

Tritax Symmetry (Hinckley) Limited

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

The Hinckley National Rail Freight Interchange Development Consent Order

Project reference TR050007

Applicant's response to deadline 3 submissions [Appendix B - Transport 2023 Update] (Appendices)

Document reference: 18.13.2

Revision: 01

9 February 2024

Planning Act 2008

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

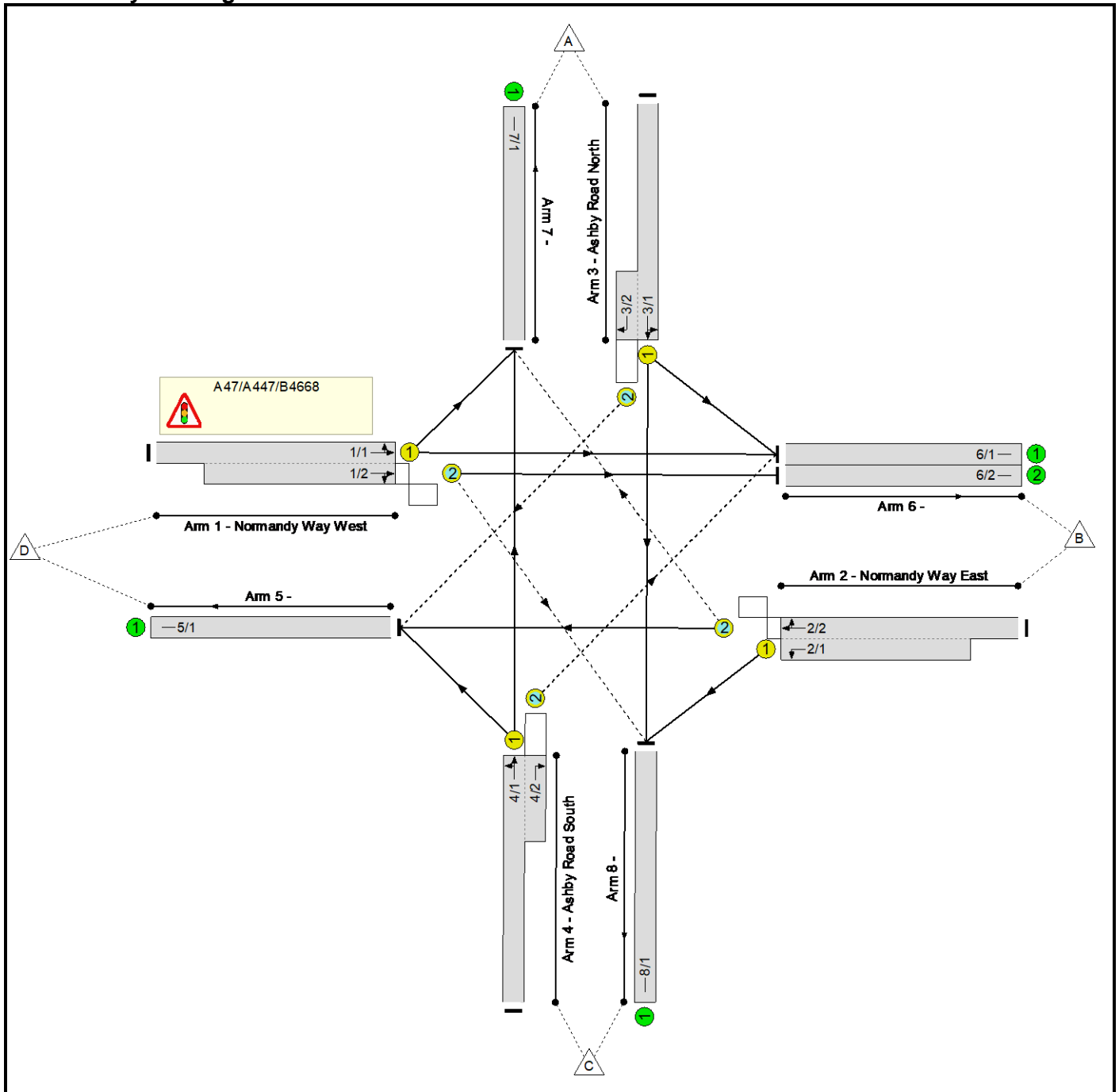
APPENDICES

Appendix 1: Ashby Road/A47 Existing Junction Results

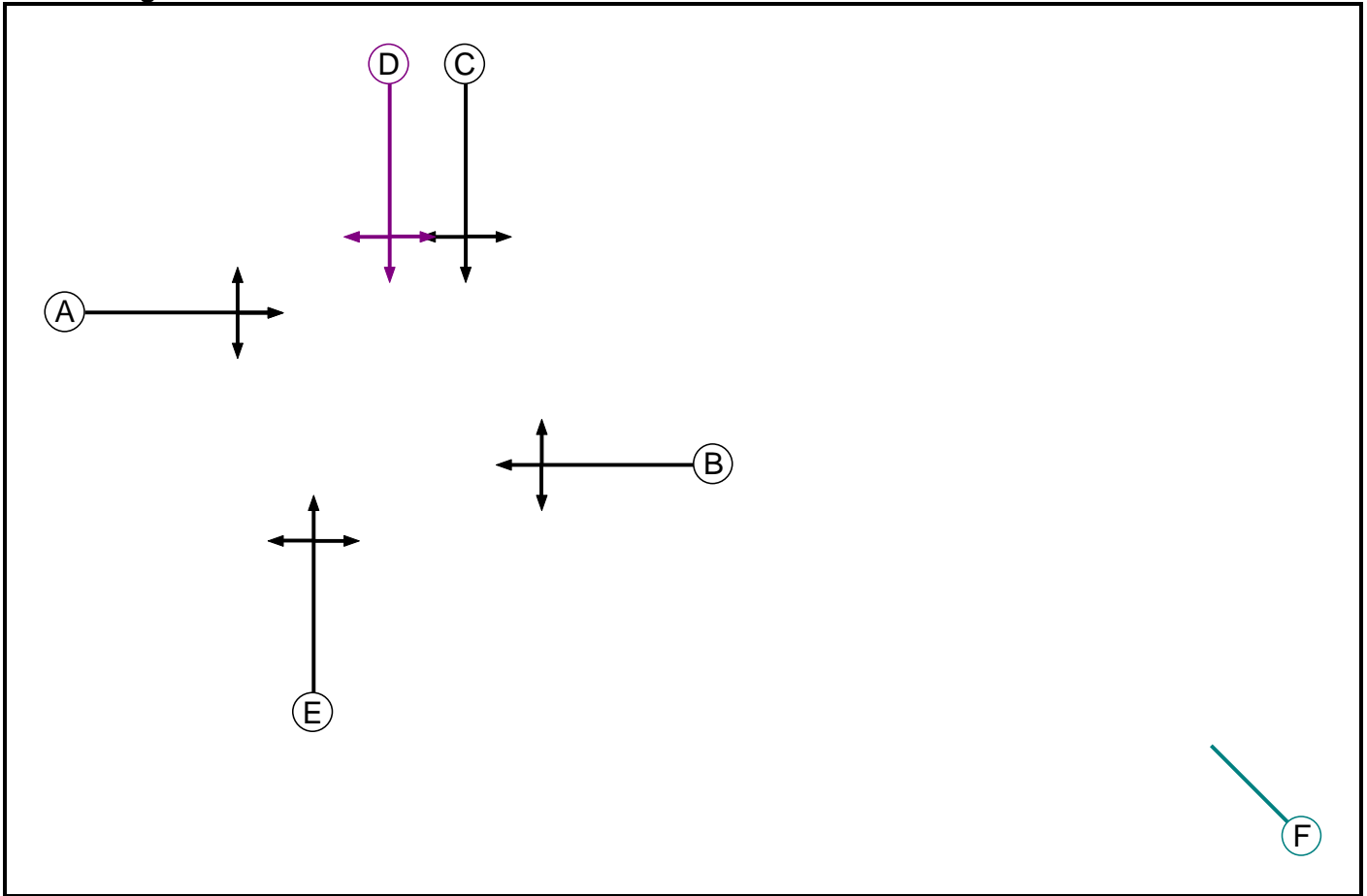
Full Input Data And Results**User and Project Details**

Project:	Hinckley Rail Freight Interchange
Title:	A47/Ashby Road Junction
Location:	
Additional detail:	Information taken from Signals Data/Drawing supplied by LCC This junction operates under MOVA control Updated with 2023 turning counts
File name:	231211 Ashby Road_Normandy Way (Existing Layout) 2023 Sens.lsg3x
Author:	AJ Oakes
Company:	BWB Consulting Ltd
Address:	Nottingham

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	Ind. Arrow	C	4	4
E	Traffic		7	7
F	Dummy		4	4

Full Input Data And Results

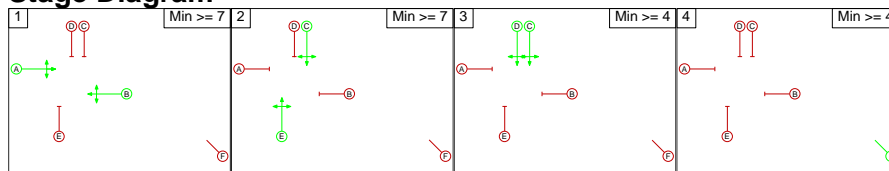
Phase Intergrens Matrix

		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A	-	7	6	7	3	
	B	-	5	5	5	3	
	C	7	7	-	-	3	
	D	7	7	-	5	3	
	E	6	6	-	4	3	
	F	2	2	2	2	2	

Phases in Stage

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

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	4
From Stage	1	-	7	X	3
	2	7	-	4	3
	3	7	X	-	3
	4	2	2	X	-

Full Input Data And Results

Give-Way Lane Input Data

Junction: A47/A447/B4668											
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)
1/2 (Normandy Way West)	8/1 (Right)	1439	0	2/2	1.09	To 5/1 (Ahead)	3.00	2.00	0.50	3	2.00
				2/1	1.09	All					
2/2 (Normandy Way East)	7/1 (Right)	1439	0	1/2	1.09	To 6/2 (Ahead)	3.00	2.00	0.50	3	2.00
				1/1	1.09	All					
3/2 (Ashby Road North)	5/1 (Right)	1439	0	4/1	1.09	All	3.00	-	0.50	3	2.00
4/2 (Ashby Road South)	6/1 (Right)	1439	0	3/1	1.09	All	3.00	-	0.50	3	2.00

Full Input Data And Results

Lane Input Data

Junction: A47/A447/B4668												
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 (Normandy Way West)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Ahead	Inf
											Arm 7 Left	15.00
1/2 (Normandy Way West)	O	A	2	3	20.9	Geom	-	4.50	0.00	Y	Arm 6 Ahead	Inf
											Arm 8 Right	20.00
2/1 (Normandy Way East)	U	B	2	3	15.7	Geom	-	3.00	0.00	Y	Arm 8 Left	15.00
2/2 (Normandy Way East)	O	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 7 Right	20.00
3/1 (Ashby Road North)	U	C D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Left	15.00
											Arm 8 Ahead	Inf
3/2 (Ashby Road North)	O	C D	2	3	4.9	Geom	-	3.00	0.00	Y	Arm 5 Right	20.00
4/1 (Ashby Road South)	U	E	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	15.00
											Arm 7 Ahead	Inf
4/2 (Ashby Road South)	O	E	2	3	6.1	Geom	-	3.00	0.00	Y	Arm 6 Right	20.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 AM Base'	08:00	09:00	01:00	
2: '2023 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: '2023 AM Base' (FG1: '2023 AM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	38	385	327	750
B	24	0	89	646	759	
C	241	129	0	126	496	
D	193	489	76	0	758	
Tot.	458	656	550	1099	2763	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2023 AM Base
Junction: A47/A447/B4668	
1/1 (with short)	758(In) 359(Out)
1/2 (short)	399
2/1 (short)	89
2/2 (with short)	759(In) 670(Out)
3/1 (with short)	750(In) 423(Out)
3/2 (short)	327
4/1 (with short)	496(In) 367(Out)
4/2 (short)	129
5/1	1099
6/1	333
6/2	323
7/1	458
8/1	550

Full Input Data And Results

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (Normandy Way West)	3.00	0.00	Y	Arm 6 Ahead	Inf	46.2 %	1817	1817
				Arm 7 Left	15.00	53.8 %		
1/2 (Normandy Way West)	4.50	0.00	Y	Arm 6 Ahead	Inf	81.0 %	2036	2036
				Arm 8 Right	20.00	19.0 %		
2/1 (Normandy Way East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
2/2 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	96.4 %	1910	1910
				Arm 7 Right	20.00	3.6 %		
3/1 (Ashby Road North)	3.00	0.00	Y	Arm 6 Left	15.00	9.0 %	1898	1898
				Arm 8 Ahead	Inf	91.0 %		
3/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	34.3 %	1851	1851
				Arm 7 Ahead	Inf	65.7 %		
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2023 PM Base' (FG2: '2023 PM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	37	335	229	601	
B	30	0	176	478	684	
C	324	153	0	113	590	
D	288	632	54	0	974	
Tot.	642	822	565	820	2849	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2023 PM Base
Junction: A47/A447/B4668	
1/1 (with short)	974(In) 456(Out)
1/2 (short)	518
2/1 (short)	176
2/2 (with short)	684(In) 508(Out)
3/1 (with short)	601(In) 372(Out)
3/2 (short)	229
4/1 (with short)	590(In) 437(Out)
4/2 (short)	153
5/1	820
6/1	358
6/2	464
7/1	642
8/1	565

Full Input Data And Results

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (Normandy Way West)	3.00	0.00	Y	Arm 6 Ahead	Inf	36.8 %	1801	1801
				Arm 7 Left	15.00	63.2 %		
1/2 (Normandy Way West)	4.50	0.00	Y	Arm 6 Ahead	Inf	89.6 %	2049	2049
				Arm 8 Right	20.00	10.4 %		
2/1 (Normandy Way East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
2/2 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	94.1 %	1907	1907
				Arm 7 Right	20.00	5.9 %		
3/1 (Ashby Road North)	3.00	0.00	Y	Arm 6 Left	15.00	9.9 %	1896	1896
				Arm 8 Ahead	Inf	90.1 %		
3/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	25.9 %	1867	1867
				Arm 7 Ahead	Inf	74.1 %		
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2026 WoD AM' (FG3: '2026 WoD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	30	337	351	718	
B	18	0	62	536	616	
C	208	114	0	149	471	
D	158	419	63	0	640	
Tot.	384	563	462	1036	2445	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2026 WoD AM
Junction: A47/A447/B4668	
1/1 (with short)	640(In) 302(Out)
1/2 (short)	338
2/1 (short)	62
2/2 (with short)	616(In) 554(Out)
3/1 (with short)	718(In) 367(Out)
3/2 (short)	351
4/1 (with short)	471(In) 357(Out)
4/2 (short)	114
5/1	1036
6/1	288
6/2	275
7/1	384
8/1	462

