-AD	30	7	339	0.088	30	0.1	0.1	12.165	B
ABCD	36	9	832	0.043	36	0.1	0.1	4.649	A
A-B	0.75	0.19			0.75				
A-C	340	85			340				
D-A	46	12	601	0.077	46	0.1	0.1	6.873	A
D-BC	166	42	478	0.348	168	0.8	0.6	12.073	B
C-ABD	127	32	659	0.193	128	0.5	0.3	6.923	A
C-D	32	8			32				
C-A	128	32			128				

2036 WoDWS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	Arm D - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		4.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.92	A

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
D4	2036 WoDWS	PM	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	✓	324	100.000
B		ONE HOUR	✓	256	100.000
C		ONE HOUR	✓	503	100.000
D		ONE HOUR	✓	87	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
	A	B	C	D
A	0	1	266	57
B	3	0	127	126
C	387	52	0	64
D	33	26	28	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		A	B	C	D	
	A	0	4	0	5	
	B	4	0	0	4	
	C	5	0	0	7	
	D	6	4	4	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.29	10.44	0.4	B	117	175
B-AD	0.43	18.86	0.8	C	124	186
A-BCD	0.17	6.41	0.3	A	88	131
A-B					0.82	1
A-C					212	317
D-A	0.07	7.34	0.1	A	32	48
D-BC	0.17	12.08	0.2	B	51	77
C-ABD	0.15	4.87	0.4	A	99	148
C-D					56	83
C-A					330	495

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96	24	568	0.168	95	0.0	0.2	7.596	A
B-AD	101	25	416	0.244	100	0.0	0.3	11.856	B
A-BCD	64	16	675	0.095	64	0.0	0.2	6.094	A
A-B	0.71	0.18			0.71				
A-C	181	45			181				
D-A	26	7	620	0.042	26	0.0	0.0	6.415	A
D-BC	42	11	446	0.095	42	0.0	0.1	9.239	A
C-ABD	69	17	829	0.083	68	0.0	0.2	4.842	A
C-D	47	12			47				
C-A	281	70			281				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	114	29	538	0.212	114	0.2	0.3	8.486	A
B-AD	121	30	388	0.312	121	0.3	0.5	14.025	B
A-BCD	83	21	682	0.122	83	0.2	0.2	6.217	A
A-B	0.82	0.20			0.82				
A-C	210	52			210				
D-A	31	8	594	0.053	31	0.0	0.1	6.768	A
D-BC	50	13	415	0.122	50	0.1	0.1	10.262	B
C-ABD	93	23	867	0.107	92	0.2	0.2	4.771	A
C-D	55	14			55				
C-A	327	82			327				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	140	35	486	0.288	139	0.3	0.4	10.361	B
B-AD	148	37	348	0.427	147	0.5	0.8	18.641	C
A-BCD	115	29	694	0.165	114	0.2	0.3	6.407	A
A-B	0.95	0.24			0.95				
A-C	244	61			244				
D-A	38	10	558	0.069	38	0.1	0.1	7.335	A
D-BC	62	15	371	0.166	61	0.1	0.2	12.050	B
C-ABD	134	33	920	0.145	133	0.2	0.4	4.710	A
C-D	64	16			64				
C-A	383	96			383				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	140	35	485	0.289	140	0.4	0.4	10.441	B
B-AD	148	37	348	0.427	148	0.8	0.8	18.857	C
A-BCD	115	29	694	0.166	115	0.3	0.3	6.407	A
A-B	0.95	0.24			0.95				
A-C	244	61			244				
D-A	38	10	558	0.069	38	0.1	0.1	7.341	A
D-BC	62	15	371	0.166	62	0.2	0.2	12.083	B
C-ABD	134	33	921	0.145	134	0.4	0.4	4.727	A
C-D	64	16			64				
C-A	383	96			383				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	114	29	536	0.213	115	0.4	0.3	8.558	A
B-AD	121	30	388	0.312	122	0.8	0.5	14.201	B
A-BCD	84	21	682	0.123	84	0.3	0.2	6.213	A
A-B	0.82	0.20			0.82				
A-C	210	52			210				
D-A	31	8	594	0.053	31	0.1	0.1	6.779	A
D-BC	50	13	414	0.122	51	0.2	0.1	10.296	B
C-ABD	93	23	867	0.107	93	0.4	0.2	4.800	A
C-D	55	14			55				
C-A	327	82			327				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96	24	566	0.169	96	0.3	0.2	7.662	A
B-AD	101	25	416	0.244	102	0.5	0.3	12.004	B
A-BCD	65	16	675	0.096	65	0.2	0.2	6.108	A
A-B	0.70	0.18			0.70				
A-C	181	45			181				
D-A	26	7	620	0.042	26	0.1	0.0	6.427	A
D-BC	42	11	445	0.095	42	0.1	0.1	9.279	A
C-ABD	69	17	829	0.084	70	0.2	0.2	4.868	A
C-D	47	12			47				
C-A	281	70			281				

2036 WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	Arm D - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		9.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.25	A

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
D5	2036 WD	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	✓	538	100.000
B		ONE HOUR	✓	123	100.000
C		ONE HOUR	✓	352	100.000
D		ONE HOUR	✓	324	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
	A	B	C	D
A	0	1	508	29
B	4	0	80	39
C	181	133	0	38
D	73	177	74	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		A	B	C	D	
	A	0	4	0	5	
	B	4	0	0	4	
	C	5	0	0	7	
	D	6	4	4	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.19	9.77	0.2	A	73	110
B-AD	0.20	19.26	0.3	C	41	62
A-BCD	0.09	4.55	0.2	A	60	90
A-B					0.89	1
A-C					434	652
D-A	0.23	13.08	0.3	B	71	106
D-BC	0.70	29.43	2.3	D	239	359
C-ABD	0.40	9.79	1.0	A	189	284
C-D					26	38
C-A					120	179

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	15	534	0.113	60	0.0	0.1	7.589	A
B-AD	34	8	330	0.103	33	0.0	0.1	12.697	B
A-BCD	42	10	854	0.049	41	0.0	0.1	4.549	A
A-B	0.74	0.19			0.74				
A-C	364	91			364				
D-A	58	15	583	0.100	58	0.0	0.1	7.253	A
D-BC	196	49	477	0.411	193	0.0	0.7	13.045	B
C-ABD	139	35	628	0.221	137	0.0	0.4	7.435	A
C-D	24	6			24				
C-A	112	28			112				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	18	503	0.143	72	0.1	0.2	8.353	A
B-AD	40	10	294	0.137	40	0.1	0.2	14.792	B
A-BCD	56	14	896	0.063	56	0.1	0.1	4.396	A
A-B	0.87	0.22			0.87				
A-C	428	107			428				
D-A	69	17	516	0.135	69	0.1	0.2	8.522	A
D-BC	234	59	451	0.520	233	0.7	1.1	17.033	C
C-ABD	180	45	627	0.287	179	0.4	0.5	8.180	A
C-D	26	7			26				
C-A	122	30			122				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	22	458	0.192	88	0.2	0.2	9.722	A
B-AD	49	12	246	0.201	49	0.2	0.3	19.094	C
A-BCD	81	20	955	0.085	81	0.1	0.2	4.210	A
A-B	1	0.26			1				
A-C	511	128			511				
D-A	85	21	386	0.221	85	0.2	0.3	12.642	B
D-BC	287	72	413	0.695	283	1.1	2.2	27.761	D
C-ABD	248	62	627	0.395	246	0.5	0.9	9.654	A
C-D	27	7			27				
C-A	126	32			126				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	22	457	0.193	88	0.2	0.2	9.765	A
B-AD	49	12	245	0.202	49	0.3	0.3	19.256	C
A-BCD	82	20	955	0.085	82	0.2	0.2	4.206	A
A-B	1	0.26			1				
A-C	511	128			511				
D-A	85	21	376	0.226	85	0.3	0.3	13.083	B
D-BC	287	72	412	0.696	286	2.2	2.3	29.428	D
C-ABD	249	62	627	0.397	249	0.9	1.0	9.788	A
C-D	27	7			27				
C-A	126	31			126				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	18	501	0.144	72	0.2	0.2	8.399	A
B-AD	40	10	293	0.138	41	0.3	0.2	14.934	B
A-BCD	56	14	896	0.063	57	0.2	0.1	4.386	A
A-B	0.87	0.22			0.87				
A-C	428	107			428				
D-A	69	17	508	0.137	70	0.3	0.2	8.724	A
D-BC	234	59	450	0.520	239	2.3	1.2	18.010	C
C-ABD	180	45	626	0.288	182	1.0	0.6	8.332	A
C-D	26	6			26				
C-A	121	30			121				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	15	532	0.113	60	0.2	0.1	7.632	A
B-AD	34	8	328	0.103	34	0.2	0.1	12.783	B
A-BCD	42	10	854	0.049	42	0.1	0.1	4.546	A
A-B	0.74	0.19			0.74				
A-C	364	91			364				
D-A	58	15	578	0.101	58	0.2	0.1	7.339	A
D-BC	196	49	477	0.412	198	1.2	0.7	13.488	B
C-ABD	139	35	627	0.222	140	0.6	0.4	7.542	A
C-D	24	6			24				
C-A	111	28			111				

2036 WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	Arm D - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		8.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.07	A

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
D6	2036 WD	PM	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	✓	317	100.000
B		ONE HOUR	✓	292	100.000
C		ONE HOUR	✓	482	100.000
D		ONE HOUR	✓	120	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
	A	B	C	D
A	0	1	233	83
B	3	0	103	186
C	340	65	0	77
D	40	50	30	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A	B	C	D	
A	0	4	0	5	
B	4	0	0	4	
C	5	0	0	7	
D	6	4	4	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.31	14.13	0.4	B	95	142
B-AD	0.62	28.31	1.7	D	181	272
A-BCD	0.24	7.41	0.5	A	121	182
A-B					0.77	1
A-C					173	259
D-A	0.09	7.64	0.1	A	39	58
D-BC	0.25	13.39	0.3	B	76	114
C-ABD	0.18	5.07	0.4	A	117	175
C-D					65	97
C-A					282	423

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	19	505	0.154	77	0.0	0.2	8.396	A
B-AD	149	37	417	0.357	146	0.0	0.6	13.792	B
A-BCD	90	22	653	0.138	89	0.0	0.2	6.618	A
A-B	0.67	0.17			0.67				
A-C	151	38			151				
D-A	32	8	616	0.052	32	0.0	0.1	6.524	A
D-BC	63	16	446	0.140	62	0.0	0.2	9.710	A
C-ABD	83	21	812	0.102	82	0.0	0.2	5.040	A
C-D	56	14			56				
C-A	242	60			242				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93	23	460	0.201	92	0.2	0.2	9.788	A
B-AD	178	44	390	0.455	176	0.6	0.8	17.531	C
A-BCD	116	29	655	0.177	115	0.2	0.3	6.910	A
A-B	0.77	0.19			0.77				
A-C	172	43			172				
D-A	38	10	588	0.065	38	0.1	0.1	6.933	A
D-BC	75	19	414	0.180	74	0.2	0.2	10.984	B
C-ABD	110	28	846	0.130	110	0.2	0.3	5.012	A
C-D	64	16			64				
C-A	280	70			280				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	113	28	373	0.304	113	0.2	0.4	13.776	B
B-AD	217	54	350	0.621	214	0.8	1.6	27.146	D
A-BCD	158	40	661	0.239	157	0.3	0.5	7.395	A
A-B	0.87	0.22			0.87				
A-C	195	49			195				
D-A	47	12	546	0.085	47	0.1	0.1	7.624	A
D-BC	91	23	371	0.246	91	0.2	0.3	13.322	B
C-ABD	157	39	895	0.176	156	0.3	0.4	5.018	A
C-D	75	19			75				
C-A	325	81			325				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	113	28	368	0.308	113	0.4	0.4	14.131	B
B-AD	217	54	349	0.622	217	1.6	1.7	28.314	D
A-BCD	158	40	660	0.240	158	0.5	0.5	7.413	A
A-B	0.86	0.22			0.86				
A-C	194	49			194				
D-A	47	12	545	0.085	47	0.1	0.1	7.640	A
D-BC	91	23	370	0.247	91	0.3	0.3	13.392	B
C-ABD	157	39	895	0.176	157	0.4	0.4	5.039	A
C-D	75	19			75				
C-A	324	81			324				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93	23	455	0.204	93	0.4	0.3	9.984	A
B-AD	178	44	389	0.456	181	1.7	0.9	18.273	C
A-BCD	116	29	654	0.178	117	0.5	0.3	6.924	A
A-B	0.76	0.19			0.76				
A-C	172	43			172				
D-A	38	10	587	0.065	38	0.1	0.1	6.952	A
D-BC	75	19	413	0.181	75	0.3	0.2	11.058	B
C-ABD	111	28	846	0.131	111	0.4	0.3	5.047	A
C-D	64	16			64				
C-A	279	70			279				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	19	502	0.155	78	0.3	0.2	8.504	A
B-AD	149	37	416	0.357	150	0.9	0.6	14.184	B
A-BCD	90	23	652	0.139	91	0.3	0.2	6.646	A
A-B	0.67	0.17			0.67				
A-C	151	38			151				
D-A	32	8	615	0.052	32	0.1	0.1	6.538	A
D-BC	63	16	445	0.140	63	0.2	0.2	9.781	A
C-ABD	83	21	812	0.102	83	0.3	0.2	5.069	A
C-D	56	14			56				
C-A	242	60			242				

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.2.1574

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Filename: 221005 B4669 Leicester Rd_B4114 Coventry Rd (Existing).j10

Path: X:\NTT\NTT2814_Hinckley Rail Freight Interchange\02. Project Delivery\01. WIP\Design and Calculations\T&I Planning\04 Junction Modelling\JTC 28 - B4669 Leicester Rd - B4114 Coventry Rd

Report generation date: 05/10/2022 12:14:50

-
- »2018 Base, AM
 - »2018 Base, PM
 - »2026 WOD, AM
 - »2026 WOD, PM
 - »2026 WODWS, AM
 - »2026 WODWS, PM
 - »2026 WD, AM
 - »2026 WD, PM
 - »2036 WOD , AM
 - »2036 WOD, PM
 - »2036 WODWS, AM
 - »2036 WODWS , PM
 - »2036 WD, AM
 - »2036 WD, PM

Summary of junction performance

		AM								PM								
	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
2018 Base																		
Stream B-C	D1	0.6	2.5	8.85	0.34	A	3.35	A	75 %	D2	0.7	3.2	10.74	0.40	B	3.29	A	53
Stream B-A		0.1	0.5	13.36	0.06	B					0.1	0.5	14.43	0.06	B			
Stream C-AB		0.5	2.0	7.86	0.30	A					0.4	1.6	8.11	0.26	A			
2026 WOD																		
Stream B-C	D3	0.5	2.0	8.42	0.30	A	3.32	A	73 %	D4	1.0	3.8	13.03	0.49	B	4.09	A	34
Stream B-A		0.1	0.5	13.72	0.06	B					0.1	0.5	16.71	0.06	C			
Stream C-AB		0.6	2.6	8.23	0.34	A					0.5	2.4	9.42	0.33	A			
2026 WODWS																		
Stream B-C	D5	1.7	4.8	14.54	0.61	B	9.15	A	24 %	D6	2.0	7.7	17.10	0.65	C	8.03	A	20
Stream B-A		0.1	0.5	18.18	0.07	C					0.1	0.5	17.90	0.07	C			
Stream C-AB		1.8	5.2	13.97	0.62	B					1.0	3.3	10.75	0.47	B			
2026 WD																		
Stream B-C	D7	1.0	3.2	10.78	0.47	B	9.18	A	24 %	D8	2.0	7.6	17.07	0.65	C	7.80	A	21
Stream B-A		0.1	0.5	17.20	0.08	C					0.1	0.5	17.71	0.07	C			
Stream C-AB		2.4	10.2	16.66	0.69	C					0.9	3.3	10.40	0.45	B			
2036 WOD																		
Stream B-C	D9	0.4	1.3	8.02	0.26	A	3.31	A	72 %	D10	1.1	3.9	13.52	0.50	B	4.11	A	31
Stream B-A		0.1	0.5	14.04	0.05	B					0.1	0.5	17.08	0.06	C			
Stream C-AB		0.7	3.0	8.87	0.38	A					0.5	2.3	9.50	0.33	A			
2036 WODWS																		
Stream B-C	D11	1.3	3.4	12.36	0.54	B	9.58	A	22 %	D12	2.3	10.5	19.42	0.69	C	8.34	A	15
Stream B-A		0.1	0.5	18.23	0.08	C					0.1	0.5	19.53	0.08	C			
Stream C-AB		2.4	10.5	16.99	0.69	C					0.9	3.3	10.50	0.45	B			
2036 WD																		
Stream B-C	D13	1.6	4.6	15.43	0.60	C	13.09	B	6 %	D14	1.8	6.0	16.23	0.62	C	7.03	A	23
Stream B-A		0.1	0.6	25.03	0.12	D					0.1	0.5	17.40	0.06	C			
Stream C-AB		4.3	21.7	27.09	0.80	D					0.8	3.3	10.26	0.44	B			

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	B4669 Leicester Rd B4114 Coventry Rd
Location	Hinckley
Site number	
Date	05/10/2022
Version	
Status	(new file)
Identifier	AJ Oakes
Client	
Jobnumber	
Enumerator	BWBVAJ.Oakes
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75	✓				✓	Delay	0.85	36.00	20.00		500

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	2018 Base	AM	ONE HOUR	08:00	09:30	15	✓
D2	2018 Base	PM	ONE HOUR	17:00	18:30	15	✓
D3	2026 WOD	AM	ONE HOUR	08:00	09:30	15	✓
D4	2026 WOD	PM	ONE HOUR	17:00	18:30	15	✓
D5	2026 WODWS	AM	ONE HOUR	08:00	09:30	15	✓
D6	2026 WODWS	PM	ONE HOUR	17:00	18:30	15	✓
D7	2026 WD	AM	ONE HOUR	08:00	09:30	15	✓
D8	2026 WD	PM	ONE HOUR	17:00	18:30	15	✓
D9	2036 WOD	AM	ONE HOUR	08:00	09:30	15	✓
D10	2036 WOD	PM	ONE HOUR	17:00	18:30	15	✓
D11	2036 WODWS	AM	ONE HOUR	08:00	09:30	15	✓
D12	2036 WODWS	PM	ONE HOUR	17:00	18:30	15	✓
D13	2036 WD	AM	ONE HOUR	08:00	09:30	15	✓
D14	2036 WD	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

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

2018 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.35	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	75	Stream B-A	3.35	A

Arms

Arms

Arm	Name	Description	Arm type
A	B4114 (W)		Major
B	untitled	B4669	Minor
C	untitled	B4114 (E)	Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.00		✓	4.00	200.0	✓	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	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	8.00	6.00	5.00	4.00		2.00	110	62

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	508	0.085	0.214	0.134	0.305
B-C	777	0.109	0.275	-	-
C-B	825	0.292	0.292	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Base	AM	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	318	100.000
B		ONE HOUR	✓	221	100.000
C		ONE HOUR	✓	532	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	10	308
	B	16	0	205
	C	333	199	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.34	8.85	0.6	2.5	A	188	282
B-A	0.06	13.36	0.1	0.5	B	15	22
C-AB	0.30	7.86	0.5	2.0	A	183	274
C-A						306	458
A-B						9	14
A-C						283	424

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	154	39	707	0.218	153	0.0	0.3	7.133	A
B-A	12	3	378	0.032	12	0.0	0.0	10.824	B
C-AB	150	37	755	0.198	149	0.0	0.3	6.519	A
C-A	251	63			251				
A-B	8	2			8				
A-C	232	58			232				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	184	46	693	0.266	184	0.3	0.4	7.774	A
B-A	14	4	351	0.041	14	0.0	0.0	11.750	B
C-AB	179	45	741	0.241	179	0.3	0.3	7.032	A
C-A	299	75			299				
A-B	9	2			9				
A-C	277	69			277				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	226	56	673	0.335	225	0.4	0.5	8.824	A
B-A	18	4	314	0.056	18	0.0	0.1	13.350	B
C-AB	219	55	723	0.303	219	0.3	0.5	7.846	A
C-A	367	92			367				
A-B	11	3			11				
A-C	339	85			339				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	226	56	673	0.335	226	0.5	0.6	8.849	A
B-A	18	4	314	0.056	18	0.1	0.1	13.364	B
C-AB	219	55	723	0.303	219	0.5	0.5	7.862	A
C-A	367	92			367				
A-B	11	3			11				
A-C	339	85			339				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	184	46	693	0.266	185	0.6	0.4	7.806	A
B-A	14	4	351	0.041	14	0.1	0.0	11.767	B
C-AB	179	45	741	0.241	179	0.5	0.4	7.050	A
C-A	299	75			299				
A-B	9	2			9				
A-C	277	69			277				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	154	39	707	0.218	155	0.4	0.3	7.178	A
B-A	12	3	377	0.032	12	0.0	0.0	10.845	B
C-AB	150	37	755	0.198	150	0.4	0.3	6.551	A
C-A	251	63			251				
A-B	8	2			8				
A-C	232	58			232				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.30	0.00	0.00	0.30	0.30			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.27	0.00	0.00	0.27	0.27			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.39	0.00	0.00	0.39	0.39			N/A	N/A
B-A	0.05	0.03	0.28	0.50	0.53			N/A	N/A
C-AB	0.35	0.00	0.00	0.35	0.35			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.55	0.03	0.28	0.55	0.55			N/A	N/A
B-A	0.06	0.03	0.28	0.51	0.54			N/A	N/A
C-AB	0.47	0.03	0.28	0.50	0.53			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.55	0.03	0.33	1.46	2.52			N/A	N/A
B-A	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.48	0.03	0.34	1.45	2.02			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.40	0.00	0.00	0.40	0.40			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.35	0.00	0.00	0.35	0.35			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.31	0.00	0.00	0.31	0.31			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.27	0.00	0.00	0.27	0.27			N/A	N/A

2018 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.29	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	53	Stream B-A	3.29	A

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	2018 Base	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	527	100.000
B		ONE HOUR	✓	239	100.000
C		ONE HOUR	✓	406	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	31	496
	B	15	0	224
	C	254	152	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.40	10.74	0.7	3.2	B	206	308
B-A	0.06	14.43	0.1	0.5	B	14	21
C-AB	0.26	8.11	0.4	1.6	A	139	209
C-A						233	350
A-B						28	43
A-C						455	683

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	169	42	667	0.253	167	0.0	0.4	7.894	A
B-A	11	3	364	0.031	11	0.0	0.0	11.229	B
C-AB	114	29	709	0.161	114	0.0	0.2	6.639	A
C-A	191	48			191				
A-B	23	6			23				
A-C	373	93			373				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	201	50	646	0.312	201	0.4	0.5	8.895	A
B-A	13	3	334	0.040	13	0.0	0.0	12.349	B
C-AB	137	34	687	0.199	136	0.2	0.3	7.193	A
C-A	228	57			228				
A-B	28	7			28				
A-C	446	111			446				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	247	62	615	0.401	246	0.5	0.7	10.693	B
B-A	17	4	291	0.057	16	0.0	0.1	14.410	B
C-AB	167	42	656	0.255	167	0.3	0.4	8.097	A
C-A	280	70			280				
A-B	34	9			34				
A-C	546	137			546				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	247	62	615	0.401	247	0.7	0.7	10.744	B
B-A	17	4	291	0.057	17	0.1	0.1	14.428	B
C-AB	167	42	656	0.255	167	0.4	0.4	8.110	A
C-A	280	70			280				
A-B	34	9			34				
A-C	546	137			546				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	201	50	645	0.312	202	0.7	0.5	8.953	A
B-A	13	3	334	0.040	14	0.1	0.0	12.371	B
C-AB	137	34	687	0.199	137	0.4	0.3	7.212	A
C-A	228	57			228				
A-B	28	7			28				
A-C	446	111			446				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	169	42	667	0.253	169	0.5	0.4	7.957	A
B-A	11	3	363	0.031	11	0.0	0.0	11.248	B
C-AB	114	29	709	0.161	115	0.3	0.2	6.666	A
C-A	191	48			191				
A-B	23	6			23				
A-C	373	93			373				

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.37	0.00	0.00	0.37	0.37			N/A	N/A
B-A	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.21	0.00	0.00	0.21	0.21			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.49	0.00	0.00	0.49	0.49			N/A	N/A
B-A	0.05	0.03	0.28	0.50	0.53			N/A	N/A
C-AB	0.27	0.00	0.00	0.27	0.27			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.72	0.03	0.28	0.72	0.72			N/A	N/A
B-A	0.07	0.03	0.28	0.51	0.54			N/A	N/A
C-AB	0.37	0.03	0.28	0.50	0.53			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.73	0.03	0.32	1.30	3.20			N/A	N/A
B-A	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.37	0.03	0.35	1.29	1.65			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.51	0.04	0.39	1.29	1.47			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.28	0.00	0.00	0.28	0.28			N/A	N/A

18:15 - 18:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.38	0.03	0.28	0.51	0.54			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.21	0.00	0.00	0.21	0.21			N/A	N/A

2026 WOD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.32	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	73	Stream B-A	3.32	A

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
D3	2026 WOD	AM	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	306	100.000
B		ONE HOUR	✓	203	100.000
C		ONE HOUR	✓	585	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	11	295
	B	16	0	187
	C	362	223	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.30	8.42	0.5	2.0	A	172	257
B-A	0.06	13.72	0.1	0.5	B	15	22
C-AB	0.34	8.23	0.6	2.6	A	205	307
C-A						332	498
A-B						10	15
A-C						271	406