Full Input Data And Results

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (Normandy Way West)	3.00	0.00	Y	Arm 6 Ahead	Inf	47.7 %	1820	1820
				Arm 7 Left	15.00	52.3 %		
1/2 (Normandy Way West)	4.50	0.00	Y	Arm 6 Ahead	Inf	81.4 %	2037	2037
				Arm 8 Right	20.00	18.6 %		
2/1 (Normandy Way East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
2/2 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	96.8 %	1910	1910
				Arm 7 Right	20.00	3.2 %		
3/1 (Ashby Road North)	3.00	0.00	Y	Arm 6 Left	15.00	8.2 %	1899	1899
				Arm 8 Ahead	Inf	91.8 %		
3/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	41.7 %	1838	1838
				Arm 7 Ahead	Inf	58.3 %		
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2026 WoD PM' (FG4: '2026 WoD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	32	322	221	575	
B	25	0	144	394	563	
C	400	168	0	157	725	
D	244	468	48	0	760	
Tot.	669	668	514	772	2623	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2026 WoD PM
Junction: A47/A447/B4668	
1/1 (with short)	760(In) 355(Out)
1/2 (short)	405
2/1 (short)	144
2/2 (with short)	563(In) 419(Out)
3/1 (with short)	575(In) 354(Out)
3/2 (short)	221
4/1 (with short)	725(In) 557(Out)
4/2 (short)	168
5/1	772
6/1	311
6/2	357
7/1	669
8/1	514

Full Input Data And Results

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (Normandy Way West)	3.00	0.00	Y	Arm 6 Ahead	Inf	31.3 %	1792	1792
				Arm 7 Left	15.00	68.7 %		
1/2 (Normandy Way West)	4.50	0.00	Y	Arm 6 Ahead	Inf	88.1 %	2047	2047
				Arm 8 Right	20.00	11.9 %		
2/1 (Normandy Way East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
2/2 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	94.0 %	1906	1906
				Arm 7 Right	20.00	6.0 %		
3/1 (Ashby Road North)	3.00	0.00	Y	Arm 6 Left	15.00	9.0 %	1898	1898
				Arm 8 Ahead	Inf	91.0 %		
3/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	28.2 %	1863	1863
				Arm 7 Ahead	Inf	71.8 %		
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

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	Tot.	
Origin	A	0	59	291	313	663
	B	30	0	54	519	603
	C	210	147	0	126	483
	D	126	447	42	0	615
	Tot.	366	653	387	958	2364

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2026 WoDWS AM
Junction: A47/A447/B4668	
1/1 (with short)	615(In) 291(Out)
1/2 (short)	324
2/1 (short)	54
2/2 (with short)	603(In) 549(Out)
3/1 (with short)	663(In) 350(Out)
3/2 (short)	313
4/1 (with short)	483(In) 336(Out)
4/2 (short)	147
5/1	958
6/1	371
6/2	282
7/1	366
8/1	387

Full Input Data And Results

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (Normandy Way West)	3.00	0.00	Y	Arm 6 Ahead	Inf	56.7 %	1836	1836
				Arm 7 Left	15.00	43.3 %		
1/2 (Normandy Way West)	4.50	0.00	Y	Arm 6 Ahead	Inf	87.0 %	2045	2045
				Arm 8 Right	20.00	13.0 %		
2/1 (Normandy Way East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
2/2 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	94.5 %	1907	1907
				Arm 7 Right	20.00	5.5 %		
3/1 (Ashby Road North)	3.00	0.00	Y	Arm 6 Left	15.00	16.9 %	1883	1883
				Arm 8 Ahead	Inf	83.1 %		
3/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	37.5 %	1846	1846
				Arm 7 Ahead	Inf	62.5 %		
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

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	Tot.	
Origin	A	0	34	332	184	550
	B	33	0	188	412	633
	C	423	170	0	135	728
	D	239	446	48	0	733
	Tot.	695	650	568	731	2644

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2026 WoDWS PM
Junction: A47/A447/B4668	
1/1 (with short)	733(In) 342(Out)
1/2 (short)	391
2/1 (short)	188
2/2 (with short)	633(In) 445(Out)
3/1 (with short)	550(In) 366(Out)
3/2 (short)	184
4/1 (with short)	728(In) 558(Out)
4/2 (short)	170
5/1	731
6/1	307
6/2	343
7/1	695
8/1	568

Full Input Data And Results

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (Normandy Way West)	3.00	0.00	Y	Arm 6 Ahead	Inf	30.1 %	1790	1790
				Arm 7 Left	15.00	69.9 %		
1/2 (Normandy Way West)	4.50	0.00	Y	Arm 6 Ahead	Inf	87.7 %	2046	2046
				Arm 8 Right	20.00	12.3 %		
2/1 (Normandy Way East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
2/2 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	92.6 %	1904	1904
				Arm 7 Right	20.00	7.4 %		
3/1 (Ashby Road North)	3.00	0.00	Y	Arm 6 Left	15.00	9.3 %	1897	1897
				Arm 8 Ahead	Inf	90.7 %		
3/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	24.2 %	1870	1870
				Arm 7 Ahead	Inf	75.8 %		
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	86	360	293	739	
B	38	0	77	563	678	
C	206	138	0	116	460	
D	142	547	57	0	746	
Tot.	386	771	494	972	2623	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2026 WD AM
Junction: A47/A447/B4668	
1/1 (with short)	746(In) 354(Out)
1/2 (short)	392
2/1 (short)	77
2/2 (with short)	678(In) 601(Out)
3/1 (with short)	739(In) 446(Out)
3/2 (short)	293
4/1 (with short)	460(In) 322(Out)
4/2 (short)	138
5/1	972
6/1	436
6/2	335
7/1	386
8/1	494

Full Input Data And Results

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (Normandy Way West)	3.00	0.00	Y	Arm 6 Ahead	Inf	59.9 %	1841	1841
				Arm 7 Left	15.00	40.1 %		
1/2 (Normandy Way West)	4.50	0.00	Y	Arm 6 Ahead	Inf	85.5 %	2043	2043
				Arm 8 Right	20.00	14.5 %		
2/1 (Normandy Way East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
2/2 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	93.7 %	1906	1906
				Arm 7 Right	20.00	6.3 %		
3/1 (Ashby Road North)	3.00	0.00	Y	Arm 6 Left	15.00	19.3 %	1879	1879
				Arm 8 Ahead	Inf	80.7 %		
3/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	36.0 %	1848	1848
				Arm 7 Ahead	Inf	64.0 %		
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

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	Tot.	
Origin	A	0	71	338	185	594
	B	63	0	198	438	699
	C	452	194	0	147	793
	D	240	521	48	0	809
	Tot.	755	786	584	770	2895

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2026 WD PM
Junction: A47/A447/B4668	
1/1 (with short)	809(In) 379(Out)
1/2 (short)	430
2/1 (short)	198
2/2 (with short)	699(In) 501(Out)
3/1 (with short)	594(In) 409(Out)
3/2 (short)	185
4/1 (with short)	793(In) 599(Out)
4/2 (short)	194
5/1	770
6/1	404
6/2	382
7/1	755
8/1	584

Full Input Data And Results

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (Normandy Way West)	3.00	0.00	Y	Arm 6 Ahead	Inf	36.7 %	1801	1801
				Arm 7 Left	15.00	63.3 %		
1/2 (Normandy Way West)	4.50	0.00	Y	Arm 6 Ahead	Inf	88.8 %	2048	2048
				Arm 8 Right	20.00	11.2 %		
2/1 (Normandy Way East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
2/2 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	87.4 %	1897	1897
				Arm 7 Right	20.00	12.6 %		
3/1 (Ashby Road North)	3.00	0.00	Y	Arm 6 Left	15.00	17.4 %	1882	1882
				Arm 8 Ahead	Inf	82.6 %		
3/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	24.5 %	1869	1869
				Arm 7 Ahead	Inf	75.5 %		
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

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	Tot.	
Origin	A	0	38	519	366	923
	B	24	0	98	562	684
	C	262	115	0	127	504
	D	207	457	83	0	747
	Tot.	493	610	700	1055	2858

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2036 WoD AM
Junction: A47/A447/B4668	
1/1 (with short)	747(In) 352(Out)
1/2 (short)	395
2/1 (short)	98
2/2 (with short)	684(In) 586(Out)
3/1 (with short)	923(In) 557(Out)
3/2 (short)	366
4/1 (with short)	504(In) 389(Out)
4/2 (short)	115
5/1	1055
6/1	298
6/2	312
7/1	493
8/1	700

Full Input Data And Results

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (Normandy Way West)	3.00	0.00	Y	Arm 6 Ahead	Inf	41.2 %	1809	1809
				Arm 7 Left	15.00	58.8 %		
1/2 (Normandy Way West)	4.50	0.00	Y	Arm 6 Ahead	Inf	79.0 %	2033	2033
				Arm 8 Right	20.00	21.0 %		
2/1 (Normandy Way East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
2/2 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	95.9 %	1909	1909
				Arm 7 Right	20.00	4.1 %		
3/1 (Ashby Road North)	3.00	0.00	Y	Arm 6 Left	15.00	6.8 %	1902	1902
				Arm 8 Ahead	Inf	93.2 %		
3/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	32.6 %	1854	1854
				Arm 7 Ahead	Inf	67.4 %		
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

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	Tot.	
Origin	A	0	44	392	239	675
	B	40	0	167	407	614
	C	494	167	0	104	765
	D	312	494	40	0	846
	Tot.	846	705	599	750	2900

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2036 WoD PM
Junction: A47/A447/B4668	
1/1 (with short)	846(In) 392(Out)
1/2 (short)	454
2/1 (short)	167
2/2 (with short)	614(In) 447(Out)
3/1 (with short)	675(In) 436(Out)
3/2 (short)	239
4/1 (with short)	765(In) 598(Out)
4/2 (short)	167
5/1	750
6/1	291
6/2	414
7/1	846
8/1	599

Full Input Data And Results

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (Normandy Way West)	3.00	0.00	Y	Arm 6 Ahead	Inf	20.4 %	1774	1774
				Arm 7 Left	15.00	79.6 %		
1/2 (Normandy Way West)	4.50	0.00	Y	Arm 6 Ahead	Inf	91.2 %	2051	2051
				Arm 8 Right	20.00	8.8 %		
2/1 (Normandy Way East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
2/2 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	91.1 %	1902	1902
				Arm 7 Right	20.00	8.9 %		
3/1 (Ashby Road North)	3.00	0.00	Y	Arm 6 Left	15.00	10.1 %	1896	1896
				Arm 8 Ahead	Inf	89.9 %		
3/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	17.4 %	1882	1882
				Arm 7 Ahead	Inf	82.6 %		
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

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	Tot.	
Origin	A	0	69	490	344	903
	B	38	0	93	565	696
	C	249	143	0	113	505
	D	171	489	63	0	723
	Tot.	458	701	646	1022	2827

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2036 WoDWS AM
Junction: A47/A447/B4668	
1/1 (with short)	723(In) 341(Out)
1/2 (short)	382
2/1 (short)	93
2/2 (with short)	696(In) 603(Out)
3/1 (with short)	903(In) 559(Out)
3/2 (short)	344
4/1 (with short)	505(In) 362(Out)
4/2 (short)	143
5/1	1022
6/1	382
6/2	319
7/1	458
8/1	646

Full Input Data And Results

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (Normandy Way West)	3.00	0.00	Y	Arm 6 Ahead	Inf	49.9 %	1824	1824
				Arm 7 Left	15.00	50.1 %		
1/2 (Normandy Way West)	4.50	0.00	Y	Arm 6 Ahead	Inf	83.5 %	2040	2040
				Arm 8 Right	20.00	16.5 %		
2/1 (Normandy Way East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
2/2 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	93.7 %	1906	1906
				Arm 7 Right	20.00	6.3 %		
3/1 (Ashby Road North)	3.00	0.00	Y	Arm 6 Left	15.00	12.3 %	1892	1892
				Arm 8 Ahead	Inf	87.7 %		
3/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	31.2 %	1857	1857
				Arm 7 Ahead	Inf	68.8 %		
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

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	Tot.	
Origin	A	0	49	403	203	655
	B	48	0	204	409	661
	C	547	208	0	109	864
	D	268	478	42	0	788
	Tot.	863	735	649	721	2968

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2036 WoDWS PM
Junction: A47/A447/B4668	
1/1 (with short)	788(In) 367(Out)
1/2 (short)	421
2/1 (short)	204
2/2 (with short)	661(In) 457(Out)
3/1 (with short)	655(In) 452(Out)
3/2 (short)	203
4/1 (with short)	864(In) 656(Out)
4/2 (short)	208
5/1	721
6/1	356
6/2	379
7/1	863
8/1	649

Full Input Data And Results

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (Normandy Way West)	3.00	0.00	Y	Arm 6 Ahead	Inf	27.0 %	1785	1785
				Arm 7 Left	15.00	73.0 %		
1/2 (Normandy Way West)	4.50	0.00	Y	Arm 6 Ahead	Inf	90.0 %	2050	2050
				Arm 8 Right	20.00	10.0 %		
2/1 (Normandy Way East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
2/2 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	89.5 %	1900	1900
				Arm 7 Right	20.00	10.5 %		
3/1 (Ashby Road North)	3.00	0.00	Y	Arm 6 Left	15.00	10.8 %	1894	1894
				Arm 8 Ahead	Inf	89.2 %		
3/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	16.6 %	1884	1884
				Arm 7 Ahead	Inf	83.4 %		
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

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	Tot.
Origin	A	0	92	579	311	982
	B	48	0	131	598	777
	C	255	138	0	115	508
	D	181	549	86	0	816
	Tot.	484	779	796	1024	3083

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2036 WD AM
Junction: A47/A447/B4668	
1/1 (with short)	816(In) 386(Out)
1/2 (short)	430
2/1 (short)	131
2/2 (with short)	777(In) 646(Out)
3/1 (with short)	982(In) 671(Out)
3/2 (short)	311
4/1 (with short)	508(In) 370(Out)
4/2 (short)	138
5/1	1024
6/1	435
6/2	344
7/1	484
8/1	796