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	141	35	709	0.199	140	0.0	0.3	6.942	A
B-A	12	3	372	0.032	12	0.0	0.0	10.989	B
C-AB	168	42	758	0.222	167	0.0	0.3	6.687	A
C-A	273	68			273				
A-B	8	2			8				
A-C	222	56			222				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	168	42	695	0.242	168	0.3	0.3	7.499	A
B-A	14	4	345	0.042	14	0.0	0.0	11.991	B
C-AB	200	50	745	0.269	200	0.3	0.4	7.267	A
C-A	325	81			325				
A-B	10	2			10				
A-C	265	66			265				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	206	51	676	0.304	205	0.3	0.5	8.399	A
B-A	18	4	306	0.058	18	0.0	0.1	13.707	B
C-AB	246	61	727	0.338	245	0.4	0.6	8.210	A
C-A	399	100			399				
A-B	12	3			12				
A-C	325	81			325				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	206	51	676	0.304	206	0.5	0.5	8.418	A
B-A	18	4	306	0.058	18	0.1	0.1	13.722	B
C-AB	246	61	727	0.338	246	0.6	0.6	8.231	A
C-A	399	100			399				
A-B	12	3			12				
A-C	325	81			325				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	168	42	695	0.242	169	0.5	0.4	7.526	A
B-A	14	4	344	0.042	14	0.1	0.0	12.013	B
C-AB	200	50	745	0.269	201	0.6	0.4	7.292	A
C-A	325	81			325				
A-B	10	2			10				
A-C	265	66			265				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	141	35	709	0.199	141	0.4	0.3	6.978	A
B-A	12	3	371	0.032	12	0.0	0.0	11.021	B
C-AB	168	42	758	0.222	168	0.4	0.3	6.721	A
C-A	273	68			273				
A-B	8	2			8				
A-C	222	56			222				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.27	0.00	0.00	0.27	0.27			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.31	0.00	0.00	0.31	0.31			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.35	0.00	0.00	0.35	0.35			N/A	N/A
B-A	0.05	0.03	0.28	0.50	0.53			N/A	N/A
C-AB	0.40	0.00	0.00	0.40	0.40			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.48	0.03	0.28	0.50	0.53			N/A	N/A
B-A	0.07	0.03	0.28	0.51	0.54			N/A	N/A
C-AB	0.55	0.03	0.28	0.55	0.55			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.48	0.03	0.34	1.46	2.04			N/A	N/A
B-A	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.56	0.03	0.33	1.45	2.57			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.35	0.00	0.00	0.35	0.35			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.41	0.00	0.00	0.41	0.41			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.28	0.00	0.00	0.28	0.28			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.32	0.00	0.00	0.32	0.32			N/A	N/A

2026 WOD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.09	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	34	Stream B-A	4.09	A

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
D4	2026 WOD	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	615	100.000
B		ONE HOUR	✓	274	100.000
C		ONE HOUR	✓	431	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	36	579
	B	14	0	260
	C	243	188	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.49	13.03	1.0	3.8	B	239	358
B-A	0.06	16.71	0.1	0.5	C	13	19
C-AB	0.33	9.42	0.5	2.4	A	173	259
C-A						223	334
A-B						33	50
A-C						531	797

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	196	49	651	0.301	194	0.0	0.5	8.635	A
B-A	11	3	341	0.031	10	0.0	0.0	11.973	B
C-AB	142	35	690	0.205	140	0.0	0.3	7.193	A
C-A	183	46			183				
A-B	27	7			27				
A-C	436	109			436				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	234	58	625	0.374	233	0.5	0.6	10.074	B
B-A	13	3	305	0.041	13	0.0	0.0	13.516	B
C-AB	169	42	664	0.255	169	0.3	0.4	7.995	A
C-A	218	55			218				
A-B	32	8			32				
A-C	521	130			521				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	286	72	590	0.485	285	0.6	1.0	12.913	B
B-A	15	4	253	0.061	15	0.0	0.1	16.665	C
C-AB	207	52	627	0.330	206	0.4	0.5	9.377	A
C-A	268	67			268				
A-B	40	10			40				
A-C	637	159			637				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	286	72	590	0.485	286	1.0	1.0	13.033	B
B-A	15	4	252	0.061	15	0.1	0.1	16.713	C
C-AB	207	52	627	0.330	207	0.5	0.5	9.420	A
C-A	268	67			268				
A-B	40	10			40				
A-C	637	159			637				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	234	58	625	0.374	235	1.0	0.7	10.190	B
B-A	13	3	305	0.041	13	0.1	0.0	13.555	B
C-AB	169	42	664	0.255	170	0.5	0.4	8.027	A
C-A	218	55			218				
A-B	32	8			32				
A-C	521	130			521				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	196	49	651	0.301	196	0.7	0.5	8.736	A
B-A	11	3	340	0.031	11	0.0	0.0	12.009	B
C-AB	142	35	690	0.205	142	0.4	0.3	7.234	A
C-A	183	46			183				
A-B	27	7			27				
A-C	436	109			436				

Queue Variation Results for each time segment
17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.47	0.00	0.00	0.47	0.47			N/A	N/A
B-A	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.28	0.00	0.00	0.28	0.28			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.65	0.61	1.10	1.54	1.60			N/A	N/A
B-A	0.05	0.03	0.28	0.50	0.53			N/A	N/A
C-AB	0.37	0.00	0.00	0.37	0.37			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.01	0.03	0.29	1.01	1.01			N/A	N/A
B-A	0.07	0.03	0.28	0.51	0.54			N/A	N/A
C-AB	0.53	0.03	0.28	0.53	0.53			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.02	0.03	0.31	1.02	3.78			N/A	N/A
B-A	0.07	0.03	0.28	0.50	0.52			N/A	N/A
C-AB	0.54	0.03	0.33	1.50	2.41			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.67	0.07	0.77	1.48	1.57			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.38	0.00	0.00	0.38	0.38			N/A	N/A

18:15 - 18:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.48	0.04	0.41	1.32	1.48			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.29	0.00	0.00	0.29	0.29			N/A	N/A

2026 WODWS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		9.15	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	24	Stream B-A	9.15	A

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
D5	2026 WODWS	AM	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	238	100.000
B		ONE HOUR	✓	403	100.000
C		ONE HOUR	✓	654	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	15	223
	B	15	0	388
	C	230	424	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.61	14.54	1.7	4.8	B	356	534
B-A	0.07	18.18	0.1	0.5	C	14	21
C-AB	0.62	13.97	1.8	5.2	B	390	585
C-A						210	315
A-B						14	21
A-C						205	307

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	292	73	726	0.402	289	0.0	0.7	9.005	A
B-A	11	3	339	0.033	11	0.0	0.0	12.065	B
C-AB	319	80	773	0.413	316	0.0	0.8	8.620	A
C-A	173	43			173				
A-B	11	3			11				
A-C	168	42			168				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	349	87	715	0.488	348	0.7	1.0	10.742	B
B-A	13	3	298	0.045	13	0.0	0.1	13.889	B
C-AB	381	95	763	0.500	380	0.8	1.1	10.310	B
C-A	207	52			207				
A-B	13	3			13				
A-C	200	50			200				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	427	107	699	0.611	425	1.0	1.7	14.286	B
B-A	17	4	236	0.070	16	0.1	0.1	18.027	C
C-AB	469	117	752	0.624	466	1.1	1.8	13.728	B
C-A	251	63			251				
A-B	17	4			17				
A-C	246	61			246				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	427	107	699	0.611	427	1.7	1.7	14.540	B
B-A	17	4	234	0.070	17	0.1	0.1	18.180	C
C-AB	469	117	752	0.624	469	1.8	1.8	13.974	B
C-A	251	63			251				
A-B	17	4			17				
A-C	246	61			246				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	349	87	715	0.488	351	1.7	1.1	10.966	B
B-A	13	3	296	0.045	14	0.1	0.1	14.008	B
C-AB	381	95	763	0.500	384	1.8	1.1	10.528	B
C-A	207	52			207				
A-B	13	3			13				
A-C	200	50			200				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	292	73	726	0.402	293	1.1	0.8	9.182	A
B-A	11	3	337	0.033	11	0.1	0.0	12.151	B
C-AB	319	80	773	0.413	321	1.1	0.8	8.786	A
C-A	173	43			173				
A-B	11	3			11				
A-C	168	42			168				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.73	0.61	1.10	1.54	1.60			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.76	0.61	1.10	1.54	1.60			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.02	0.16	1.06	1.29	1.78			N/A	N/A
B-A	0.05	0.03	0.28	0.50	0.53			N/A	N/A
C-AB	1.08	0.14	1.07	1.57	1.95			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.66	0.03	0.31	1.66	4.75			N/A	N/A
B-A	0.08	0.03	0.29	0.52	0.54			N/A	N/A
C-AB	1.76	0.03	0.31	1.76	5.21			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.69	0.03	0.30	1.69	4.19			N/A	N/A
B-A	0.08	0.03	0.28	0.50	0.52			N/A	N/A
C-AB	1.80	0.03	0.30	1.80	4.13			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.07	0.08	0.90	1.93	2.56			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	1.12	0.08	0.92	2.05	2.82			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.75	0.05	0.51	1.35	1.98			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.79	0.05	0.51	1.51	2.10			N/A	N/A

2026 WODWS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		8.03	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	20	Stream B-A	8.03	A

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
D6	2026 WODWS	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	390	100.000
B		ONE HOUR	✓	403	100.000
C		ONE HOUR	✓	470	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	36	354
	B	15	0	388
	C	169	301	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.65	17.10	2.0	7.7	C	356	534
B-A	0.07	17.90	0.1	0.5	C	14	21
C-AB	0.47	10.75	1.0	3.3	B	276	414
C-A						155	233
A-B						33	50
A-C						325	487

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	292	73	698	0.419	289	0.0	0.8	9.616	A
B-A	11	3	349	0.032	11	0.0	0.0	11.713	B
C-AB	227	57	739	0.307	225	0.0	0.5	7.668	A
C-A	127	32			127				
A-B	27	7			27				
A-C	267	67			267				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	349	87	681	0.512	347	0.8	1.1	11.812	B
B-A	13	3	308	0.044	13	0.0	0.0	13.452	B
C-AB	271	68	723	0.374	270	0.5	0.6	8.734	A
C-A	152	38			152				
A-B	32	8			32				
A-C	318	80			318				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	427	107	658	0.649	424	1.1	1.9	16.671	C
B-A	17	4	240	0.069	16	0.0	0.1	17.724	C
C-AB	332	83	700	0.474	330	0.6	1.0	10.672	B
C-A	186	46			186				
A-B	40	10			40				
A-C	390	97			390				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	427	107	658	0.649	427	1.9	2.0	17.100	C
B-A	17	4	238	0.069	17	0.1	0.1	17.895	C
C-AB	332	83	700	0.474	331	1.0	1.0	10.746	B
C-A	186	46			186				
A-B	40	10			40				
A-C	390	97			390				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	349	87	681	0.512	352	2.0	1.2	12.148	B
B-A	13	3	306	0.044	14	0.1	0.1	13.554	B
C-AB	271	68	723	0.374	272	1.0	0.7	8.810	A
C-A	152	38			152				
A-B	32	8			32				
A-C	318	80			318				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	292	73	698	0.419	294	1.2	0.8	9.842	A
B-A	11	3	348	0.032	11	0.1	0.0	11.780	B
C-AB	227	57	739	0.307	227	0.7	0.5	7.747	A
C-A	127	32			127				
A-B	27	7			27				
A-C	267	67			267				

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.78	0.61	1.10	1.54	1.60			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.48	0.00	0.00	0.48	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.13	0.14	1.09	1.72	2.06			N/A	N/A
B-A	0.05	0.03	0.28	0.50	0.53			N/A	N/A
C-AB	0.65	0.61	1.10	1.54	1.60			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.94	0.03	0.32	1.94	7.70			N/A	N/A
B-A	0.08	0.03	0.29	0.51	0.54			N/A	N/A
C-AB	0.97	0.03	0.29	0.97	0.97			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.98	0.03	0.31	1.98	5.80			N/A	N/A
B-A	0.08	0.03	0.28	0.50	0.52			N/A	N/A
C-AB	0.98	0.03	0.31	0.98	3.27			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.18	0.07	0.82	2.39	3.31			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.67	0.09	0.84	1.49	1.57			N/A	N/A

18:15 - 18:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.81	0.05	0.47	1.73	2.57			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.49	0.04	0.42	1.33	1.49			N/A	N/A

2026 WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		9.18	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	24	Stream C-AB	9.18	A

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
D7	2026 WD	AM	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	234	100.000
B		ONE HOUR	✓	317	100.000
C		ONE HOUR	✓	686	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	16	218
	B	17	0	300
	C	218	468	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.47	10.78	1.0	3.2	B	275	413
B-A	0.08	17.20	0.1	0.5	C	16	23
C-AB	0.69	16.66	2.4	10.2	C	431	647
C-A						198	297
A-B						15	22
A-C						200	300

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	226	56	725	0.311	224	0.0	0.5	7.870	A
B-A	13	3	338	0.038	13	0.0	0.0	12.154	B
C-AB	352	88	774	0.456	349	0.0	0.9	9.246	A
C-A	164	41			164				
A-B	12	3			12				
A-C	164	41			164				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	270	67	714	0.378	269	0.5	0.7	8.889	A
B-A	15	4	302	0.051	15	0.0	0.1	13.811	B
C-AB	421	105	764	0.551	420	0.9	1.3	11.428	B
C-A	195	49			195				
A-B	14	4			14				
A-C	196	49			196				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	330	83	698	0.474	329	0.7	1.0	10.708	B
B-A	19	5	250	0.075	19	0.1	0.1	17.084	C
C-AB	521	130	758	0.687	517	1.3	2.3	16.174	C
C-A	235	59			235				
A-B	18	4			18				
A-C	240	60			240				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	330	83	697	0.474	330	1.0	1.0	10.782	B
B-A	19	5	249	0.075	19	0.1	0.1	17.199	C
C-AB	521	130	758	0.687	520	2.3	2.4	16.660	C
C-A	235	59			235				
A-B	18	4			18				
A-C	240	60			240				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	270	67	714	0.378	271	1.0	0.7	8.969	A
B-A	15	4	300	0.051	15	0.1	0.1	13.921	B
C-AB	421	105	764	0.551	425	2.4	1.4	11.805	B
C-A	195	49			195				
A-B	14	4			14				
A-C	196	49			196				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	226	56	725	0.312	227	0.7	0.5	7.958	A
B-A	13	3	336	0.038	13	0.1	0.0	12.241	B
C-AB	352	88	774	0.456	354	1.4	0.9	9.483	A
C-A	164	41			164				
A-B	12	3			12				
A-C	164	41			164				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.49	0.00	0.00	0.49	0.49			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.90	0.61	1.10	1.54	1.60			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.66	0.61	1.10	1.54	1.60			N/A	N/A
B-A	0.06	0.03	0.28	0.50	0.53			N/A	N/A
C-AB	1.32	0.11	1.15	2.17	2.95			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.97	0.03	0.29	0.97	0.97			N/A	N/A
B-A	0.09	0.03	0.29	0.52	0.54			N/A	N/A
C-AB	2.31	0.03	0.33	2.31	10.16			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.98	0.03	0.31	0.98	3.20			N/A	N/A
B-A	0.09	0.03	0.28	0.50	0.52			N/A	N/A
C-AB	2.37	0.03	0.31	2.37	6.67			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.68	0.09	0.85	1.49	1.57			N/A	N/A
B-A	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	1.39	0.06	0.80	3.12	4.47			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.50	0.04	0.43	1.35	1.50			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.94	0.05	0.46	2.11	3.32			N/A	N/A

2026 WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		7.80	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	21	Stream B-A	7.80	A

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
D8	2026 WD	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	400	100.000
B		ONE HOUR	✓	400	100.000
C		ONE HOUR	✓	459	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	36	364
	B	15	0	385
	C	172	287	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.65	17.07	2.0	7.6	C	353	530
B-A	0.07	17.71	0.1	0.5	C	14	21
C-AB	0.45	10.40	0.9	3.3	B	263	395
C-A						158	237
A-B						33	50
A-C						334	501

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	290	72	696	0.417	287	0.0	0.8	9.616	A
B-A	11	3	351	0.032	11	0.0	0.0	11.661	B
C-AB	216	54	737	0.293	214	0.0	0.5	7.549	A
C-A	129	32			129				
A-B	27	7			27				
A-C	274	69			274				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	346	87	679	0.510	345	0.8	1.1	11.803	B
B-A	13	3	310	0.044	13	0.0	0.0	13.366	B
C-AB	258	65	720	0.358	257	0.5	0.6	8.547	A
C-A	155	39			155				
A-B	32	8			32				
A-C	327	82			327				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	424	106	655	0.647	421	1.1	1.9	16.650	C
B-A	17	4	242	0.068	16	0.0	0.1	17.548	C
C-AB	316	79	697	0.454	315	0.6	0.9	10.344	B
C-A	189	47			189				
A-B	40	10			40				
A-C	401	100			401				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	424	106	655	0.647	424	1.9	2.0	17.074	C
B-A	17	4	240	0.069	17	0.1	0.1	17.711	C
C-AB	316	79	697	0.454	316	0.9	0.9	10.405	B
C-A	189	47			189				
A-B	40	10			40				
A-C	401	100			401				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	346	87	679	0.510	349	2.0	1.2	12.136	B
B-A	13	3	308	0.044	14	0.1	0.1	13.461	B
C-AB	258	65	720	0.358	259	0.9	0.6	8.615	A
C-A	155	39			155				
A-B	32	8			32				
A-C	327	82			327				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	290	72	695	0.417	291	1.2	0.8	9.835	A
B-A	11	3	349	0.032	11	0.1	0.0	11.726	B
C-AB	216	54	737	0.293	217	0.6	0.5	7.619	A
C-A	129	32			129				
A-B	27	7			27				
A-C	274	69			274				

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.77	0.61	1.10	1.54	1.60			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.45	0.00	0.00	0.45	0.45			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.12	0.14	1.09	1.69	2.04			N/A	N/A
B-A	0.05	0.03	0.28	0.50	0.53			N/A	N/A
C-AB	0.61	0.61	1.10	1.54	1.60			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.92	0.03	0.32	1.92	7.58			N/A	N/A
B-A	0.08	0.03	0.29	0.51	0.54			N/A	N/A
C-AB	0.90	0.03	0.29	0.90	0.90			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.97	0.03	0.31	1.97	5.76			N/A	N/A
B-A	0.08	0.03	0.28	0.50	0.52			N/A	N/A
C-AB	0.90	0.03	0.31	0.90	3.27			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.17	0.07	0.82	2.34	3.26			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.62	0.08	0.78	1.48	1.56			N/A	N/A

18:15 - 18:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.80	0.05	0.47	1.71	2.52			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.46	0.04	0.37	1.22	1.44			N/A	N/A

2036 WOD , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.31	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	72	Stream B-A	3.31	A

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
D9	2036 WOD	AM	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	342	100.000
B		ONE HOUR	✓	171	100.000
C		ONE HOUR	✓	578	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	14	328
	B	13	0	158
	C	334	244	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.26	8.02	0.4	1.3	A	145	217
B-A	0.05	14.04	0.1	0.5	B	12	18
C-AB	0.38	8.87	0.7	3.0	A	224	336
C-A						306	460
A-B						13	19
A-C						301	451

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	119	30	703	0.169	118	0.0	0.2	6.757	A
B-A	10	2	365	0.027	10	0.0	0.0	11.151	B
C-AB	184	46	750	0.245	182	0.0	0.4	6.961	A
C-A	251	63			251				
A-B	11	3			11				
A-C	247	62			247				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	142	36	688	0.206	142	0.2	0.3	7.240	A
B-A	12	3	336	0.035	12	0.0	0.0	12.206	B
C-AB	219	55	735	0.298	219	0.4	0.5	7.663	A
C-A	300	75			300				
A-B	13	3			13				
A-C	295	74			295				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	174	43	668	0.260	174	0.3	0.4	8.005	A
B-A	14	4	297	0.048	14	0.0	0.1	14.024	B
C-AB	269	67	715	0.376	268	0.5	0.7	8.840	A
C-A	368	92			368				
A-B	15	4			15				
A-C	361	90			361				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	174	43	668	0.261	174	0.4	0.4	8.018	A
B-A	14	4	296	0.048	14	0.1	0.1	14.041	B
C-AB	269	67	715	0.376	269	0.7	0.7	8.870	A
C-A	368	92			368				
A-B	15	4			15				
A-C	361	90			361				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	142	36	688	0.206	142	0.4	0.3	7.259	A
B-A	12	3	336	0.035	12	0.1	0.0	12.227	B
C-AB	219	55	735	0.298	220	0.7	0.5	7.698	A
C-A	300	75			300				
A-B	13	3			13				
A-C	295	74			295				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	119	30	703	0.169	119	0.3	0.2	6.783	A
B-A	10	2	364	0.027	10	0.0	0.0	11.180	B
C-AB	184	46	750	0.245	184	0.5	0.4	7.008	A
C-A	251	63			251				
A-B	11	3			11				
A-C	247	62			247				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.22	0.00	0.00	0.22	0.22			N/A	N/A
B-A	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.35	0.00	0.00	0.35	0.35			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.28	0.00	0.00	0.28	0.28			N/A	N/A
B-A	0.04	0.03	0.28	0.50	0.53			N/A	N/A
C-AB	0.46	0.00	0.00	0.46	0.46			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.38	0.03	0.28	0.50	0.53			N/A	N/A
B-A	0.05	0.03	0.28	0.51	0.53			N/A	N/A
C-AB	0.65	0.03	0.28	0.65	0.65			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.39	0.03	0.34	1.28	1.28			N/A	N/A
B-A	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.66	0.03	0.32	1.33	2.98			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.29	0.00	0.00	0.29	0.29			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.47	0.00	0.00	0.47	0.47			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.23	0.00	0.00	0.23	0.23			N/A	N/A
B-A	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.36	0.00	0.00	0.36	0.36			N/A	N/A

2036 WOD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.11	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	31	Stream B-A	4.11	A

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
D10	2036 WOD	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	643	100.000
B		ONE HOUR	✓	276	100.000
C		ONE HOUR	✓	424	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	36	607
	B	13	0	263
	C	241	183	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.50	13.52	1.1	3.9	B	241	362
B-A	0.06	17.08	0.1	0.5	C	12	18
C-AB	0.33	9.50	0.5	2.3	A	168	252
C-A						221	332
A-B						33	50
A-C						557	835

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	198	50	645	0.307	196	0.0	0.5	8.778	A
B-A	10	2	337	0.029	10	0.0	0.0	12.082	B
C-AB	138	34	684	0.202	137	0.0	0.3	7.225	A
C-A	181	45			181				
A-B	27	7			27				
A-C	457	114			457				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	236	59	619	0.382	236	0.5	0.7	10.309	B
B-A	12	3	301	0.039	12	0.0	0.0	13.683	B
C-AB	165	41	656	0.251	164	0.3	0.4	8.041	A
C-A	217	54			217				
A-B	32	8			32				
A-C	546	136			546				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	290	72	582	0.497	288	0.7	1.1	13.385	B
B-A	14	4	247	0.058	14	0.0	0.1	17.020	C
C-AB	201	50	618	0.326	201	0.4	0.5	9.485	A
C-A	265	66			265				
A-B	40	10			40				
A-C	668	167			668				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	290	72	582	0.497	290	1.1	1.1	13.515	B
B-A	14	4	246	0.058	14	0.1	0.1	17.078	C
C-AB	201	50	618	0.326	201	0.5	0.5	9.499	A
C-A	265	66			265				
A-B	40	10			40				
A-C	668	167			668				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	236	59	619	0.382	238	1.1	0.7	10.436	B
B-A	12	3	300	0.039	12	0.1	0.0	13.724	B
C-AB	165	41	656	0.251	165	0.5	0.4	8.075	A
C-A	217	54			217				
A-B	32	8			32				
A-C	546	136			546				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	198	50	645	0.307	199	0.7	0.5	8.886	A
B-A	10	2	337	0.029	10	0.0	0.0	12.114	B
C-AB	138	34	684	0.202	138	0.4	0.3	7.263	A
C-A	181	45			181				
A-B	27	7			27				
A-C	457	114			457				

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.48	0.00	0.00	0.48	0.48			N/A	N/A
B-A	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.27	0.00	0.00	0.27	0.27			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.67	0.17	1.00	1.52	1.59			N/A	N/A
B-A	0.04	0.03	0.28	0.50	0.53			N/A	N/A
C-AB	0.36	0.00	0.00	0.36	0.36			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.06	0.03	0.29	1.06	1.06			N/A	N/A
B-A	0.07	0.03	0.28	0.51	0.54			N/A	N/A
C-AB	0.52	0.03	0.28	0.52	0.53			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.07	0.03	0.31	1.07	3.90			N/A	N/A
B-A	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.53	0.03	0.33	1.50	2.34			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.69	0.07	0.78	1.49	1.58			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.37	0.00	0.00	0.37	0.37			N/A	N/A

18:15 - 18:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.49	0.04	0.42	1.34	1.50			N/A	N/A
B-A	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.28	0.00	0.00	0.28	0.28			N/A	N/A

2036 WODWS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		9.58	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	22	Stream C-AB	9.58	A

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
D11	2036 WODWS	AM	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	259	100.000
B		ONE HOUR	✓	353	100.000
C		ONE HOUR	✓	682	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	17	242
	B	17	0	336
	C	217	465	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.54	12.36	1.3	3.4	B	308	462
B-A	0.08	18.23	0.1	0.5	C	16	23
C-AB	0.69	16.99	2.4	10.5	C	429	643
C-A						197	296
A-B						16	23
A-C						222	333