Full Input Data And Results

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (Normandy Way West)	3.00	0.00	Y	Arm 6 Ahead	Inf	53.1 %	1829	1829
				Arm 7 Left	15.00	46.9 %		
1/2 (Normandy Way West)	4.50	0.00	Y	Arm 6 Ahead	Inf	80.0 %	2034	2034
				Arm 8 Right	20.00	20.0 %		
2/1 (Normandy Way East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
2/2 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	92.6 %	1904	1904
				Arm 7 Right	20.00	7.4 %		
3/1 (Ashby Road North)	3.00	0.00	Y	Arm 6 Left	15.00	13.7 %	1889	1889
				Arm 8 Ahead	Inf	86.3 %		
3/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	31.1 %	1857	1857
				Arm 7 Ahead	Inf	68.9 %		
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 14: '2036 WD PM' (FG14: '2036 WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	86	402	210	698	
B	77	0	205	439	721	
C	556	189	0	106	851	
D	298	525	39	0	862	
Tot.	931	800	646	755	3132	

Full Input Data And Results

Traffic Lane Flows

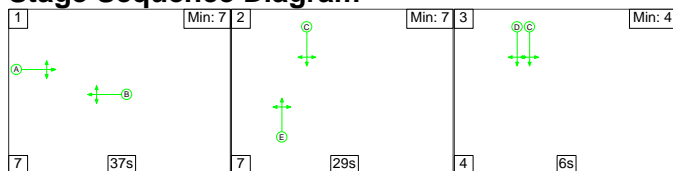
Lane	Scenario 14: 2036 WD PM
Junction: A47/A447/B4668	
1/1 (with short)	862(In) 401(Out)
1/2 (short)	461
2/1 (short)	205
2/2 (with short)	721(In) 516(Out)
3/1 (with short)	698(In) 488(Out)
3/2 (short)	210
4/1 (with short)	851(In) 662(Out)
4/2 (short)	189
5/1	755
6/1	378
6/2	422
7/1	931
8/1	646

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (Normandy Way West)	3.00	0.00	Y	Arm 6 Ahead	Inf	25.7 %	1783	1783
				Arm 7 Left	15.00	74.3 %		
1/2 (Normandy Way West)	4.50	0.00	Y	Arm 6 Ahead	Inf	91.5 %	2052	2052
				Arm 8 Right	20.00	8.5 %		
2/1 (Normandy Way East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
2/2 (Normandy Way East)	3.00	0.00	Y	Arm 5 Ahead	Inf	85.1 %	1894	1894
				Arm 7 Right	20.00	14.9 %		
3/1 (Ashby Road North)	3.00	0.00	Y	Arm 6 Left	15.00	17.6 %	1882	1882
				Arm 8 Ahead	Inf	82.4 %		
3/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	16.0 %	1885	1885
				Arm 7 Ahead	Inf	84.0 %		
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2023 AM Base' (FG1: '2023 AM Base', Plan 1: 'Network Control Plan 1')

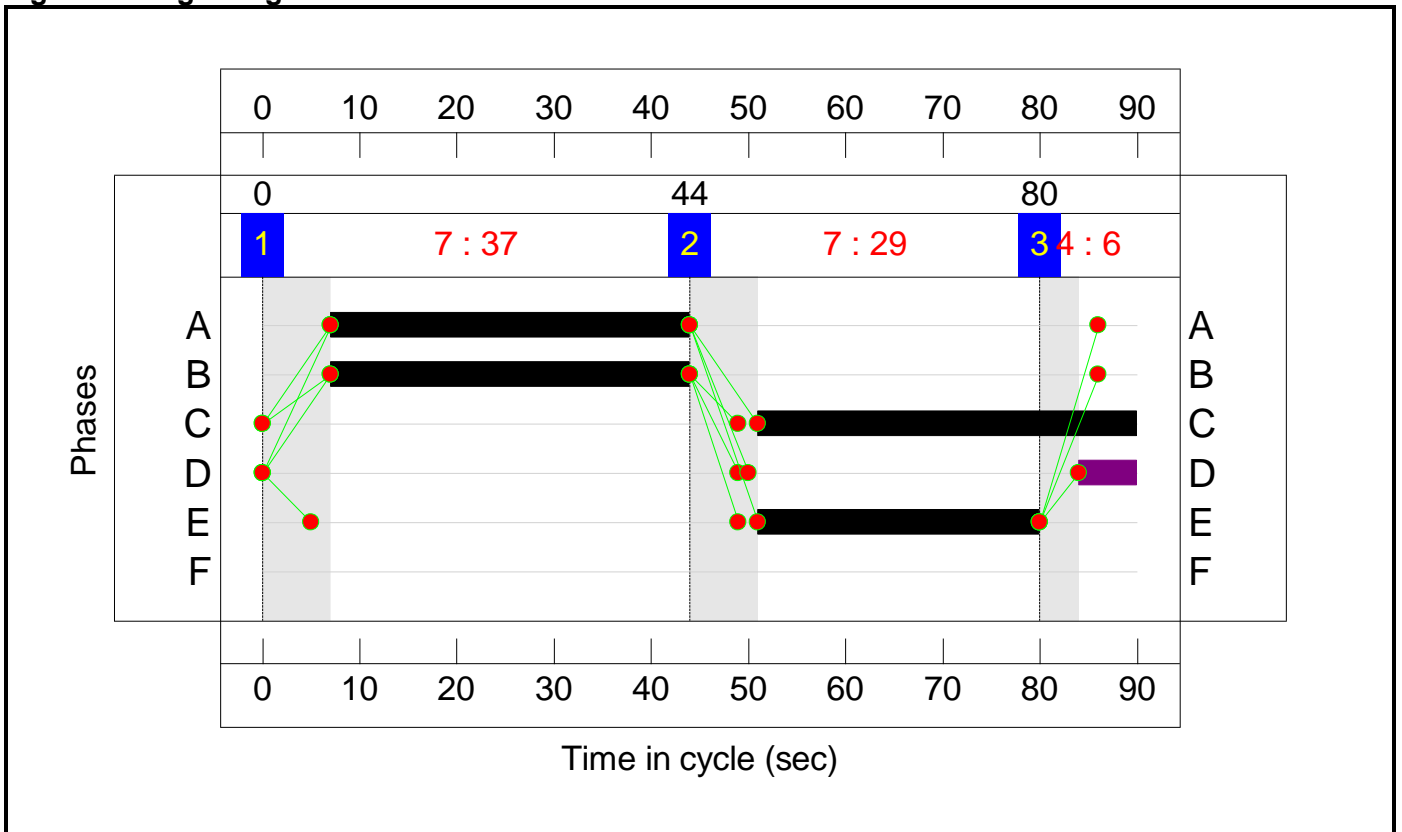
Stage Sequence Diagram



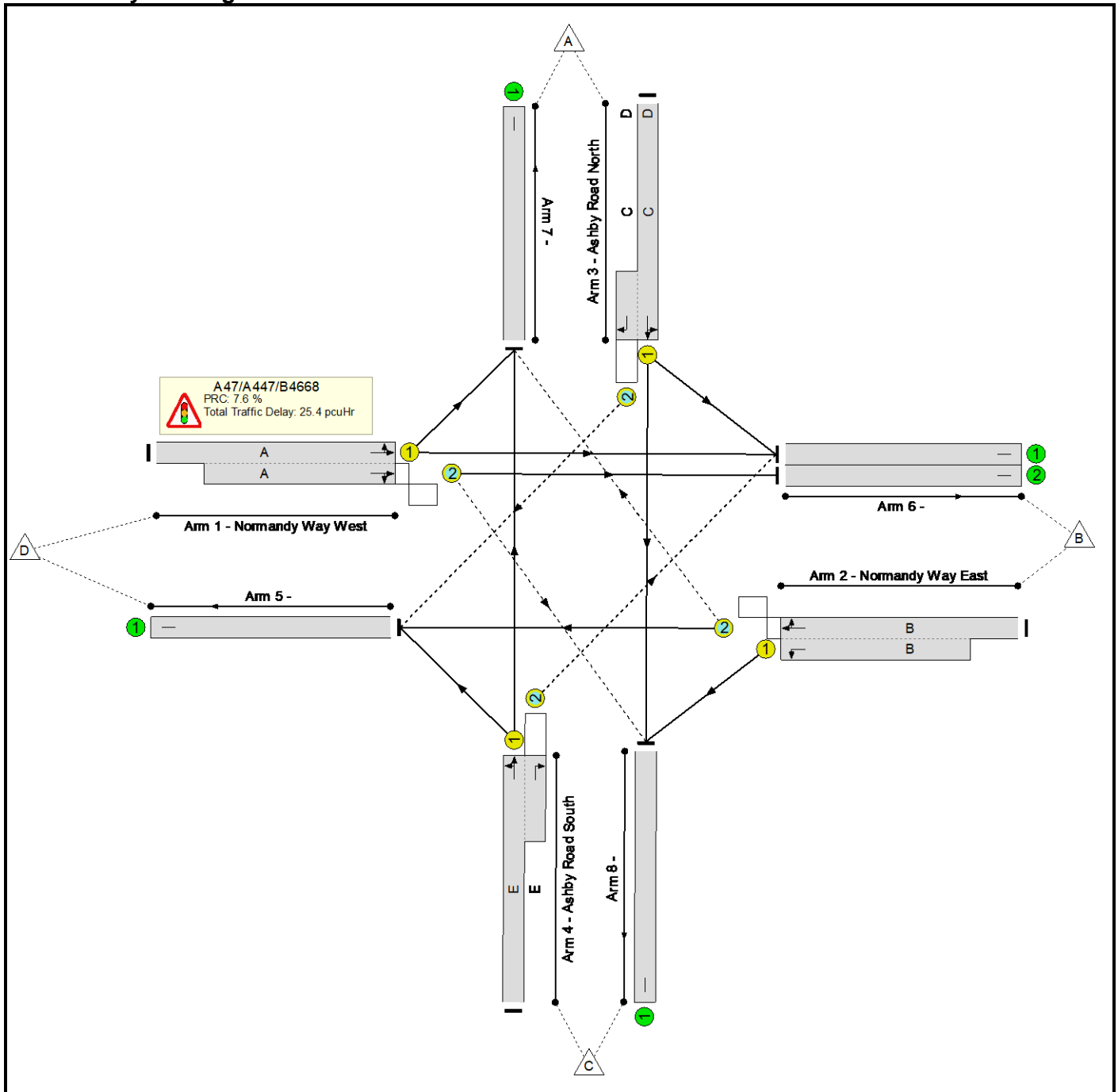
Stage Timings

Stage	1	2	3
Duration	37	29	6
Change Point	0	44	80

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: A47/Ashby Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	83.7%
A47/A447/B4668	-	-	N/A	-	-		-	-	-	-	-	-	83.7%
1/1+1/2	Normandy Way West Ahead Left Right	U+O	N/A	N/A	A		1	37	-	758	1817:2036	536+556	67.0 : 71.8%
2/2+2/1	Normandy Way East Ahead Right Left	O+U	N/A	N/A	B		1	37	-	759	1910:1741	801+106	83.7 : 83.7%
3/1+3/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	39	6:6	750	1898:1781	509+393	83.1 : 83.1%
4/1+4/2	Ashby Road South Left Right Ahead	U+O	N/A	N/A	E		1	29	-	496	1851:1781	514+181	71.4 : 71.4%
5/1		U	N/A	N/A	-		-	-	-	1099	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	333	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	323	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	550	Inf	Inf	0.0%

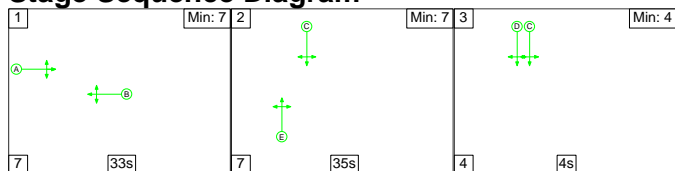
Full Input Data And Results

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:													
A47/Ashby Road Junction	-	-	370	158	28	16.4	7.2	1.8	25.4	-	-	-	-
A47/A447/B4668	-	-	370	158	28	16.4	7.2	1.8	25.4	-	-	-	-
1/1+1/2	758	758	62	0	14	4.0	1.1	0.4	5.5	26.2	7.2	1.1	8.3
2/2+2/1	759	759	24	0	0	4.7	2.5	0.0	7.2	34.2	14.9	2.5	17.4
3/1+3/2	750	750	155	158	14	4.3	2.4	0.8	7.6	36.3	10.8	2.4	13.2
4/1+4/2	496	496	129	0	0	3.4	1.2	0.5	5.1	36.9	8.3	1.2	9.6
5/1	1099	1099	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	323	323	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	7.6	Total Delay for Signalled Lanes (pcuHr):			25.36	Cycle Time (s):		90		
			PRC Over All Lanes (%):	7.6	Total Delay Over All Lanes (pcuHr):			25.36					

Full Input Data And Results

Scenario 2: '2023 PM Base' (FG2: '2023 PM Base', Plan 1: 'Network Control Plan 1')