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	253	63	720	0.351	251	0.0	0.6	8.388	A
B-A	13	3	333	0.038	13	0.0	0.0	12.360	B
C-AB	350	88	768	0.456	347	0.0	0.9	9.315	A
C-A	163	41			163				
A-B	13	3			13				
A-C	182	46			182				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	302	76	708	0.427	301	0.6	0.8	9.710	A
B-A	15	4	294	0.052	15	0.0	0.1	14.207	B
C-AB	419	105	758	0.552	417	0.9	1.3	11.552	B
C-A	195	49			195				
A-B	15	4			15				
A-C	218	54			218				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	370	92	690	0.536	368	0.8	1.2	12.226	B
B-A	19	5	237	0.079	19	0.1	0.1	18.087	C
C-AB	518	129	750	0.690	514	1.3	2.3	16.475	C
C-A	233	58			233				
A-B	19	5			19				
A-C	266	67			266				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	370	92	690	0.536	370	1.2	1.3	12.355	B
B-A	19	5	236	0.079	19	0.1	0.1	18.234	C
C-AB	518	129	750	0.690	517	2.3	2.4	16.991	C
C-A	233	58			233				
A-B	19	5			19				
A-C	266	67			266				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	302	76	708	0.427	304	1.3	0.8	9.839	A
B-A	15	4	292	0.052	15	0.1	0.1	14.336	B
C-AB	419	105	758	0.552	423	2.4	1.4	11.947	B
C-A	195	49			195				
A-B	15	4			15				
A-C	218	54			218				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	253	63	720	0.351	254	0.8	0.6	8.508	A
B-A	13	3	331	0.039	13	0.1	0.0	12.455	B
C-AB	350	88	768	0.456	352	1.4	0.9	9.558	A
C-A	163	41			163				
A-B	13	3			13				
A-C	182	46			182				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.59	0.59	1.10	1.54	1.60			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.90	0.61	1.10	1.54	1.60			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.80	0.21	1.02	1.53	1.59			N/A	N/A
B-A	0.06	0.03	0.28	0.50	0.53			N/A	N/A
C-AB	1.32	0.11	1.15	2.18	2.97			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.24	0.03	0.29	1.24	1.57			N/A	N/A
B-A	0.09	0.03	0.29	0.52	0.55			N/A	N/A
C-AB	2.34	0.03	0.33	2.34	10.47			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.25	0.03	0.30	1.25	3.35			N/A	N/A
B-A	0.09	0.03	0.28	0.50	0.52			N/A	N/A
C-AB	2.40	0.03	0.31	2.40	6.98			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.83	0.09	0.89	1.28	1.28			N/A	N/A
B-A	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	1.40	0.06	0.78	3.15	4.57			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.60	0.05	0.52	1.46	1.58			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.94	0.05	0.46	2.13	3.39			N/A	N/A

2036 WODWS , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		8.34	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	15	Stream B-A	8.34	A

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
D12	2036 WODWS	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	435	100.000
B		ONE HOUR	✓	416	100.000
C		ONE HOUR	✓	471	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	36	399
	B	15	0	401
	C	191	280	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.69	19.42	2.3	10.5	C	368	552
B-A	0.08	19.53	0.1	0.5	C	14	21
C-AB	0.45	10.50	0.9	3.3	B	257	385
C-A						175	263
A-B						33	50
A-C						366	549

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	302	75	688	0.439	299	0.0	0.8	10.074	B
B-A	11	3	342	0.033	11	0.0	0.0	11.955	B
C-AB	211	53	729	0.289	209	0.0	0.4	7.584	A
C-A	144	36			144				
A-B	27	7			27				
A-C	300	75			300				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	360	90	670	0.538	359	0.8	1.2	12.654	B
B-A	13	3	298	0.045	13	0.0	0.1	13.934	B
C-AB	252	63	711	0.354	251	0.4	0.6	8.604	A
C-A	172	43			172				
A-B	32	8			32				
A-C	359	90			359				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	442	110	645	0.685	437	1.2	2.3	18.757	C
B-A	17	4	222	0.074	16	0.1	0.1	19.257	C
C-AB	308	77	685	0.450	307	0.6	0.9	10.441	B
C-A	210	53			210				
A-B	40	10			40				
A-C	439	110			439				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	442	110	644	0.685	441	2.3	2.3	19.420	C
B-A	17	4	219	0.075	17	0.1	0.1	19.526	C
C-AB	308	77	685	0.450	308	0.9	0.9	10.502	B
C-A	210	53			210				
A-B	40	10			40				
A-C	439	110			439				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	360	90	670	0.538	364	2.3	1.3	13.127	B
B-A	13	3	295	0.046	14	0.1	0.1	14.073	B
C-AB	252	63	711	0.354	253	0.9	0.6	8.669	A
C-A	172	43			172				
A-B	32	8			32				
A-C	359	90			359				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	302	75	688	0.439	304	1.3	0.9	10.345	B
B-A	11	3	341	0.033	11	0.1	0.0	12.033	B
C-AB	211	53	729	0.289	211	0.6	0.5	7.657	A
C-A	144	36			144				
A-B	27	7			27				
A-C	300	75			300				

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.84	0.61	1.10	1.54	1.60			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.44	0.00	0.00	0.44	0.44			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.24	0.12	1.13	2.02	2.58			N/A	N/A
B-A	0.05	0.03	0.28	0.50	0.53			N/A	N/A
C-AB	0.59	0.59	1.10	1.54	1.60			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	2.25	0.03	0.33	2.49	10.47			N/A	N/A
B-A	0.09	0.03	0.29	0.52	0.55			N/A	N/A
C-AB	0.88	0.03	0.29	0.88	0.88			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	2.32	0.03	0.31	2.32	7.74			N/A	N/A
B-A	0.09	0.03	0.28	0.50	0.52			N/A	N/A
C-AB	0.89	0.03	0.31	0.91	3.29			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.32	0.06	0.71	3.00	4.32			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.61	0.07	0.76	1.47	1.56			N/A	N/A

18:15 - 18:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.88	0.04	0.44	2.01	3.19			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.45	0.04	0.36	1.18	1.41			N/A	N/A

2036 WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		13.09	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	6	Stream C-AB	13.09	B

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
D13	2036 WD	AM	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	414	100.000
B		ONE HOUR	✓	366	100.000
C		ONE HOUR	✓	730	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	16	398
	B	19	0	347
	C	226	504	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.60	15.43	1.6	4.6	C	318	478
B-A	0.12	25.03	0.1	0.6	D	17	26
C-AB	0.80	27.09	4.3	21.7	D	472	708
C-A						198	297
A-B						15	22
A-C						365	548

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	261	65	687	0.381	259	0.0	0.7	9.197	A
B-A	14	4	297	0.048	14	0.0	0.1	13.983	B
C-AB	380	95	734	0.517	375	0.0	1.1	10.888	B
C-A	170	42			170				
A-B	12	3			12				
A-C	300	75			300				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	312	78	667	0.468	311	0.7	0.9	11.076	B
B-A	17	4	250	0.068	17	0.1	0.1	16.989	C
C-AB	455	114	719	0.633	452	1.1	1.8	14.675	B
C-A	201	50			201				
A-B	14	4			14				
A-C	358	89			358				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	382	96	639	0.598	380	0.9	1.6	15.123	C
B-A	21	5	182	0.115	21	0.1	0.1	24.516	C
C-AB	582	145	725	0.802	573	1.8	4.0	24.734	C
C-A	222	55			222				
A-B	18	4			18				
A-C	438	110			438				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	382	96	638	0.599	382	1.6	1.6	15.428	C
B-A	21	5	179	0.117	21	0.1	0.1	25.031	D
C-AB	582	145	725	0.802	581	4.0	4.3	27.092	D
C-A	222	55			222				
A-B	18	4			18				
A-C	438	110			438				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	312	78	667	0.468	314	1.6	1.0	11.317	B
B-A	17	4	246	0.069	17	0.1	0.1	17.342	C
C-AB	455	114	719	0.633	464	4.3	2.0	16.046	C
C-A	201	50			201				
A-B	14	4			14				
A-C	358	89			358				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	261	65	686	0.381	262	1.0	0.7	9.369	A
B-A	14	4	294	0.049	14	0.1	0.1	14.153	B
C-AB	380	95	734	0.517	383	2.0	1.2	11.361	B
C-A	170	42			170				
A-B	12	3			12				
A-C	300	75			300				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.66	0.61	1.10	1.54	1.60			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	1.15	0.61	1.10	1.54	1.60			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.95	0.16	1.03	1.35	1.35			N/A	N/A
B-A	0.08	0.03	0.28	0.50	0.52			N/A	N/A
C-AB	1.82	0.09	1.24	3.94	5.37			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.57	0.03	0.31	1.57	4.43			N/A	N/A
B-A	0.14	0.03	0.29	0.52	0.63			N/A	N/A
C-AB	4.04	0.04	0.41	10.20	21.69			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.61	0.03	0.31	1.61	4.61			N/A	N/A
B-A	0.14	0.03	0.28	0.50	0.52			N/A	N/A
C-AB	4.31	0.03	0.35	5.93	21.22			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.99	0.07	0.86	1.74	2.15			N/A	N/A
B-A	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	1.98	0.05	0.49	5.31	8.79			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.69	0.05	0.49	1.64	1.78			N/A	N/A
B-A	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	1.21	0.04	0.38	2.92	5.88			N/A	N/A

2036 WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		7.03	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	23	Stream B-A	7.03	A

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
D14	2036 WD	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	435	100.000
B		ONE HOUR	✓	379	100.000
C		ONE HOUR	✓	461	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	37	398
	B	14	0	365
	C	189	272	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.62	16.23	1.8	6.0	C	335	502
B-A	0.06	17.40	0.1	0.5	C	13	19
C-AB	0.44	10.26	0.8	3.3	B	250	374
C-A						173	260
A-B						34	51
A-C						365	548

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	275	69	689	0.399	272	0.0	0.7	9.436	A
B-A	11	3	349	0.030	10	0.0	0.0	11.697	B
C-AB	205	51	729	0.281	203	0.0	0.4	7.500	A
C-A	142	36			142				
A-B	28	7			28				
A-C	300	75			300				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	328	82	671	0.489	327	0.7	1.0	11.475	B
B-A	13	3	309	0.041	13	0.0	0.0	13.356	B
C-AB	245	61	711	0.344	244	0.4	0.6	8.472	A
C-A	170	42			170				
A-B	33	8			33				
A-C	358	89			358				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	402	100	645	0.623	399	1.0	1.7	15.884	C
B-A	15	4	245	0.063	15	0.0	0.1	17.266	C
C-AB	300	75	685	0.437	298	0.6	0.8	10.209	B
C-A	208	52			208				
A-B	41	10			41				
A-C	438	110			438				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	402	100	645	0.623	402	1.7	1.8	16.227	C
B-A	15	4	243	0.063	15	0.1	0.1	17.396	C
C-AB	300	75	685	0.437	299	0.8	0.8	10.263	B
C-A	208	52			208				
A-B	41	10			41				
A-C	438	110			438				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	328	82	671	0.489	331	1.8	1.1	11.748	B
B-A	13	3	307	0.041	13	0.1	0.0	13.439	B
C-AB	245	61	711	0.344	246	0.8	0.6	8.532	A
C-A	170	42			170				
A-B	33	8			33				
A-C	358	89			358				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	275	69	689	0.399	276	1.1	0.7	9.630	A
B-A	11	3	347	0.030	11	0.0	0.0	11.759	B
C-AB	205	51	729	0.281	205	0.6	0.4	7.568	A
C-A	142	36			142				
A-B	28	7			28				
A-C	300	75			300				

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.72	0.61	1.10	1.54	1.60			N/A	N/A
B-A	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.42	0.00	0.00	0.42	0.42			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.03	0.15	1.05	1.34	1.81			N/A	N/A
B-A	0.05	0.03	0.28	0.50	0.53			N/A	N/A
C-AB	0.57	0.57	1.10	1.54	1.60			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.74	0.03	0.31	1.74	5.98			N/A	N/A
B-A	0.07	0.03	0.29	0.51	0.54			N/A	N/A
C-AB	0.84	0.03	0.28	0.84	0.84			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.77	0.03	0.31	1.77	5.09			N/A	N/A
B-A	0.07	0.03	0.28	0.50	0.52			N/A	N/A
C-AB	0.85	0.03	0.31	1.00	3.27			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.08	0.07	0.85	2.02	2.79			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.58	0.06	0.68	1.46	1.55			N/A	N/A

18:15 - 18:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.74	0.05	0.48	1.43	2.07			N/A	N/A
B-A	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.43	0.03	0.33	1.00	1.33			N/A	N/A



<h1>Junctions 10</h1>
<h2>PICADY 10 - Priority Intersection Module</h2>
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Filename: 220711 Hinkley Rd Lynchgate Lane Sharnford Rd.j10

Path: X:\NTT\NTT2814_Hinckley Rail Freight Interchange\02. Project Delivery\01. WIP\Design and Calculations\T&I Planning\04 Junction Modelling\JTC 41 - Hinckley Rd - Lynchgate Lane - Sharnford Road

Report generation date: 11/07/2022 14:01:54

-
- »2018, AM
 - »2018, PM
 - »2026 WoD, AM
 - »2026 WoD, PM
 - »2026 WoDWS, AM
 - »2026 WoDWS, PM
 - »2026 WD, AM
 - »2026 WD, PM
 - »2036 WoD, AM
 - »2036 WoD, PM
 - »2036 WoDWS, AM
 - »2036 WoDWS, PM
 - »2036 WD, AM
 - »2036 WD, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2018												
Stream B-AC	D1	0.1	7.55	0.12	A	379 %	D2	0.1	7.49	0.12	A	393 %
Stream C-AB		0.0	5.79	0.01	A	[Stream B-AC]		0.0	5.89	0.03	A	[Stream B-AC]
2026 WoD												
Stream B-AC	D3	0.2	7.81	0.14	A	330 %	D4	0.1	7.56	0.13	A	369 %
Stream C-AB		0.0	5.77	0.02	A	[Stream B-AC]		0.0	5.89	0.03	A	[Stream B-AC]
2026 WoDWS												
Stream B-AC	D5	0.2	8.14	0.16	A	276 %	D6	0.2	7.93	0.14	A	297 %
Stream C-AB		0.0	5.72	0.01	A	[Stream B-AC]		0.0	5.83	0.03	A	[Stream B-AC]
2026 WD												
Stream B-AC	D7	0.2	8.42	0.17	A	236 %	D8	0.2	8.51	0.17	A	215 %
Stream C-AB		0.0	5.73	0.01	A	[Stream B-AC]		0.0	5.73	0.03	A	[Stream B-AC]
2036 WoD												
Stream B-AC	D9	0.2	8.67	0.19	A	220 %	D10	0.2	7.92	0.14	A	294 %
Stream C-AB		0.0	5.60	0.02	A	[Stream B-AC]		0.0	5.98	0.03	A	[Stream B-AC]
2036 WoDWS												
Stream B-AC	D11	0.2	8.60	0.18	A	218 %	D12	0.2	8.67	0.16	A	194 %
Stream C-AB		0.0	5.65	0.01	A	[Stream B-AC]		0.0	5.98	0.03	A	[Stream B-AC]
2036 WD												
Stream B-AC	D13	0.2	9.08	0.19	A	174 %	D14	0.2	9.32	0.17	A	150 %
Stream C-AB		0.0	5.71	0.01	A	[Stream B-AC]		0.0	5.72	0.03	A	[Stream B-AC]

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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

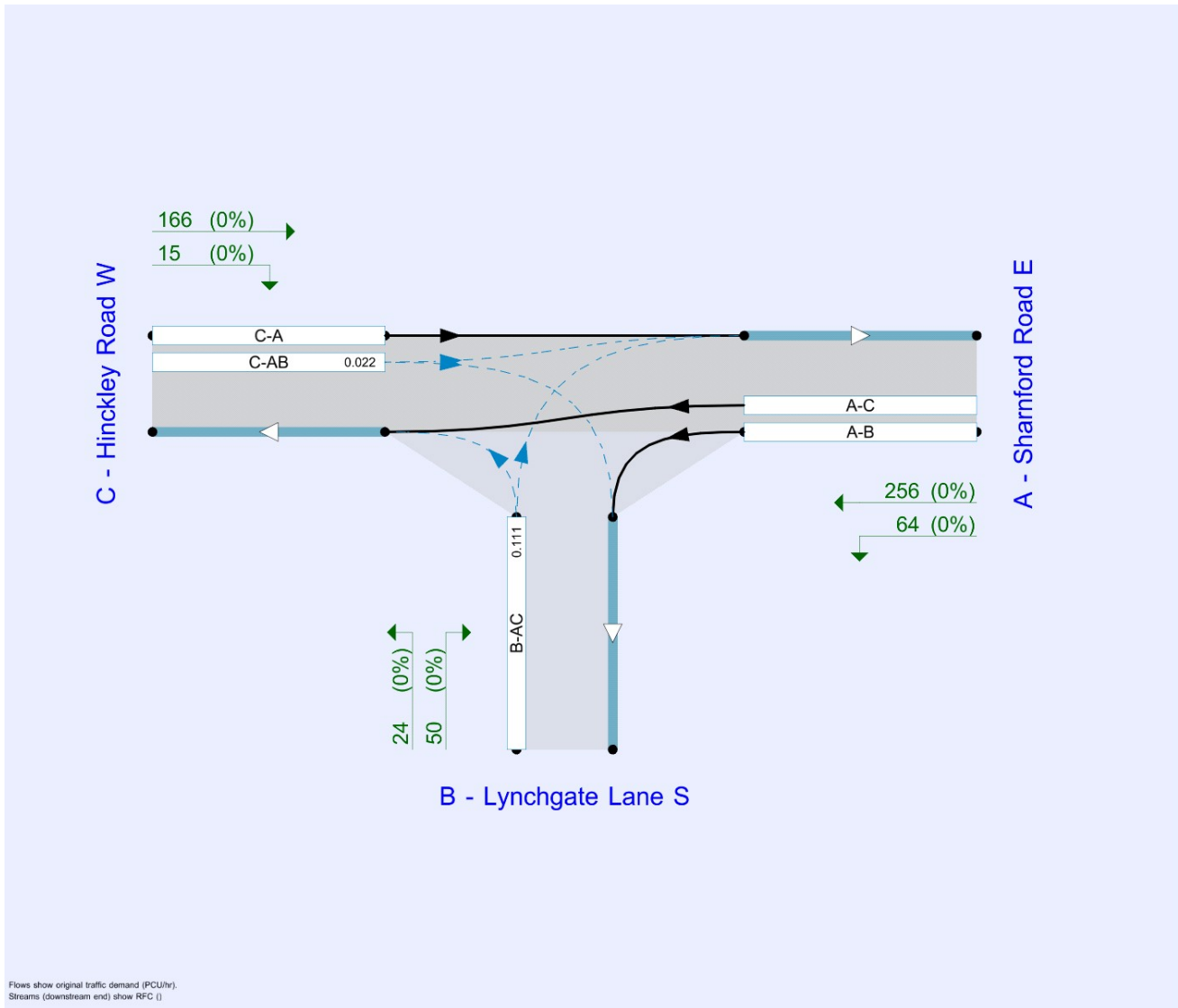
File summary

File Description

Title	J41
Location	Hinckley Rd / Sharnford Rd / Lynchgate Ln
Site number	J41
Date	21/12/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	NTT2814
Enumerator	BWB\petr.jandik
Description	Arms lables do NOT match labels in the furnessing spreadsheet.

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75					✓	Delay	0.85	36.00	20.00		500

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	2018	AM	ONE HOUR	07:15	08:45	15	✓
D2	2018	PM	ONE HOUR	16:15	17:45	15	✓
D3	2026 WoD	AM	ONE HOUR	07:15	08:45	15	✓
D4	2026 WoD	PM	ONE HOUR	16:15	17:45	15	✓
D5	2026 WoDWS	AM	ONE HOUR	07:15	08:45	15	✓
D6	2026 WoDWS	PM	ONE HOUR	16:15	17:45	15	✓
D7	2026 WD	AM	ONE HOUR	07:15	08:45	15	✓
D8	2026 WD	PM	ONE HOUR	16:15	17:45	15	✓
D9	2036 WoD	AM	ONE HOUR	07:15	08:45	15	✓
D10	2036 WoD	PM	ONE HOUR	16:15	17:45	15	✓
D11	2036 WoDWS	AM	ONE HOUR	07:15	08:45	15	✓
D12	2036 WoDWS	PM	ONE HOUR	16:15	17:45	15	✓
D13	2036 WD	AM	ONE HOUR	07:15	08:45	15	✓
D14	2036 WD	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

2018, AM

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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
41	untitled	T-Junction	Two-way	Two-way	Two-way		2.22	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	379	Stream B-AC	2.22	A

Arms

Arms

Arm	Name	Description	Arm type
A	Sharnford Road E		Major
B	Lynchgate Lane S		Minor
C	Hinckley Road W		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Hinckley Road W	6.00			70.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Lynchgate Lane S	One lane	3.68	37	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	533	0.097	0.246	0.154	0.351
B-C	680	0.104	0.263	-	-
C-B	615	0.238	0.238	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Sharnford Road E		ONE HOUR	✓	98	100.000
B - Lynchgate Lane S		ONE HOUR	✓	61	100.000
C - Hinckley Road W		ONE HOUR	✓	63	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Sharnford Road E	B - Lynchgate Lane S	C - Hinckley Road W
From	A - Sharnford Road E	0	25	73
	B - Lynchgate Lane S	40	0	21
	C - Hinckley Road W	58	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Sharnford Road E	B - Lynchgate Lane S	C - Hinckley Road W
From	A - Sharnford Road E	0	0	0
	B - Lynchgate Lane S	0	0	0
	C - Hinckley Road W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.12	7.55	0.1	A	56	84
C-AB	0.01	5.79	0.0	A	5	8
C-A					53	79
A-B					23	34
A-C					67	100

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	11	554	0.083	46	0.0	0.1	7.074	A
C-AB	4	1	626	0.006	4	0.0	0.0	5.786	A
C-A	43	11			43				
A-B	19	5			19				
A-C	55	14			55				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	14	550	0.100	55	0.1	0.1	7.272	A
C-AB	5	1	628	0.008	5	0.0	0.0	5.772	A
C-A	52	13			52				
A-B	22	6			22				
A-C	66	16			66				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	17	544	0.123	67	0.1	0.1	7.547	A
C-AB	6	2	632	0.010	6	0.0	0.0	5.753	A
C-A	63	16			63				
A-B	28	7			28				
A-C	80	20			80				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	17	544	0.123	67	0.1	0.1	7.550	A
C-AB	6	2	632	0.010	6	0.0	0.0	5.753	A
C-A	63	16			63				
A-B	28	7			28				
A-C	80	20			80				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	14	550	0.100	55	0.1	0.1	7.278	A
C-AB	5	1	628	0.008	5	0.0	0.0	5.772	A
C-A	52	13			52				
A-B	22	6			22				
A-C	66	16			66				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	11	554	0.083	46	0.1	0.1	7.088	A
C-AB	4	1	626	0.006	4	0.0	0.0	5.786	A
C-A	43	11			43				
A-B	19	5			19				
A-C	55	14			55				

2018, 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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
41	untitled	T-Junction	Two-way	Two-way	Two-way		2.53	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	393	Stream B-AC	2.53	A

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	2018	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Sharnford Road E		ONE HOUR	✓	89	100.000
B - Lynchgate Lane S		ONE HOUR	✓	60	100.000
C - Hinckley Road W		ONE HOUR	✓	69	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Sharnford Road E	B - Lynchgate Lane S	C - Hinckley Road W
From	A - Sharnford Road E	0	37	52
	B - Lynchgate Lane S	39	0	21
	C - Hinckley Road W	53	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Sharnford Road E	B - Lynchgate Lane S	C - Hinckley Road W
From	A - Sharnford Road E	0	0	0
	B - Lynchgate Lane S	0	0	0
	C - Hinckley Road W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.12	7.49	0.1	A	55	83
C-AB	0.03	5.89	0.0	A	16	24
C-A					47	71
A-B					34	51
A-C					48	72

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	11	556	0.081	45	0.0	0.1	7.035	A
C-AB	13	3	625	0.021	13	0.0	0.0	5.878	A
C-A	39	10			39				
A-B	28	7			28				
A-C	39	10			39				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	13	552	0.098	54	0.1	0.1	7.224	A
C-AB	16	4	627	0.025	16	0.0	0.0	5.883	A
C-A	46	12			46				
A-B	33	8			33				
A-C	47	12			47				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	17	547	0.121	66	0.1	0.1	7.487	A
C-AB	19	5	630	0.031	19	0.0	0.0	5.891	A
C-A	57	14			57				
A-B	41	10			41				
A-C	57	14			57				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	17	547	0.121	66	0.1	0.1	7.490	A
C-AB	19	5	630	0.031	19	0.0	0.0	5.894	A
C-A	57	14			57				
A-B	41	10			41				
A-C	57	14			57				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	13	552	0.098	54	0.1	0.1	7.230	A
C-AB	16	4	627	0.025	16	0.0	0.0	5.884	A
C-A	46	12			46				
A-B	33	8			33				
A-C	47	12			47				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	11	556	0.081	45	0.1	0.1	7.046	A
C-AB	13	3	625	0.021	13	0.0	0.0	5.881	A
C-A	39	10			39				
A-B	28	7			28				
A-C	39	10			39				

2026 WoD, AM

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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
41	untitled	T-Junction	Two-way	Two-way	Two-way		2.29	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	330	Stream B-AC	2.29	A

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
D3	2026 WoD	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Sharnford Road E		ONE HOUR	✓	106	100.000
B - Lynchgate Lane S		ONE HOUR	✓	67	100.000
C - Hinckley Road W		ONE HOUR	✓	78	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Sharnford Road E	B - Lynchgate Lane S	C - Hinckley Road W
From	A - Sharnford Road E	0	36	70
	B - Lynchgate Lane S	47	0	20
	C - Hinckley Road W	70	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Sharnford Road E	B - Lynchgate Lane S	C - Hinckley Road W
From	A - Sharnford Road E	0	0	0
	B - Lynchgate Lane S	0	0	0
	C - Hinckley Road W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.14	7.81	0.2	A	61	92
C-AB	0.02	5.77	0.0	A	8	12
C-A					63	95
A-B					33	50
A-C					64	96