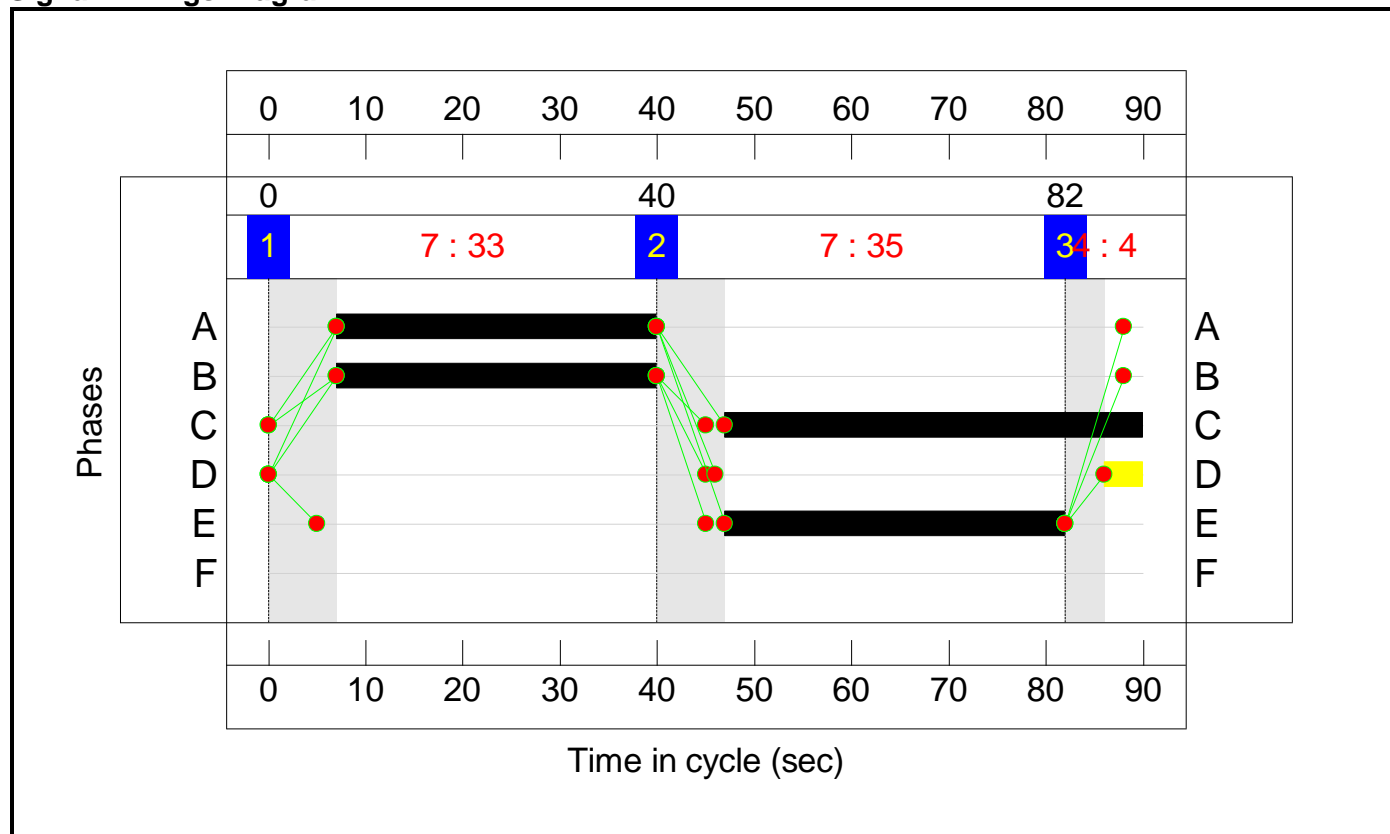
Stage Sequence Diagram



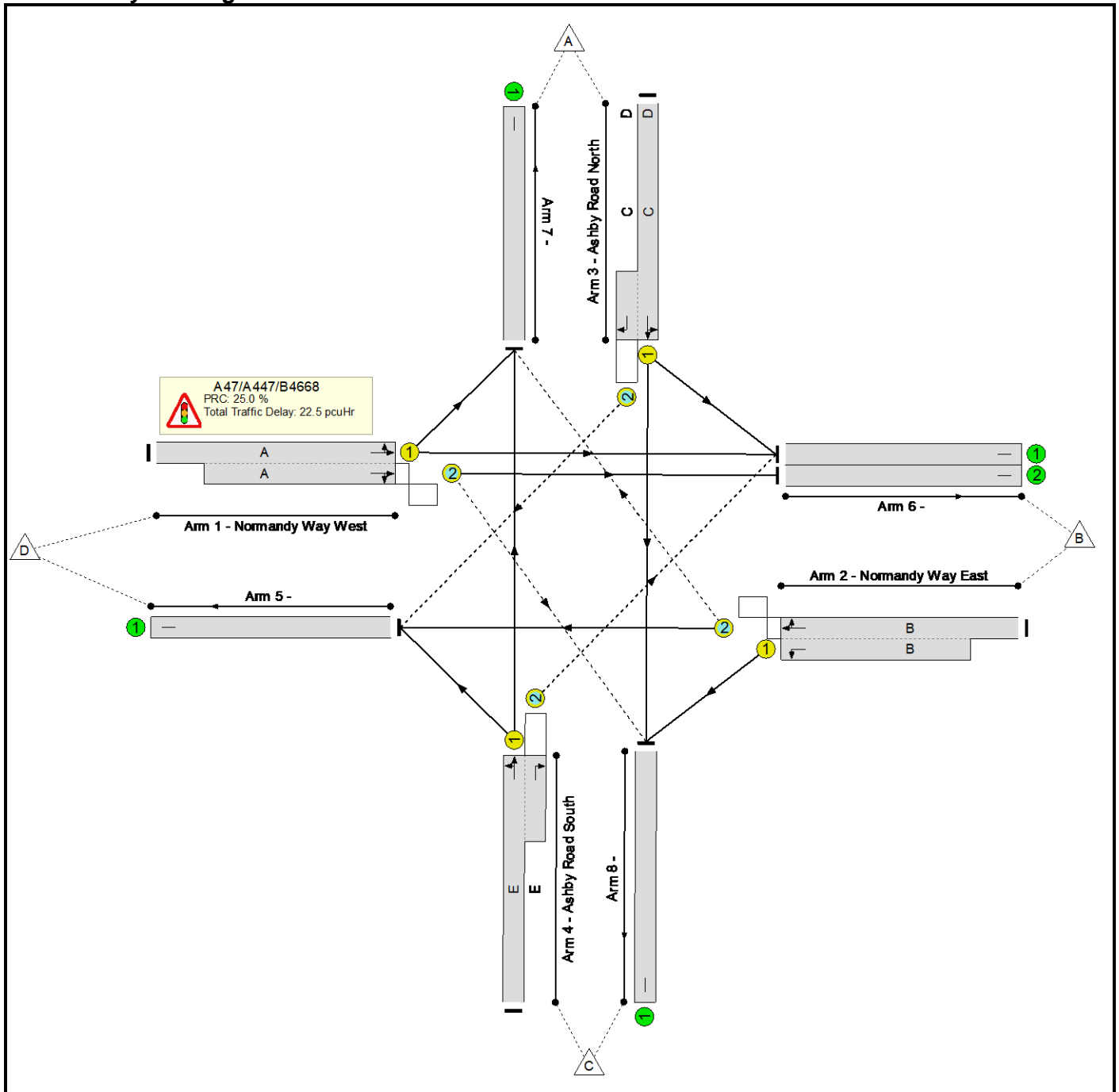
Stage Timings

Stage	1	2	3
Duration	33	35	4
Change Point	0	40	82

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: A47/Ashby Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	72.0%
A47/A447/B4668	-	-	N/A	-	-		-	-	-	-	-	-	72.0%
1/1+1/2	Normandy Way West Ahead Left Right	U+O	N/A	N/A	A		1	33	-	974	1801:2049	680+741	67.0 : 69.9%
2/2+2/1	Normandy Way East Ahead Right Left	O+U	N/A	N/A	B		1	33	-	684	1907:1741	711+246	71.5 : 71.5%
3/1+3/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	43	4:4	601	1896:1781	610+375	61.0 : 61.0%
4/1+4/2	Ashby Road South Left Right Ahead	U+O	N/A	N/A	E		1	35	-	590	1867:1781	607+213	72.0 : 72.0%
5/1		U	N/A	N/A	-		-	-	-	820	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	358	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	642	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	565	Inf	Inf	0.0%

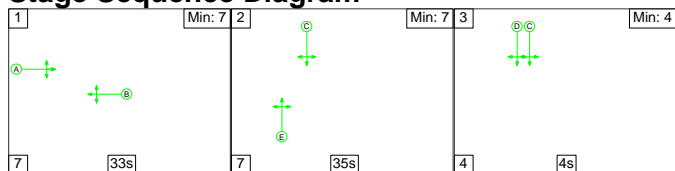
Full Input Data And Results

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:													
A47/Ashby Road Junction	-	-	413	45	9	16.6	4.4	1.5	22.5	-	-	-	-
A47/A447/B4668	-	-	413	45	9	16.6	4.4	1.5	22.5	-	-	-	-
1/1+1/2	974	974	53	0	1	6.3	1.1	0.2	7.6	28.0	10.6	1.1	11.7
2/2+2/1	684	684	30	0	0	4.3	1.2	0.1	5.6	29.6	10.7	1.2	12.0
3/1+3/2	601	601	177	45	8	2.6	0.8	0.9	4.2	25.2	6.7	0.8	7.4
4/1+4/2	590	590	153	0	0	3.4	1.3	0.3	5.0	30.8	9.8	1.3	11.1
5/1	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	358	358	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	464	464	-	-	-	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
8/1	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	25.0	Total Delay for Signalled Lanes (pcuHr):			22.47	Cycle Time (s): 90				
			PRC Over All Lanes (%):	25.0	Total Delay Over All Lanes(pcuHr):			22.47					

Full Input Data And Results

Scenario 3: '2026 WoD AM' (FG3: '2026 WoD AM', Plan 1: 'Network Control Plan 1')