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	13	546	0.092	50	0.0	0.1	7.255	A
C-AB	7	2	631	0.010	7	0.0	0.0	5.766	A
C-A	52	13			52				
A-B	27	7			27				
A-C	53	13			53				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	15	541	0.111	60	0.1	0.1	7.483	A
C-AB	8	2	634	0.013	8	0.0	0.0	5.749	A
C-A	62	16			62				
A-B	32	8			32				
A-C	63	16			63				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	18	535	0.138	74	0.1	0.2	7.808	A
C-AB	10	3	639	0.016	10	0.0	0.0	5.726	A
C-A	76	19			76				
A-B	40	10			40				
A-C	77	19			77				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	18	534	0.138	74	0.2	0.2	7.813	A
C-AB	10	3	639	0.016	10	0.0	0.0	5.728	A
C-A	76	19			76				
A-B	40	10			40				
A-C	77	19			77				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	15	541	0.111	60	0.2	0.1	7.490	A
C-AB	8	2	634	0.013	8	0.0	0.0	5.752	A
C-A	62	16			62				
A-B	32	8			32				
A-C	63	16			63				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	13	546	0.092	51	0.1	0.1	7.272	A
C-AB	7	2	631	0.010	7	0.0	0.0	5.767	A
C-A	52	13			52				
A-B	27	7			27				
A-C	53	13			53				

2026 WoD, 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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
41	untitled	T-Junction	Two-way	Two-way	Two-way		2.45	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	369	Stream B-AC	2.45	A

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
D4	2026 WoD	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Sharnford Road E		ONE HOUR	✓	98	100.000
B - Lynchgate Lane S		ONE HOUR	✓	62	100.000
C - Hinckley Road W		ONE HOUR	✓	73	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Sharnford Road E	B - Lynchgate Lane S	C - Hinckley Road W
From	A - Sharnford Road E	0	38	60
	B - Lynchgate Lane S	40	0	22
	C - Hinckley Road W	57	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Sharnford Road E	B - Lynchgate Lane S	C - Hinckley Road W
From	A - Sharnford Road E	0	0	0
	B - Lynchgate Lane S	0	0	0
	C - Hinckley Road W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.13	7.56	0.1	A	57	85
C-AB	0.03	5.89	0.0	A	16	24
C-A					51	76
A-B					35	52
A-C					55	83

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	12	555	0.084	46	0.0	0.1	7.073	A
C-AB	13	3	626	0.021	13	0.0	0.0	5.875	A
C-A	42	11			42				
A-B	29	7			29				
A-C	45	11			45				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	14	551	0.101	56	0.1	0.1	7.274	A
C-AB	16	4	628	0.025	16	0.0	0.0	5.879	A
C-A	50	12			50				
A-B	34	9			34				
A-C	54	13			54				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	17	544	0.125	68	0.1	0.1	7.556	A
C-AB	20	5	631	0.031	20	0.0	0.0	5.886	A
C-A	61	15			61				
A-B	42	10			42				
A-C	66	17			66				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	17	544	0.125	68	0.1	0.1	7.559	A
C-AB	20	5	631	0.031	20	0.0	0.0	5.887	A
C-A	61	15			61				
A-B	42	10			42				
A-C	66	17			66				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	14	551	0.101	56	0.1	0.1	7.281	A
C-AB	16	4	628	0.025	16	0.0	0.0	5.882	A
C-A	50	12			50				
A-B	34	9			34				
A-C	54	13			54				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	12	555	0.084	47	0.1	0.1	7.087	A
C-AB	13	3	626	0.021	13	0.0	0.0	5.878	A
C-A	42	11			42				
A-B	29	7			29				
A-C	45	11			45				

2026 WoDWS, AM

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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
41	untitled	T-Junction	Two-way	Two-way	Two-way		2.48	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	276	Stream B-AC	2.48	A

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
D5	2026 WoDWS	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Sharnford Road E		ONE HOUR	✓	109	100.000
B - Lynchgate Lane S		ONE HOUR	✓	78	100.000
C - Hinckley Road W		ONE HOUR	✓	87	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Sharnford Road E	B - Lynchgate Lane S	C - Hinckley Road W
From	A - Sharnford Road E	0	33	76
	B - Lynchgate Lane S	57	0	21
	C - Hinckley Road W	80	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Sharnford Road E	B - Lynchgate Lane S	C - Hinckley Road W
From	A - Sharnford Road E	0	0	0
	B - Lynchgate Lane S	0	0	0
	C - Hinckley Road W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.16	8.14	0.2	A	72	107
C-AB	0.01	5.72	0.0	A	7	11
C-A					73	109
A-B					30	45
A-C					70	105

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	15	540	0.109	58	0.0	0.1	7.462	A
C-AB	6	1	635	0.009	6	0.0	0.0	5.718	A
C-A	60	15			60				
A-B	25	6			25				
A-C	57	14			57				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	70	18	535	0.131	70	0.1	0.1	7.740	A
C-AB	7	2	639	0.011	7	0.0	0.0	5.692	A
C-A	71	18			71				
A-B	30	7			30				
A-C	68	17			68				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	86	21	528	0.163	86	0.1	0.2	8.133	A
C-AB	9	2	645	0.014	9	0.0	0.0	5.656	A
C-A	87	22			87				
A-B	36	9			36				
A-C	84	21			84				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	86	21	528	0.163	86	0.2	0.2	8.142	A
C-AB	9	2	645	0.014	9	0.0	0.0	5.656	A
C-A	87	22			87				
A-B	36	9			36				
A-C	84	21			84				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	70	18	535	0.131	70	0.2	0.2	7.750	A
C-AB	7	2	639	0.011	7	0.0	0.0	5.692	A
C-A	71	18			71				
A-B	30	7			30				
A-C	68	17			68				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	15	540	0.109	59	0.2	0.1	7.484	A
C-AB	6	1	635	0.009	6	0.0	0.0	5.718	A
C-A	60	15			60				
A-B	25	6			25				
A-C	57	14			57				

2026 WoDWS, 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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
41	untitled	T-Junction	Two-way	Two-way	Two-way		2.27	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	297	Stream B-AC	2.27	A

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
D6	2026 WoDWS	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Sharnford Road E		ONE HOUR	✓	125	100.000
B - Lynchgate Lane S		ONE HOUR	✓	69	100.000
C - Hinckley Road W		ONE HOUR	✓	93	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Sharnford Road E	B - Lynchgate Lane S	C - Hinckley Road W
From	A - Sharnford Road E	0	44	81
	B - Lynchgate Lane S	47	0	22
	C - Hinckley Road W	77	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Sharnford Road E	B - Lynchgate Lane S	C - Hinckley Road W
From	A - Sharnford Road E	0	0	0
	B - Lynchgate Lane S	0	0	0
	C - Hinckley Road W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.14	7.93	0.2	A	63	95
C-AB	0.03	5.83	0.0	A	17	25
C-A					69	103
A-B					40	61
A-C					74	111

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	544	0.096	52	0.0	0.1	7.310	A
C-AB	13	3	631	0.021	13	0.0	0.0	5.827	A
C-A	57	14			57				
A-B	33	8			33				
A-C	61	15			61				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	16	538	0.115	62	0.1	0.1	7.561	A
C-AB	16	4	634	0.025	16	0.0	0.0	5.822	A
C-A	67	17			67				
A-B	40	10			40				
A-C	73	18			73				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	19	530	0.143	76	0.1	0.2	7.924	A
C-AB	20	5	639	0.032	20	0.0	0.0	5.817	A
C-A	82	21			82				
A-B	48	12			48				
A-C	89	22			89				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	19	530	0.143	76	0.2	0.2	7.929	A
C-AB	20	5	639	0.032	20	0.0	0.0	5.817	A
C-A	82	21			82				
A-B	48	12			48				
A-C	89	22			89				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	16	538	0.115	62	0.2	0.1	7.569	A
C-AB	16	4	634	0.025	16	0.0	0.0	5.823	A
C-A	67	17			67				
A-B	40	10			40				
A-C	73	18			73				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	544	0.096	52	0.1	0.1	7.328	A
C-AB	13	3	631	0.021	13	0.0	0.0	5.830	A
C-A	57	14			57				
A-B	33	8			33				
A-C	61	15			61				

2026 WD, AM

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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
41	untitled	T-Junction	Two-way	Two-way	Two-way		2.27	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	236	Stream B-AC	2.27	A

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
D7	2026 WD	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Sharnford Road E		ONE HOUR	✓	145	100.000
B - Lynchgate Lane S		ONE HOUR	✓	82	100.000
C - Hinckley Road W		ONE HOUR	✓	95	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Sharnford Road E	B - Lynchgate Lane S	C - Hinckley Road W
From	A - Sharnford Road E	0	37	108
	B - Lynchgate Lane S	60	0	22
	C - Hinckley Road W	89	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Sharnford Road E	B - Lynchgate Lane S	C - Hinckley Road W
From	A - Sharnford Road E	0	0	0
	B - Lynchgate Lane S	0	0	0
	C - Hinckley Road W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.17	8.42	0.2	A	75	113
C-AB	0.01	5.73	0.0	A	6	10
C-A					81	121
A-B					34	51
A-C					99	149

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	15	533	0.116	61	0.0	0.1	7.623	A
C-AB	5	1	634	0.008	5	0.0	0.0	5.726	A
C-A	66	17			66				
A-B	28	7			28				
A-C	81	20			81				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	18	527	0.140	74	0.1	0.2	7.947	A
C-AB	6	2	638	0.010	6	0.0	0.0	5.701	A
C-A	79	20			79				
A-B	33	8			33				
A-C	97	24			97				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	23	518	0.174	90	0.2	0.2	8.418	A
C-AB	8	2	643	0.012	8	0.0	0.0	5.666	A
C-A	97	24			97				
A-B	41	10			41				
A-C	119	30			119				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	23	518	0.174	90	0.2	0.2	8.424	A
C-AB	8	2	643	0.012	8	0.0	0.0	5.666	A
C-A	97	24			97				
A-B	41	10			41				
A-C	119	30			119				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	18	527	0.140	74	0.2	0.2	7.958	A
C-AB	6	2	638	0.010	6	0.0	0.0	5.703	A
C-A	79	20			79				
A-B	33	8			33				
A-C	97	24			97				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	15	533	0.116	62	0.2	0.1	7.645	A
C-AB	5	1	634	0.008	5	0.0	0.0	5.729	A
C-A	66	17			66				
A-B	28	7			28				
A-C	81	20			81				

2026 WD, 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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
41	untitled	T-Junction	Two-way	Two-way	Two-way		1.91	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	215	Stream B-AC	1.91	A

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
D8	2026 WD	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Sharnford Road E		ONE HOUR	✓	187	100.000
B - Lynchgate Lane S		ONE HOUR	✓	77	100.000
C - Hinckley Road W		ONE HOUR	✓	133	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Sharnford Road E	B - Lynchgate Lane S	C - Hinckley Road W
From	A - Sharnford Road E	0	52	135
	B - Lynchgate Lane S	53	0	24
	C - Hinckley Road W	118	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Sharnford Road E	B - Lynchgate Lane S	C - Hinckley Road W
From	A - Sharnford Road E	0	0	0
	B - Lynchgate Lane S	0	0	0
	C - Hinckley Road W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.17	8.51	0.2	A	71	106
C-AB	0.03	5.73	0.0	A	17	25
C-A					105	158
A-B					48	72
A-C					124	186

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	14	528	0.110	57	0.0	0.1	7.642	A
C-AB	13	3	641	0.020	13	0.0	0.0	5.731	A
C-A	87	22			87				
A-B	39	10			39				
A-C	102	25			102				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	519	0.133	69	0.1	0.2	7.992	A
C-AB	16	4	647	0.025	16	0.0	0.0	5.708	A
C-A	103	26			103				
A-B	47	12			47				
A-C	121	30			121				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	21	508	0.167	85	0.2	0.2	8.506	A
C-AB	21	5	655	0.032	21	0.0	0.0	5.677	A
C-A	126	31			126				
A-B	57	14			57				
A-C	149	37			149				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	21	508	0.167	85	0.2	0.2	8.513	A
C-AB	21	5	655	0.032	21	0.0	0.0	5.680	A
C-A	126	31			126				
A-B	57	14			57				
A-C	149	37			149				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	519	0.133	69	0.2	0.2	8.003	A
C-AB	16	4	647	0.025	16	0.0	0.0	5.711	A
C-A	103	26			103				
A-B	47	12			47				
A-C	121	30			121				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	14	528	0.110	58	0.2	0.1	7.665	A
C-AB	13	3	641	0.020	13	0.0	0.0	5.734	A
C-A	87	22			87				
A-B	39	10			39				
A-C	102	25			102				

2036 WoD, AM

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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
41	untitled	T-Junction	Two-way	Two-way	Two-way		2.41	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	220	Stream B-AC	2.41	A