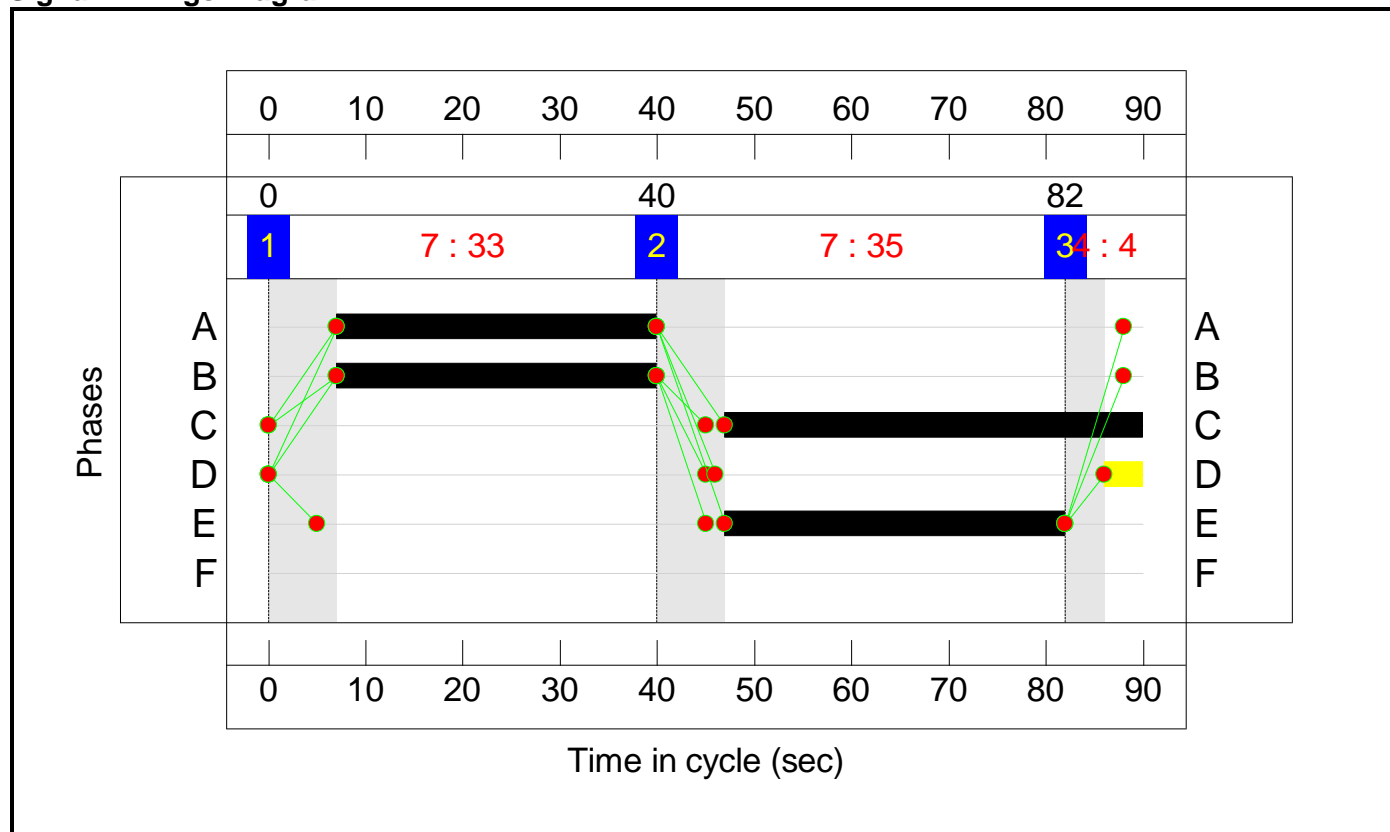
Stage Sequence Diagram



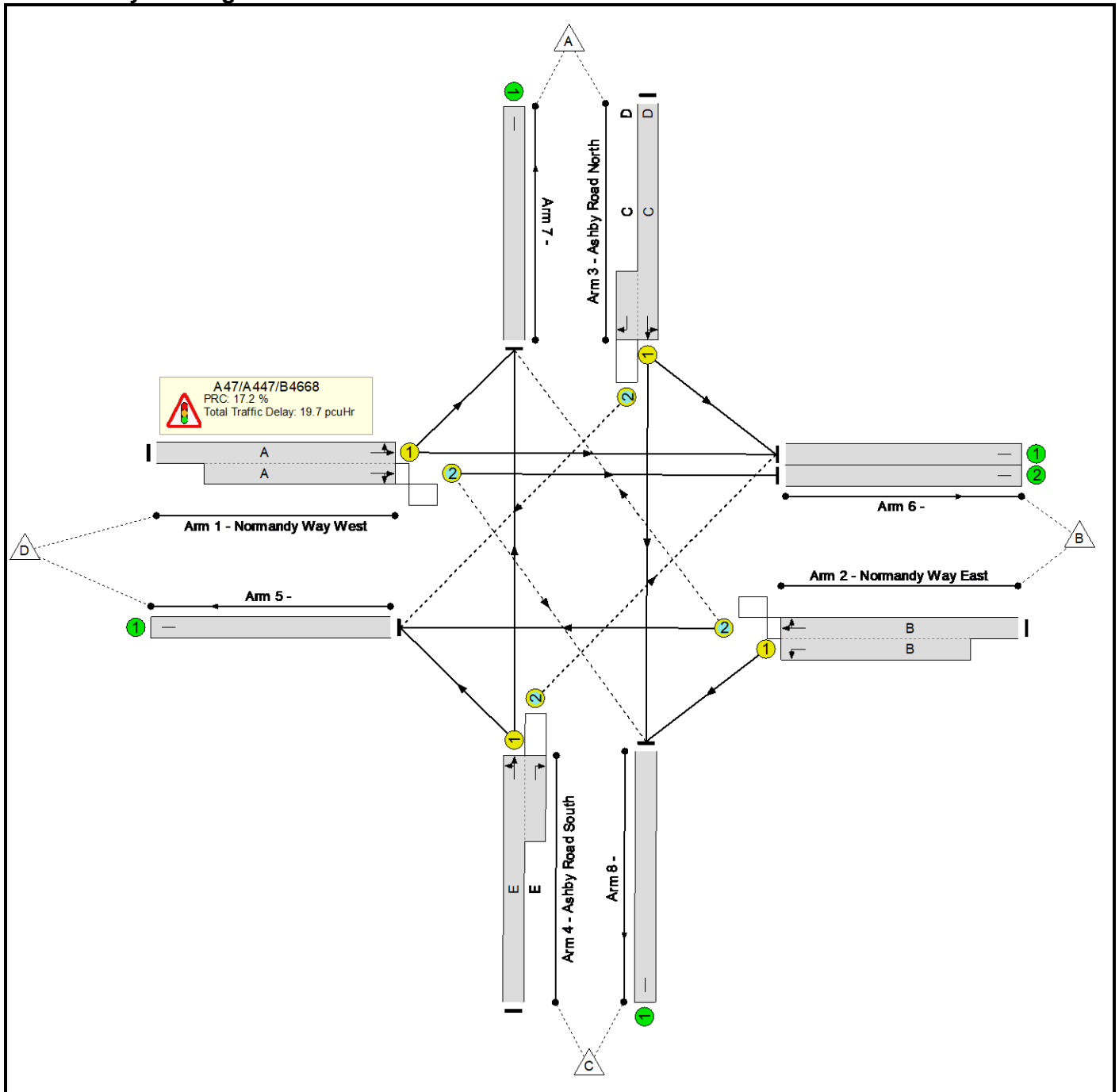
Stage Timings

Stage	1	2	3
Duration	33	35	4
Change Point	0	40	82

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: A47/Ashby Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	76.8%
A47/A447/B4668	-	-	N/A	-	-		-	-	-	-	-	-	76.8%
1/1+1/2	Normandy Way West Ahead Left Right	U+O	N/A	N/A	A		1	33	-	640	1820:2037	631+583	47.9 : 58.0%
2/2+2/1	Normandy Way East Ahead Right Left	O+U	N/A	N/A	B		1	33	-	616	1910:1741	722+81	76.8 : 76.8%
3/1+3/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	43	4:4	718	1899:1781	480+459	76.4 : 76.4%
4/1+4/2	Ashby Road South Left Right Ahead	U+O	N/A	N/A	E		1	35	-	471	1838:1781	611+195	58.4 : 58.4%
5/1		U	N/A	N/A	-		-	-	-	1036	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	288	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	275	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	384	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	462	Inf	Inf	0.0%

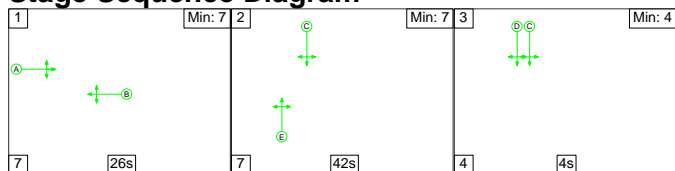
Full Input Data And Results

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:													
A47/Ashby Road Junction	-	-	455	79	13	13.7	4.5	1.4	19.7	-	-	-	-
A47/A447/B4668	-	-	455	79	13	13.7	4.5	1.4	19.7	-	-	-	-
1/1+1/2	640	640	62	0	1	3.7	0.6	0.3	4.5	25.6	6.3	0.6	6.8
2/2+2/1	616	616	18	0	0	4.1	1.6	0.0	5.7	33.5	12.0	1.6	13.6
3/1+3/2	718	718	261	79	12	3.4	1.6	0.9	5.9	29.4	7.5	1.6	9.1
4/1+4/2	471	471	114	0	0	2.5	0.7	0.3	3.5	26.9	6.9	0.7	7.6
5/1	1036	1036	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	288	288	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	275	275	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	384	384	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	462	462	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	17.2	Total Delay for Signalled Lanes (pcuHr):			19.66	Cycle Time (s): 90				
			PRC Over All Lanes (%):	17.2	Total Delay Over All Lanes (pcuHr):			19.66					

Full Input Data And Results

Scenario 4: '2026 WoD PM' (FG4: '2026 WoD PM', Plan 1: 'Network Control Plan 1')

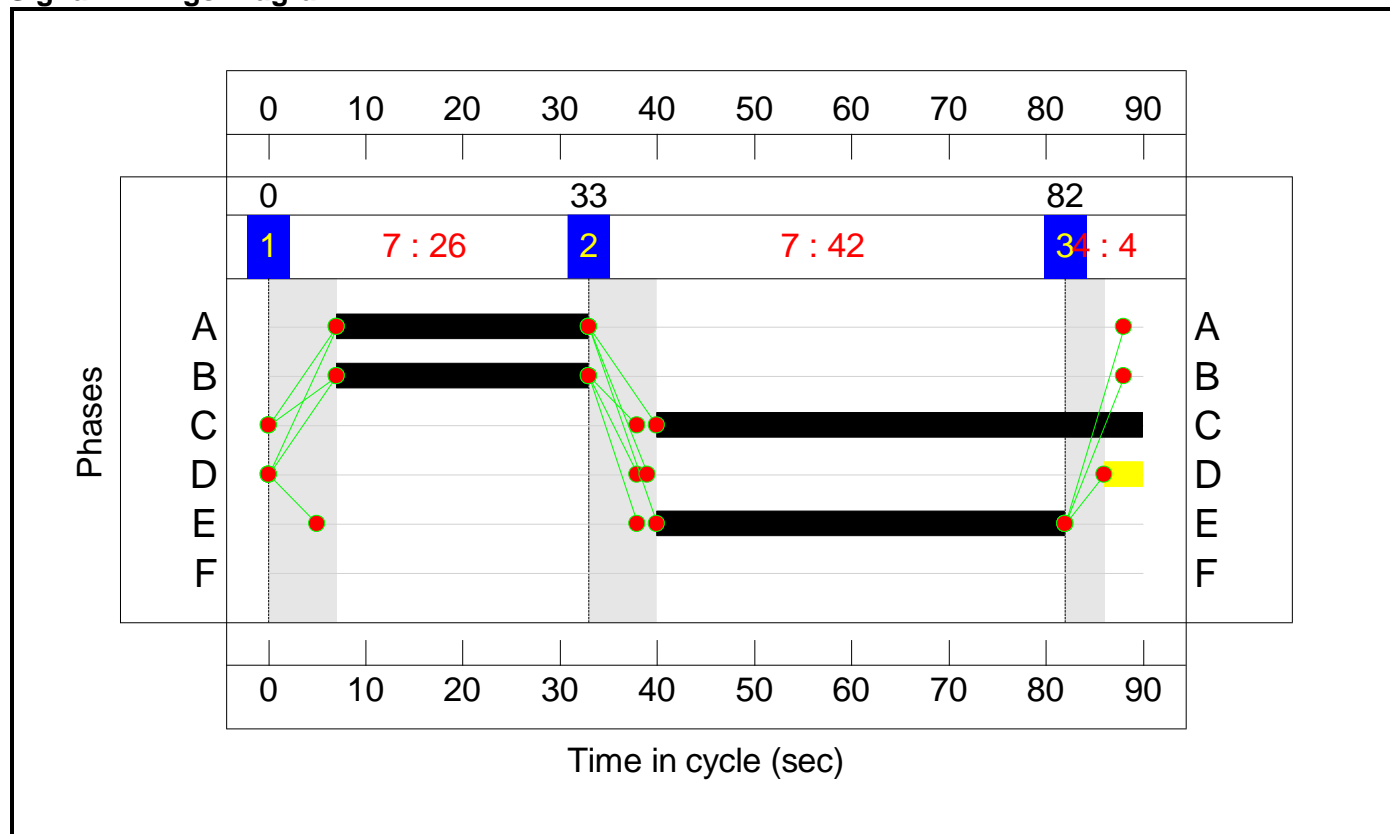
Stage Sequence Diagram



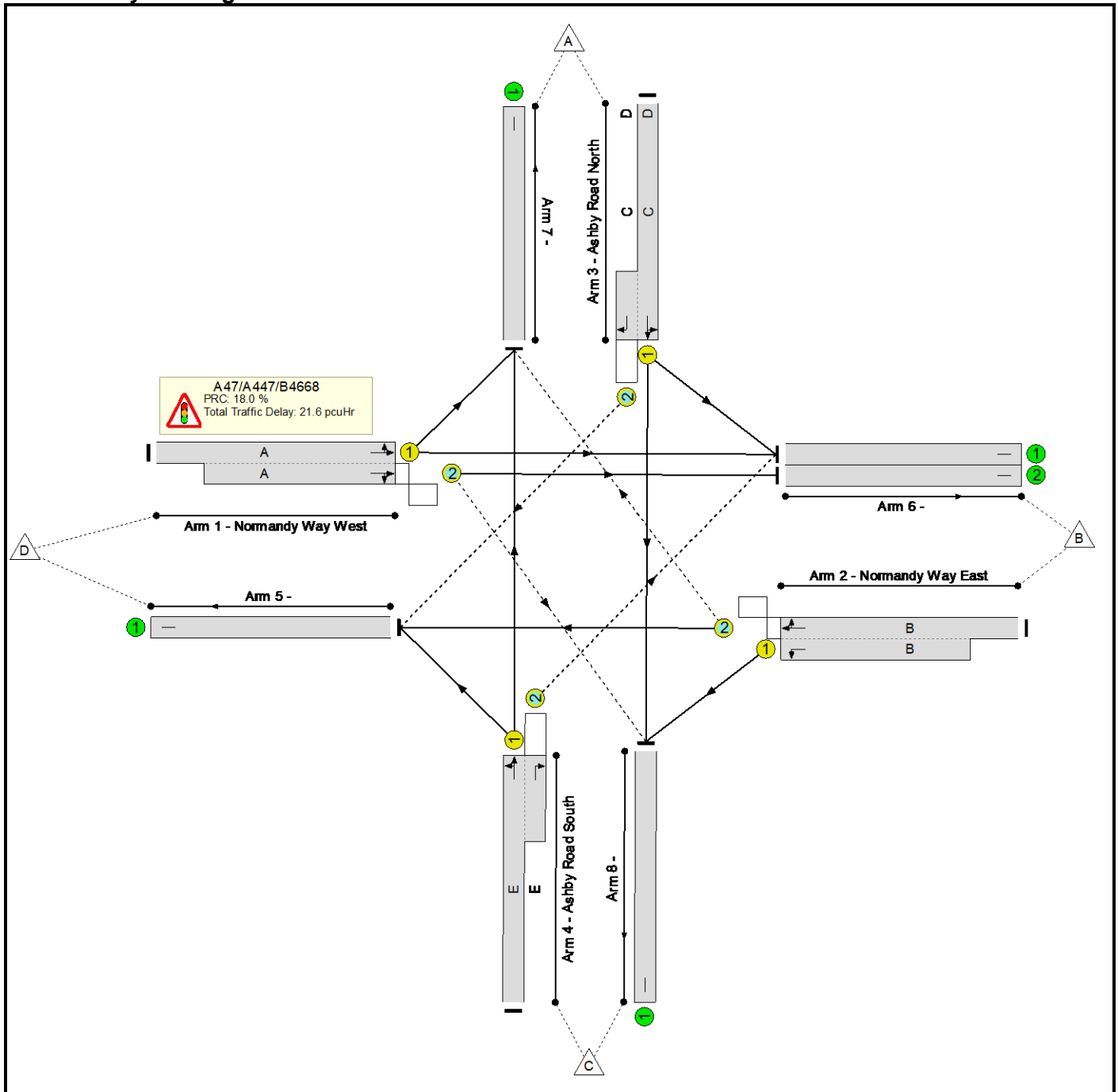
Stage Timings

Stage	1	2	3
Duration	26	42	4
Change Point	0	33	82

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: A47/Ashby Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	76.2%
A47/A447/B4668	-	-	N/A	-	-		-	-	-	-	-	-	76.2%
1/1+1/2	Normandy Way West Ahead Left Right	U+O	N/A	N/A	A		1	26	-	760	1792:2047	538+582	66.0 : 69.6%
2/2+2/1	Normandy Way East Ahead Right Left	O+U	N/A	N/A	B		1	26	-	563	1906:1741	572+196	73.3 : 73.4%
3/1+3/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	50	4:4	575	1898:1781	586+366	60.4 : 60.4%
4/1+4/2	Ashby Road South Left Right Ahead	U+O	N/A	N/A	E		1	42	-	725	1863:1781	731+220	76.2 : 76.2%
5/1		U	N/A	N/A	-		-	-	-	772	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	311	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	357	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	669	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	514	Inf	Inf	0.0%

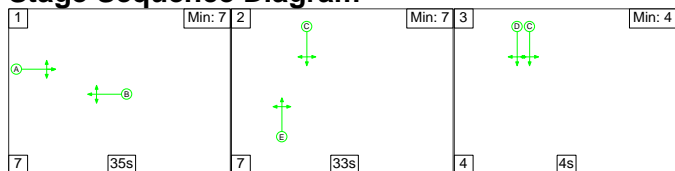
Full Input Data And Results

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:													
A47/Ashby Road Junction	-	-	407	46	8	15.4	4.7	1.5	21.6	-	-	-	-
A47/A447/B4668	-	-	407	46	8	15.4	4.7	1.5	21.6	-	-	-	-
1/1+1/2	760	760	47	0	1	5.8	1.1	0.2	7.0	33.2	8.8	1.1	9.8
2/2+2/1	563	563	25	0	0	4.3	1.4	0.1	5.7	36.2	9.3	1.4	10.7
3/1+3/2	575	575	167	46	7	1.8	0.8	1.1	3.6	22.6	4.6	0.8	5.4
4/1+4/2	725	725	168	0	0	3.6	1.6	0.2	5.3	26.5	12.5	1.6	14.0
5/1	772	772	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	357	357	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	669	669	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	514	514	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	18.0	Total Delay for Signalled Lanes (pcuHr):			21.62	Cycle Time (s):		90		
			PRC Over All Lanes (%):	18.0	Total Delay Over All Lanes(pcuHr):			21.62					

Full Input Data And Results

Scenario 5: '2026 WoDWS AM' (FG5: '2026 WoDWS AM', Plan 1: 'Network Control Plan 1')

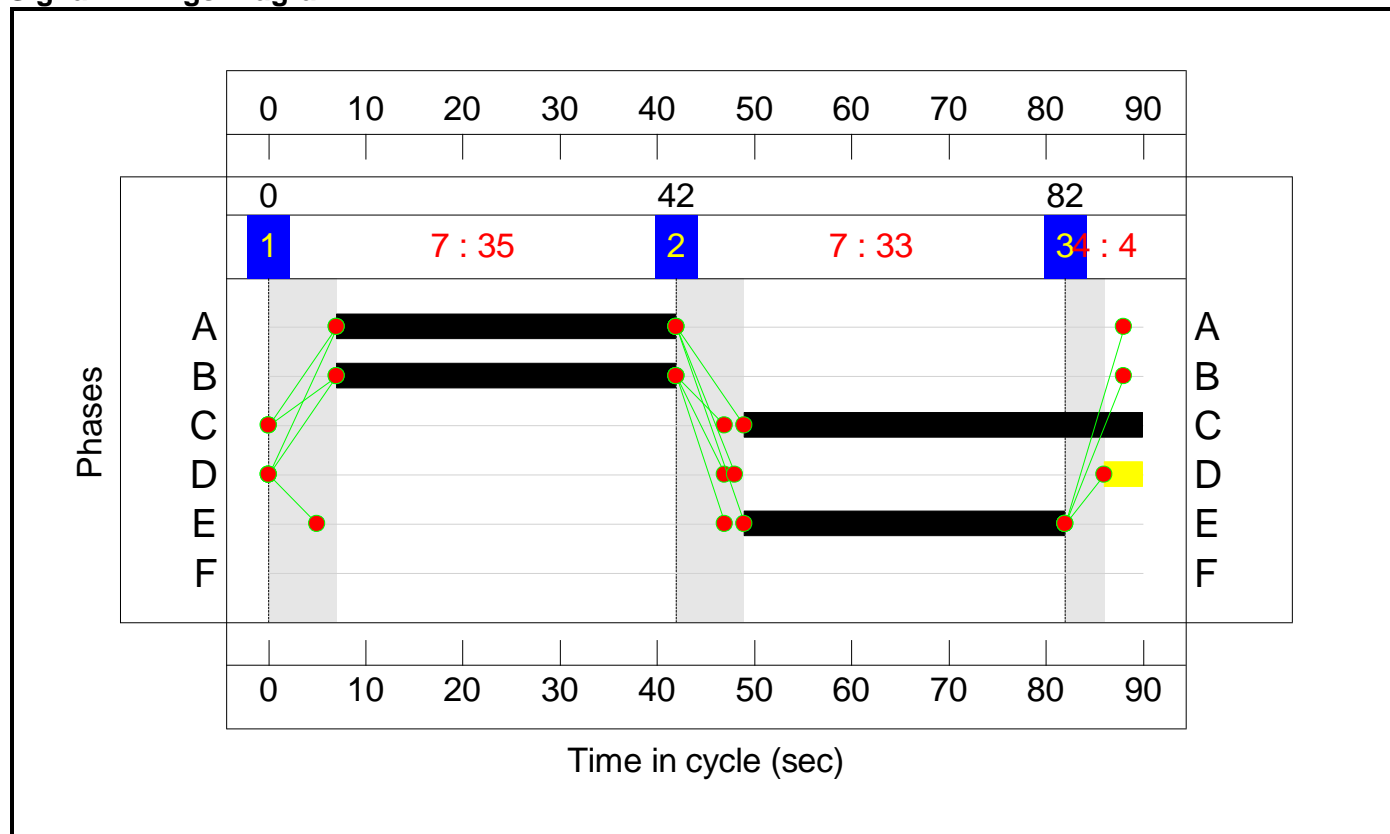
Stage Sequence Diagram



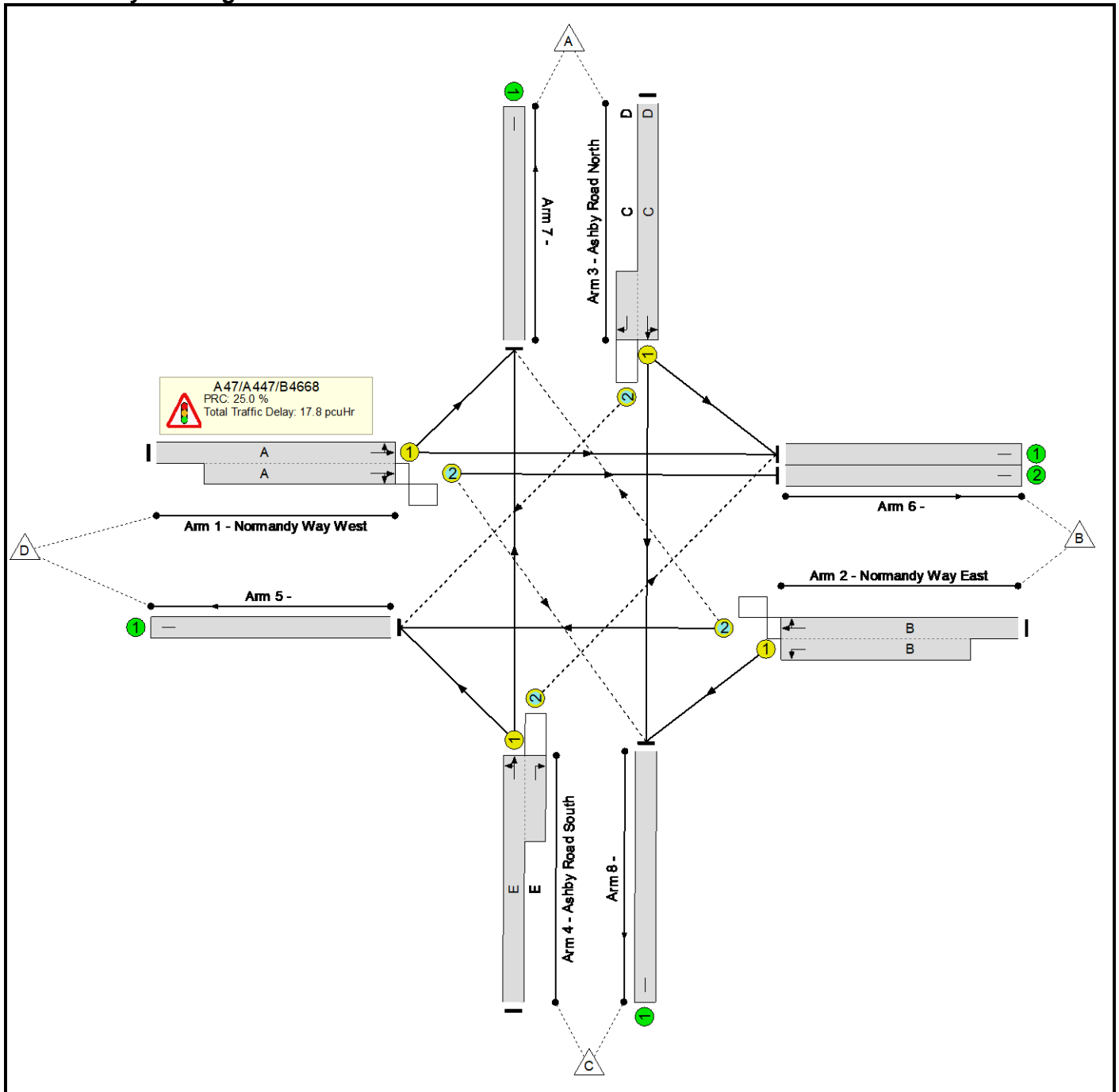
Stage Timings

Stage	1	2	3
Duration	35	33	4
Change Point	0	42	82

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: A47/Ashby Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	72.0%
A47/A447/B4668	-	-	N/A	-	-		-	-	-	-	-	-	72.0%
1/1+1/2	Normandy Way West Ahead Left Right	U+O	N/A	N/A	A		1	35	-	615	1836:2045	734+771	39.6 : 42.0%
2/2+2/1	Normandy Way East Ahead Right Left	O+U	N/A	N/A	B		1	35	-	603	1907:1741	763+75	72.0 : 72.0%
3/1+3/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	41	4:4	663	1883:1781	503+450	69.5 : 69.5%
4/1+4/2	Ashby Road South Left Right Ahead	U+O	N/A	N/A	E		1	33	-	483	1846:1781	553+242	60.7 : 60.7%
5/1		U	N/A	N/A	-		-	-	-	958	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	371	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	282	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	366	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	387	Inf	Inf	0.0%

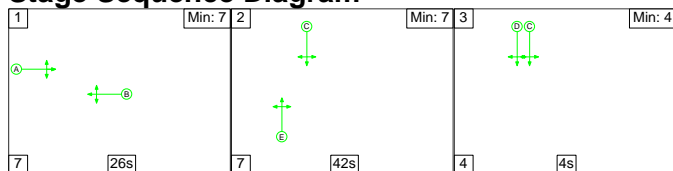
Full Input Data And Results

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:																	
A47/Ashby Road Junction	-	-	470	51	11	13.0	3.5	1.3	17.8	-	-	-	-				
A47/A447/B4668	-	-	470	51	11	13.0	3.5	1.3	17.8	-	-	-	-				
1/1+1/2	615	615	42	0	0	3.3	0.3	0.2	3.8	22.2	5.8	0.3	6.1				
2/2+2/1	603	603	30	0	0	3.7	1.3	0.0	5.0	29.9	11.4	1.3	12.7				
3/1+3/2	663	663	251	51	10	3.2	1.1	0.7	5.1	27.7	6.7	1.1	7.8				
4/1+4/2	483	483	147	0	0	2.8	0.8	0.4	3.9	29.2	6.6	0.8	7.4				
5/1	958	958	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0				
6/1	371	371	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0				
6/2	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0				
7/1	366	366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0				
8/1	387	387	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0				
C1			PRC for Signalled Lanes (%):	25.0	Total Delay for Signalled Lanes (pcuHr):			17.83	Cycle Time (s):		90	PRC Over All Lanes (%):		25.0	Total Delay Over All Lanes (pcuHr):		17.83

Full Input Data And Results

Scenario 6: '2026 WoDWS PM' (FG6: '2026 WoDWS PM', Plan 1: 'Network Control Plan 1')