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
D9	2036 WoD	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Sharnford Road E		ONE HOUR	✓	125	100.000
B - Lynchgate Lane S		ONE HOUR	✓	87	100.000
C - Hinckley Road W		ONE HOUR	✓	129	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Sharnford Road E	B - Lynchgate Lane S	C - Hinckley Road W
From	A - Sharnford Road E	0	51	74
	B - Lynchgate Lane S	69	0	18
	C - Hinckley Road W	119	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Sharnford Road E	B - Lynchgate Lane S	C - Hinckley Road W
From	A - Sharnford Road E	0	0	0
	B - Lynchgate Lane S	0	0	0
	C - Hinckley Road W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.19	8.67	0.2	A	80	120
C-AB	0.02	5.60	0.0	A	11	17
C-A					107	161
A-B					47	70
A-C					68	102

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	16	526	0.124	65	0.0	0.1	7.797	A
C-AB	9	2	652	0.013	9	0.0	0.0	5.593	A
C-A	88	22			88				
A-B	38	10			38				
A-C	56	14			56				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	20	520	0.150	78	0.1	0.2	8.146	A
C-AB	11	3	660	0.016	11	0.0	0.0	5.545	A
C-A	105	26			105				
A-B	46	11			46				
A-C	67	17			67				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	24	511	0.187	96	0.2	0.2	8.658	A
C-AB	14	3	670	0.020	14	0.0	0.0	5.481	A
C-A	128	32			128				
A-B	56	14			56				
A-C	81	20			81				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	24	511	0.187	96	0.2	0.2	8.667	A
C-AB	14	3	670	0.020	14	0.0	0.0	5.483	A
C-A	128	32			128				
A-B	56	14			56				
A-C	81	20			81				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	20	520	0.150	78	0.2	0.2	8.160	A
C-AB	11	3	660	0.016	11	0.0	0.0	5.546	A
C-A	105	26			105				
A-B	46	11			46				
A-C	67	17			67				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	16	526	0.125	66	0.2	0.1	7.822	A
C-AB	9	2	652	0.013	9	0.0	0.0	5.596	A
C-A	88	22			88				
A-B	38	10			38				
A-C	56	14			56				

2036 WoD, 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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
41	untitled	T-Junction	Two-way	Two-way	Two-way		2.21	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	294	Stream B-AC	2.21	A

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
D10	2036 WoD	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Sharnford Road E		ONE HOUR	✓	148	100.000
B - Lynchgate Lane S		ONE HOUR	✓	69	100.000
C - Hinckley Road W		ONE HOUR	✓	75	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Sharnford Road E	B - Lynchgate Lane S	C - Hinckley Road W
From	A - Sharnford Road E	0	58	90
	B - Lynchgate Lane S	46	0	23
	C - Hinckley Road W	60	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Sharnford Road E	B - Lynchgate Lane S	C - Hinckley Road W
From	A - Sharnford Road E	0	0	0
	B - Lynchgate Lane S	0	0	0
	C - Hinckley Road W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.14	7.92	0.2	A	63	95
C-AB	0.03	5.98	0.0	A	15	23
C-A					54	80
A-B					53	80
A-C					83	124

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	545	0.095	52	0.0	0.1	7.294	A
C-AB	12	3	618	0.020	12	0.0	0.0	5.937	A
C-A	44	11			44				
A-B	44	11			44				
A-C	68	17			68				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	16	539	0.115	62	0.1	0.1	7.547	A
C-AB	15	4	619	0.024	15	0.0	0.0	5.954	A
C-A	53	13			53				
A-B	52	13			52				
A-C	81	20			81				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	19	531	0.143	76	0.1	0.2	7.913	A
C-AB	18	5	621	0.030	18	0.0	0.0	5.977	A
C-A	64	16			64				
A-B	64	16			64				
A-C	99	25			99				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	19	531	0.143	76	0.2	0.2	7.917	A
C-AB	18	5	621	0.030	18	0.0	0.0	5.980	A
C-A	64	16			64				
A-B	64	16			64				
A-C	99	25			99				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	16	539	0.115	62	0.2	0.1	7.555	A
C-AB	15	4	619	0.024	15	0.0	0.0	5.955	A
C-A	53	13			53				
A-B	52	13			52				
A-C	81	20			81				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	545	0.095	52	0.1	0.1	7.309	A
C-AB	12	3	618	0.020	12	0.0	0.0	5.940	A
C-A	44	11			44				
A-B	44	11			44				
A-C	68	17			68				

2036 WoDWS, AM

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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
41	untitled	T-Junction	Two-way	Two-way	Two-way		2.11	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	218	Stream B-AC	2.11	A

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
D11	2036 WoDWS	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Sharnford Road E		ONE HOUR	✓	156	100.000
B - Lynchgate Lane S		ONE HOUR	✓	82	100.000
C - Hinckley Road W		ONE HOUR	✓	118	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Sharnford Road E	B - Lynchgate Lane S	C - Hinckley Road W
From	A - Sharnford Road E	0	35	121
	B - Lynchgate Lane S	61	0	21
	C - Hinckley Road W	111	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Sharnford Road E	B - Lynchgate Lane S	C - Hinckley Road W
From	A - Sharnford Road E	0	0	0
	B - Lynchgate Lane S	0	0	0
	C - Hinckley Road W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.18	8.60	0.2	A	75	113
C-AB	0.01	5.65	0.0	A	8	11
C-A					101	151
A-B					32	48
A-C					111	167

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	15	527	0.117	61	0.0	0.1	7.726	A
C-AB	6	2	643	0.009	6	0.0	0.0	5.652	A
C-A	83	21			83				
A-B	26	7			26				
A-C	91	23			91				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	18	519	0.142	74	0.1	0.2	8.075	A
C-AB	7	2	649	0.011	7	0.0	0.0	5.613	A
C-A	99	25			99				
A-B	31	8			31				
A-C	109	27			109				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	23	509	0.177	90	0.2	0.2	8.591	A
C-AB	9	2	657	0.014	9	0.0	0.0	5.560	A
C-A	120	30			120				
A-B	39	10			39				
A-C	133	33			133				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	23	509	0.177	90	0.2	0.2	8.597	A
C-AB	9	2	657	0.014	9	0.0	0.0	5.562	A
C-A	120	30			120				
A-B	39	10			39				
A-C	133	33			133				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	18	519	0.142	74	0.2	0.2	8.089	A
C-AB	7	2	649	0.011	7	0.0	0.0	5.613	A
C-A	99	25			99				
A-B	31	8			31				
A-C	109	27			109				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	15	527	0.117	62	0.2	0.1	7.748	A
C-AB	6	2	643	0.009	6	0.0	0.0	5.652	A
C-A	83	21			83				
A-B	26	7			26				
A-C	91	23			91				

2036 WoDWS, 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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
41	untitled	T-Junction	Two-way	Two-way	Two-way		1.62	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	194	Stream B-AC	1.62	A

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
D12	2036 WoDWS	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Sharnford Road E		ONE HOUR	✓	265	100.000
B - Lynchgate Lane S		ONE HOUR	✓	73	100.000
C - Hinckley Road W		ONE HOUR	✓	113	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Sharnford Road E	B - Lynchgate Lane S	C - Hinckley Road W
From	A - Sharnford Road E	0	65	200
	B - Lynchgate Lane S	48	0	25
	C - Hinckley Road W	99	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Sharnford Road E	B - Lynchgate Lane S	C - Hinckley Road W
From	A - Sharnford Road E	0	0	0
	B - Lynchgate Lane S	0	0	0
	C - Hinckley Road W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.16	8.67	0.2	A	67	100
C-AB	0.03	5.98	0.0	A	15	23
C-A					89	133
A-B					60	89
A-C					184	275

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	14	521	0.105	54	0.0	0.1	7.708	A
C-AB	12	3	618	0.019	12	0.0	0.0	5.939	A
C-A	73	18			73				
A-B	49	12			49				
A-C	151	38			151				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	16	510	0.129	66	0.1	0.1	8.092	A
C-AB	15	4	619	0.024	15	0.0	0.0	5.954	A
C-A	87	22			87				
A-B	58	15			58				
A-C	180	45			180				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	20	495	0.162	80	0.1	0.2	8.665	A
C-AB	19	5	621	0.030	19	0.0	0.0	5.976	A
C-A	106	26			106				
A-B	72	18			72				
A-C	220	55			220				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	20	495	0.162	80	0.2	0.2	8.672	A
C-AB	19	5	621	0.030	19	0.0	0.0	5.979	A
C-A	106	26			106				
A-B	72	18			72				
A-C	220	55			220				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	16	510	0.129	66	0.2	0.1	8.103	A
C-AB	15	4	619	0.024	15	0.0	0.0	5.958	A
C-A	87	22			87				
A-B	58	15			58				
A-C	180	45			180				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	14	521	0.105	55	0.1	0.1	7.728	A
C-AB	12	3	618	0.019	12	0.0	0.0	5.940	A
C-A	73	18			73				
A-B	49	12			49				
A-C	151	38			151				

2036 WD, AM

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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
41	untitled	T-Junction	Two-way	Two-way	Two-way		1.83	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	174	Stream B-AC	1.83	A

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
D13	2036 WD	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Sharnford Road E		ONE HOUR	✓	231	100.000
B - Lynchgate Lane S		ONE HOUR	✓	85	100.000
C - Hinckley Road W		ONE HOUR	✓	125	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Sharnford Road E	B - Lynchgate Lane S	C - Hinckley Road W
From	A - Sharnford Road E	0	39	192
	B - Lynchgate Lane S	62	0	23
	C - Hinckley Road W	120	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Sharnford Road E	B - Lynchgate Lane S	C - Hinckley Road W
From	A - Sharnford Road E	0	0	0
	B - Lynchgate Lane S	0	0	0
	C - Hinckley Road W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.19	9.08	0.2	A	78	117
C-AB	0.01	5.71	0.0	A	6	8
C-A					109	164
A-B					36	54
A-C					176	264

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	16	514	0.124	63	0.0	0.1	7.973	A
C-AB	4	1	635	0.007	4	0.0	0.0	5.711	A
C-A	90	22			90				
A-B	29	7			29				
A-C	145	36			145				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	19	504	0.152	76	0.1	0.2	8.409	A
C-AB	5	1	639	0.008	5	0.0	0.0	5.680	A
C-A	107	27			107				
A-B	35	9			35				
A-C	173	43			173				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	94	23	490	0.191	93	0.2	0.2	9.068	A
C-AB	7	2	645	0.011	7	0.0	0.0	5.637	A
C-A	131	33			131				
A-B	43	11			43				
A-C	211	53			211				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	94	23	490	0.191	94	0.2	0.2	9.076	A
C-AB	7	2	645	0.011	7	0.0	0.0	5.637	A
C-A	131	33			131				
A-B	43	11			43				
A-C	211	53			211				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	19	504	0.152	77	0.2	0.2	8.424	A
C-AB	5	1	639	0.008	5	0.0	0.0	5.680	A
C-A	107	27			107				
A-B	35	9			35				
A-C	173	43			173				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	16	514	0.124	64	0.2	0.1	7.999	A
C-AB	4	1	635	0.007	4	0.0	0.0	5.711	A
C-A	90	22			90				
A-B	29	7			29				
A-C	145	36			145				

2036 WD, 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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
41	untitled	T-Junction	Two-way	Two-way	Two-way		1.40	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	150	Stream B-AC	1.40	A

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
D14	2036 WD	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Sharnford Road E		ONE HOUR	✓	320	100.000
B - Lynchgate Lane S		ONE HOUR	✓	74	100.000
C - Hinckley Road W		ONE HOUR	✓	181	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Sharnford Road E	B - Lynchgate Lane S	C - Hinckley Road W
From	A - Sharnford Road E	0	64	256
	B - Lynchgate Lane S	50	0	24
	C - Hinckley Road W	166	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Sharnford Road E	B - Lynchgate Lane S	C - Hinckley Road W
From	A - Sharnford Road E	0	0	0
	B - Lynchgate Lane S	0	0	0
	C - Hinckley Road W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.17	9.32	0.2	A	68	102
C-AB	0.03	5.72	0.0	A	18	27
C-A					148	222
A-B					59	88
A-C					235	352

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	14	501	0.111	55	0.0	0.1	8.060	A
C-AB	14	4	643	0.022	14	0.0	0.0	5.718	A
C-A	122	31			122				
A-B	48	12			48				
A-C	193	48			193				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	17	487	0.137	66	0.1	0.2	8.552	A
C-AB	18	4	650	0.027	17	0.0	0.0	5.691	A
C-A	145	36			145				
A-B	58	14			58				
A-C	230	58			230				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	20	468	0.174	81	0.2	0.2	9.313	A
C-AB	23	6	660	0.035	23	0.0	0.0	5.654	A
C-A	176	44			176				
A-B	70	18			70				
A-C	282	70			282				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	20	468	0.174	81	0.2	0.2	9.322	A
C-AB	23	6	660	0.035	23	0.0	0.0	5.657	A
C-A	176	44			176				
A-B	70	18			70				
A-C	282	70			282				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	17	487	0.137	67	0.2	0.2	8.565	A
C-AB	18	4	650	0.027	18	0.0	0.0	5.692	A
C-A	145	36			145				
A-B	58	14			58				
A-C	230	58			230				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	14	501	0.111	56	0.2	0.1	8.083	A
C-AB	14	4	643	0.022	14	0.0	0.0	5.722	A
C-A	122	31			122				
A-B	48	12			48				
A-C	193	48			193				