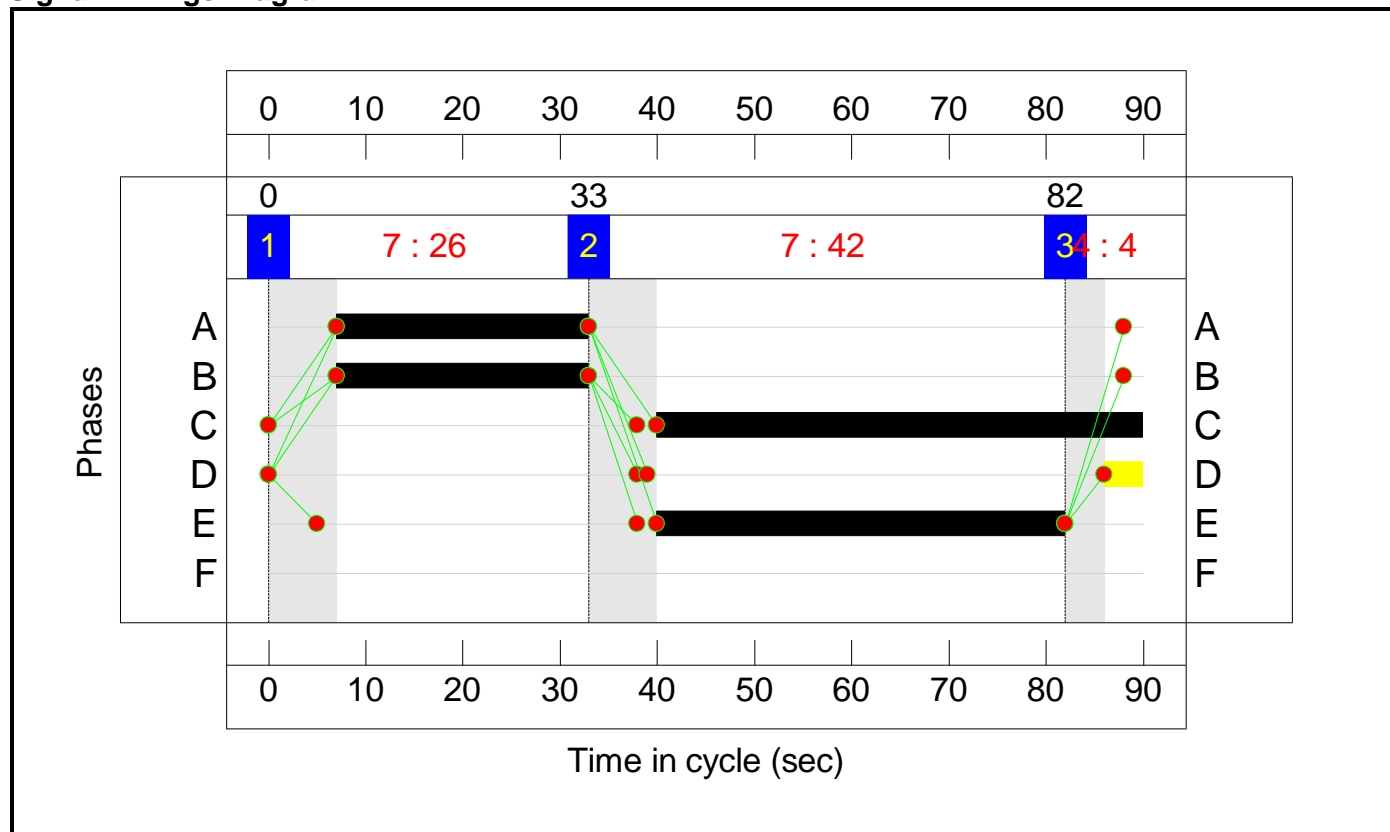
Stage Sequence Diagram



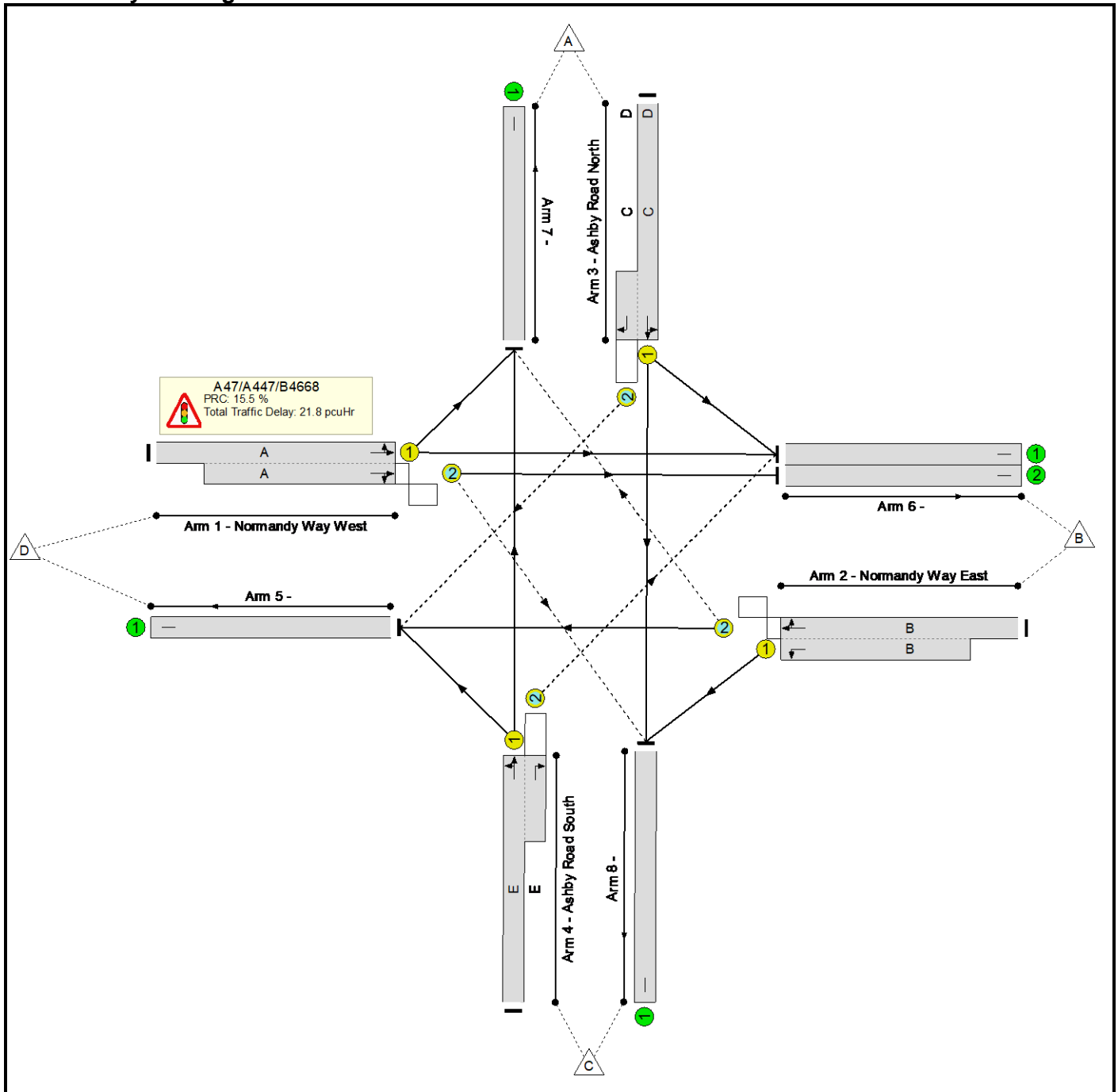
Stage Timings

Stage	1	2	3
Duration	26	42	4
Change Point	0	33	82

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: A47/Ashby Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	77.9%
A47/A447/B4668	-	-	N/A	-	-		-	-	-	-	-	-	77.9%
1/1+1/2	Normandy Way West Ahead Left Right	U+O	N/A	N/A	A		1	26	-	733	1790:2046	537+561	63.7 : 69.7%
2/2+2/1	Normandy Way East Ahead Right Left	O+U	N/A	N/A	B		1	26	-	633	1904:1741	571+241	77.9 : 77.9%
3/1+3/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	50	4:4	550	1897:1781	726+365	50.4 : 50.4%
4/1+4/2	Ashby Road South Left Right Ahead	U+O	N/A	N/A	E		1	42	-	728	1870:1781	731+223	76.4 : 76.4%
5/1		U	N/A	N/A	-		-	-	-	731	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	307	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	343	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	695	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	568	Inf	Inf	0.0%

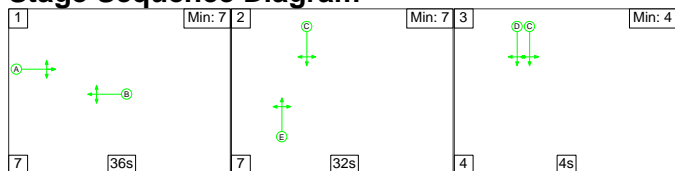
Full Input Data And Results

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:														
A47/Ashby Road Junction	-	-	416	12	7	15.6	4.8	1.4	21.8	-	-	-	-	
A47/A447/B4668	-	-	416	12	7	15.6	4.8	1.4	21.8	-	-	-	-	
1/1+1/2	733	733	47	0	1	5.6	1.0	0.2	6.7	33.1	8.4	1.0	9.4	
2/2+2/1	633	633	33	0	0	4.8	1.7	0.1	6.6	37.8	10.1	1.7	11.9	
3/1+3/2	550	550	166	12	6	1.6	0.5	0.9	3.0	19.8	4.9	0.5	5.4	
4/1+4/2	728	728	170	0	0	3.6	1.6	0.2	5.4	26.6	12.5	1.6	14.1	
5/1	731	731	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	307	307	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	343	343	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	695	695	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	568	568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1			PRC for Signalled Lanes (%):	15.5	Total Delay for Signalled Lanes (pcuHr):			21.78	Cycle Time (s):		90	PRC Over All Lanes (%):		15.5
					Total Delay Over All Lanes (pcuHr):			21.78						

Full Input Data And Results

Scenario 7: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'Network Control Plan 1')

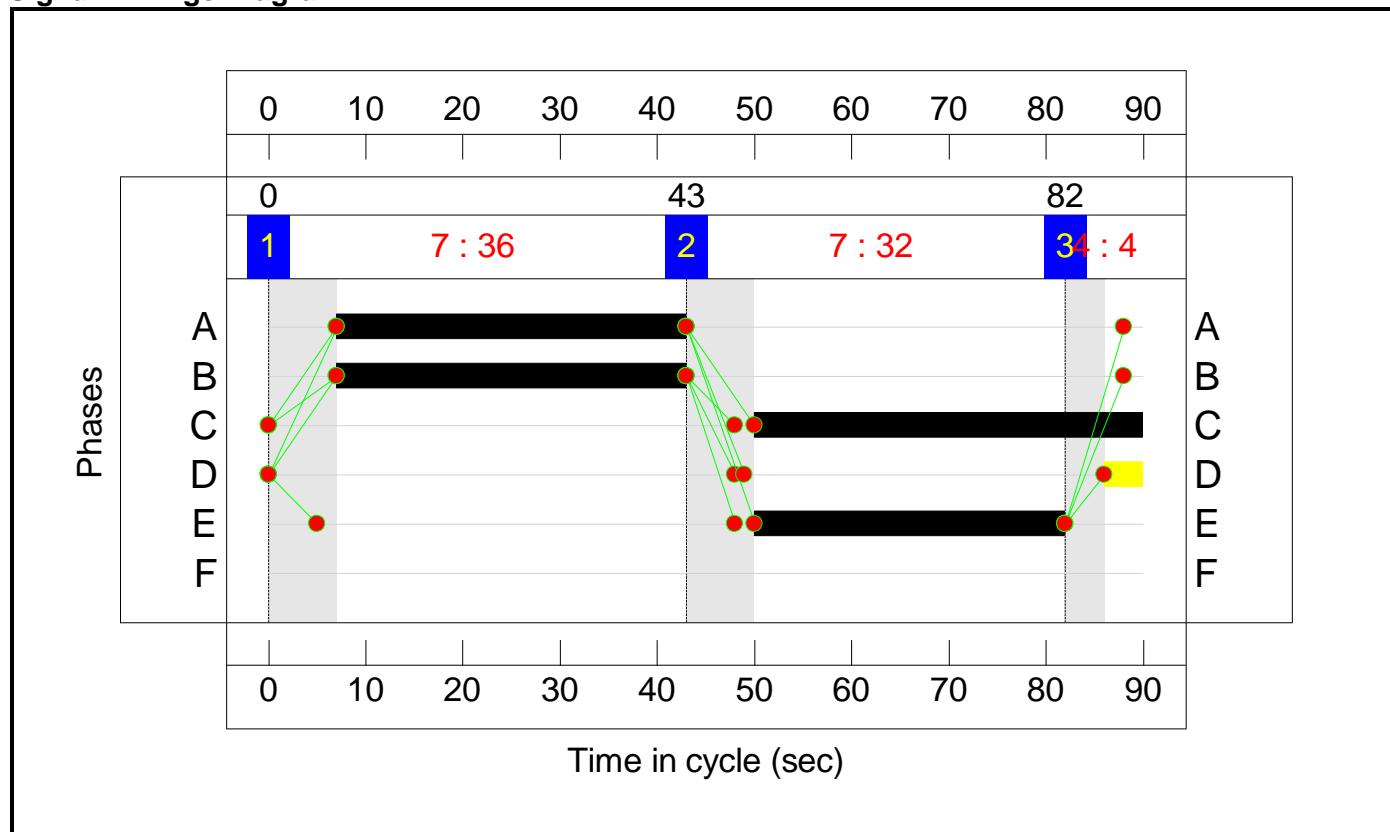
Stage Sequence Diagram



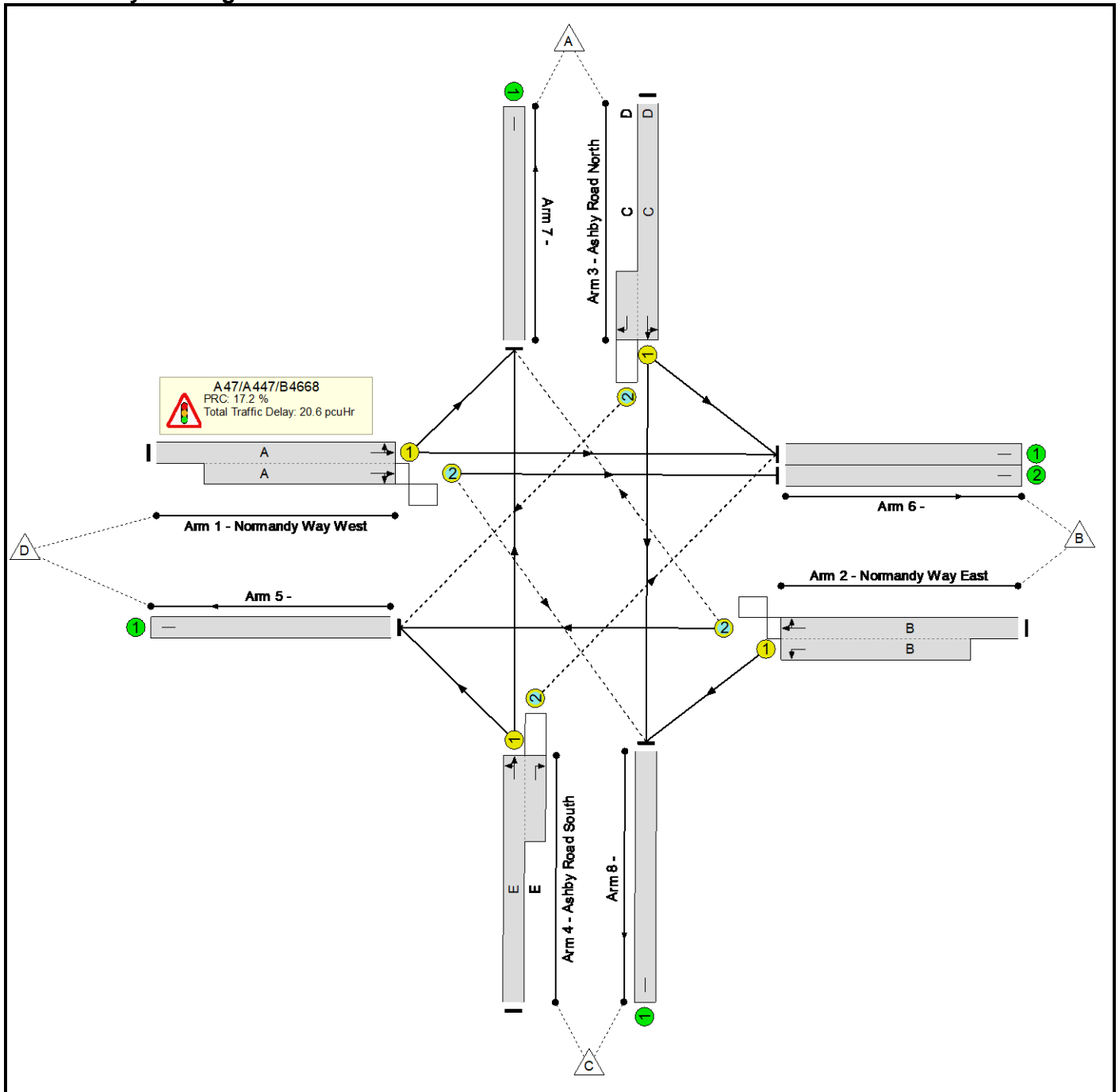
Stage Timings

Stage	1	2	3
Duration	36	32	4
Change Point	0	43	82

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: A47/Ashby Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	76.8%
A47/A447/B4668	-	-	N/A	-	-		-	-	-	-	-	-	76.8%
1/1+1/2	Normandy Way West Ahead Left Right	U+O	N/A	N/A	A		1	36	-	746	1841:2043	713+746	49.7 : 52.6%
2/2+2/1	Normandy Way East Ahead Right Left	O+U	N/A	N/A	B		1	36	-	678	1906:1741	783+100	76.8 : 76.8%
3/1+3/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	40	4:4	739	1879:1781	593+389	75.3 : 75.3%
4/1+4/2	Ashby Road South Left Right Ahead	U+O	N/A	N/A	E		1	32	-	460	1848:1781	541+232	59.5 : 59.5%
5/1		U	N/A	N/A	-		-	-	-	972	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	436	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	335	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	386	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	494	Inf	Inf	0.0%

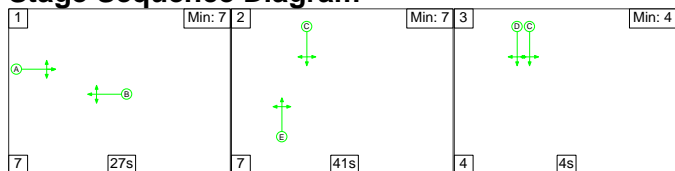
Full Input Data And Results

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:													
A47/Ashby Road Junction	-	-	483	33	11	14.7	4.4	1.6	20.6	-	-	-	-
A47/A447/B4668	-	-	483	33	11	14.7	4.4	1.6	20.6	-	-	-	-
1/1+1/2	746	746	56	0	1	4.0	0.5	0.2	4.8	23.0	7.1	0.5	7.6
2/2+2/1	678	678	38	0	0	4.2	1.6	0.0	5.8	30.9	12.9	1.6	14.5
3/1+3/2	739	739	251	33	10	3.8	1.5	0.7	6.0	29.1	11.2	1.5	12.7
4/1+4/2	460	460	138	0	0	2.7	0.7	0.6	4.0	31.6	6.2	0.7	7.0
5/1	972	972	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	436	436	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	386	386	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	17.2	Total Delay for Signalled Lanes (pcuHr):			20.62	Cycle Time (s):		90		
			PRC Over All Lanes (%):	17.2	Total Delay Over All Lanes (pcuHr):			20.62					

Full Input Data And Results

Scenario 8: '2026 WD PM' (FG8: '2026 WD PM', Plan 1: 'Network Control Plan 1')

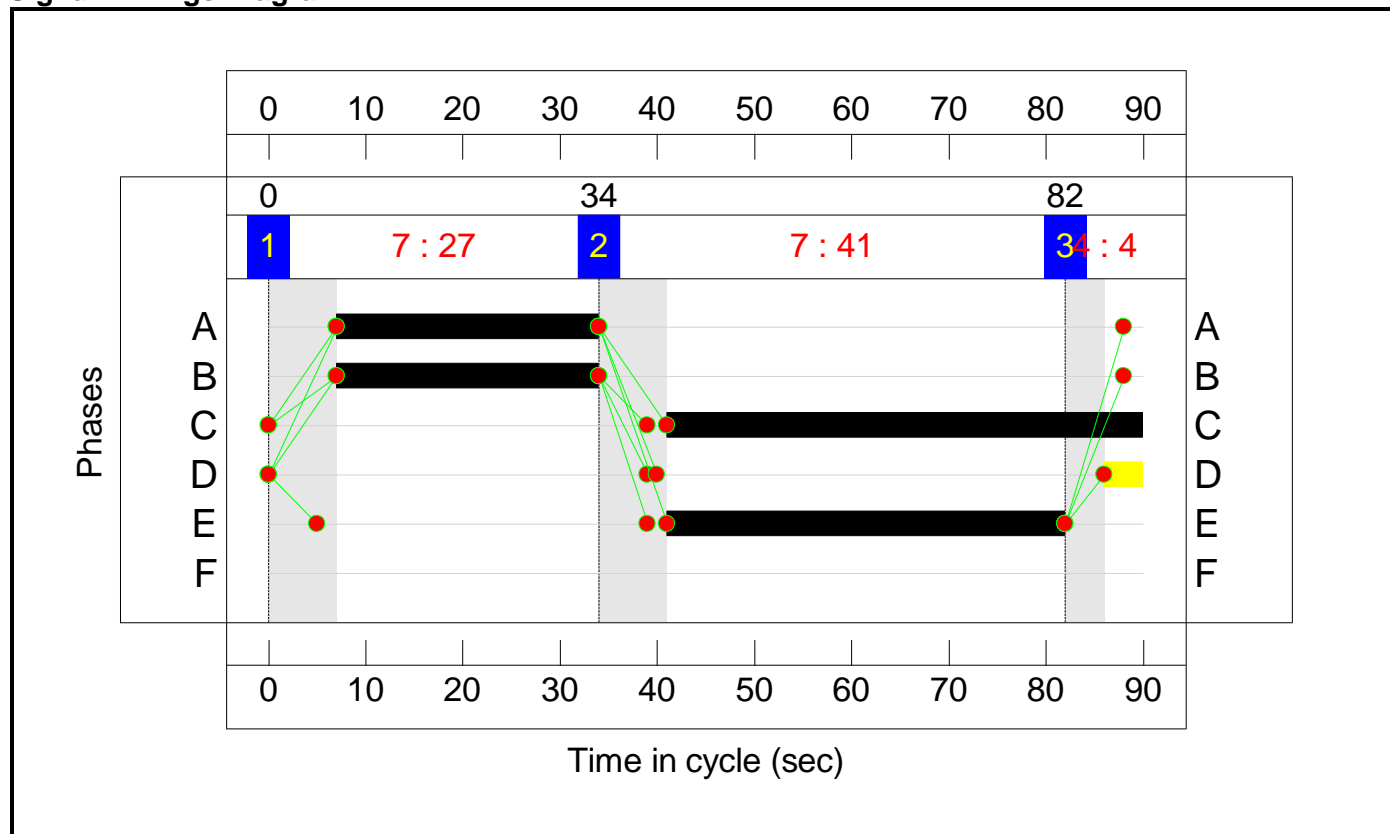
Stage Sequence Diagram



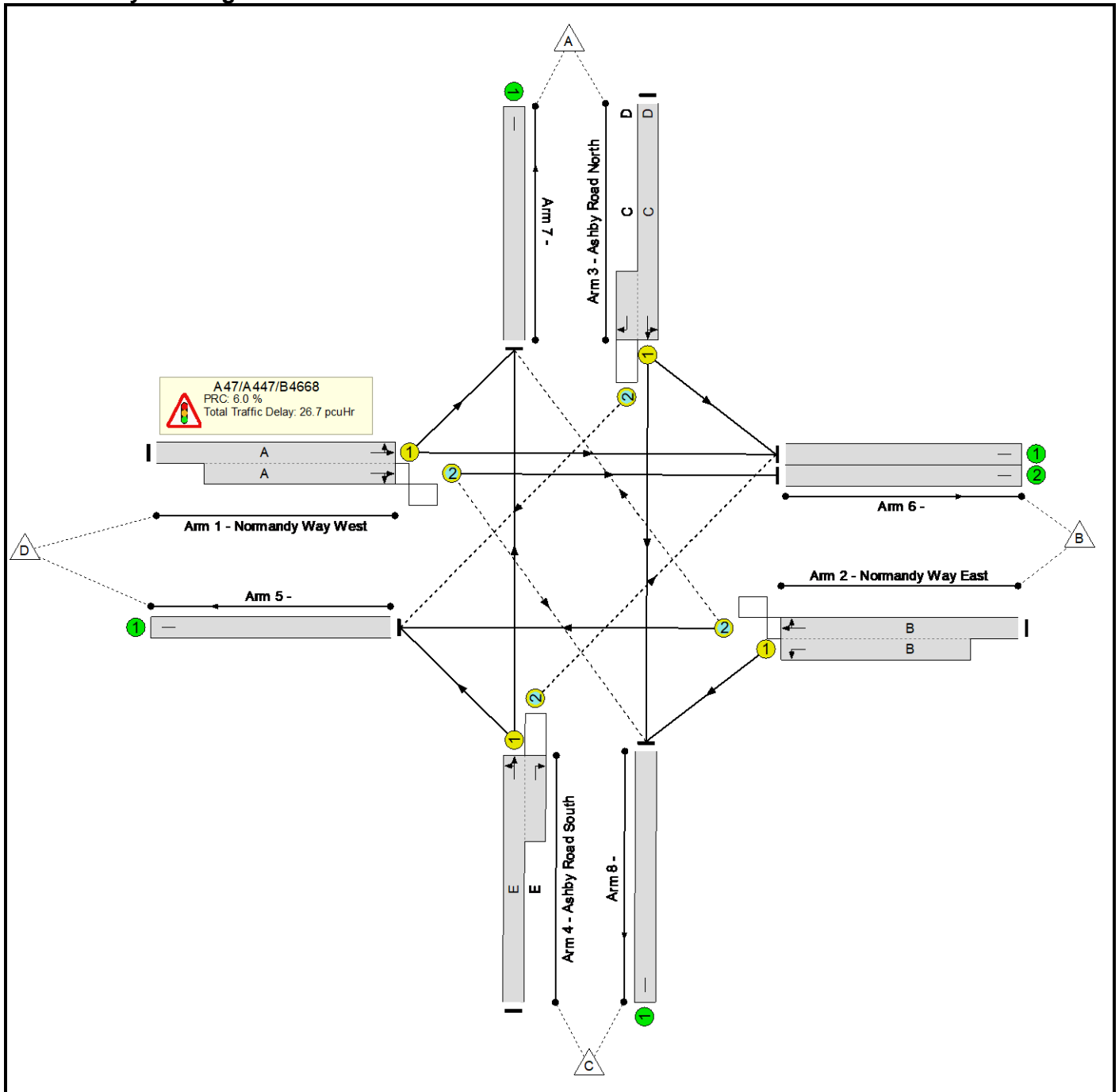
Stage Timings

Stage	1	2	3
Duration	27	41	4
Change Point	0	34	82

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: A47/Ashby Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	84.9%
A47/A447/B4668	-	-	N/A	-	-		-	-	-	-	-	-	84.9%
1/1+1/2	Normandy Way West Ahead Left Right	U+O	N/A	N/A	A		1	27	-	809	1801:2048	560+614	67.6 : 70.0%
2/2+2/1	Normandy Way East Ahead Right Left	O+U	N/A	N/A	B		1	27	-	699	1897:1741	590+233	84.9 : 84.9%
3/1+3/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	49	4:4	594	1882:1781	676+306	60.5 : 60.5%
4/1+4/2	Ashby Road South Left Right Ahead	U+O	N/A	N/A	E		1	41	-	793	1869:1781	708+229	84.6 : 84.6%
5/1		U	N/A	N/A	-		-	-	-	770	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	404	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	382	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	755	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	584	Inf	Inf	0.0%

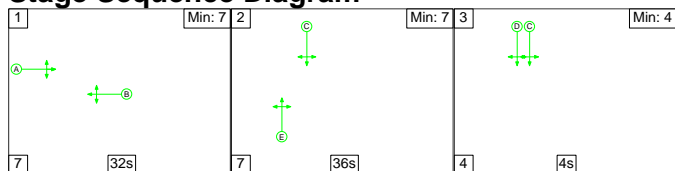
Full Input Data And Results

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:													
A47/Ashby Road Junction	-	-	393	72	26	17.7	7.2	1.8	26.7	-	-	-	-
A47/A447/B4668	-	-	393	72	26	17.7	7.2	1.8	26.7	-	-	-	-
1/1+1/2	809	809	33	0	15	6.1	1.1	0.2	7.4	33.1	9.4	1.1	10.5
2/2+2/1	699	699	58	0	5	5.4	2.7	0.2	8.3	42.5	11.7	2.7	14.4
3/1+3/2	594	594	107	72	6	1.9	0.8	1.1	3.8	22.8	6.2	0.8	7.0
4/1+4/2	793	793	194	0	0	4.3	2.7	0.3	7.2	32.9	15.0	2.7	17.6
5/1	770	770	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	404	404	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	382	382	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	755	755	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	6.0	Total Delay for Signalled Lanes (pcuHr):			26.69	Cycle Time (s): 90				
			PRC Over All Lanes (%):	6.0	Total Delay Over All Lanes(pcuHr):			26.69					

Full Input Data And Results

Scenario 9: '2036 WoD AM' (FG9: '2036 WoD AM', Plan 1: 'Network Control Plan 1')

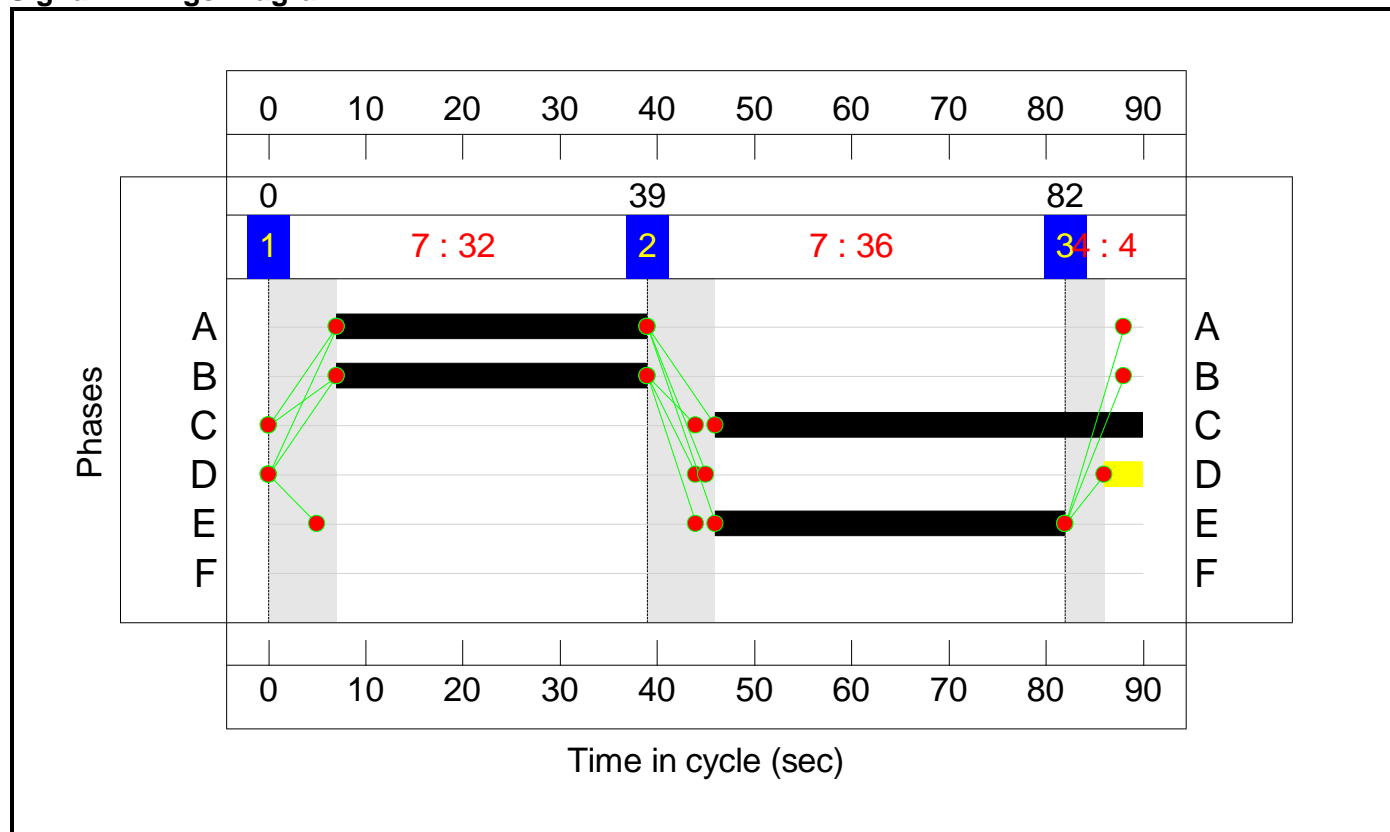
Stage Sequence Diagram



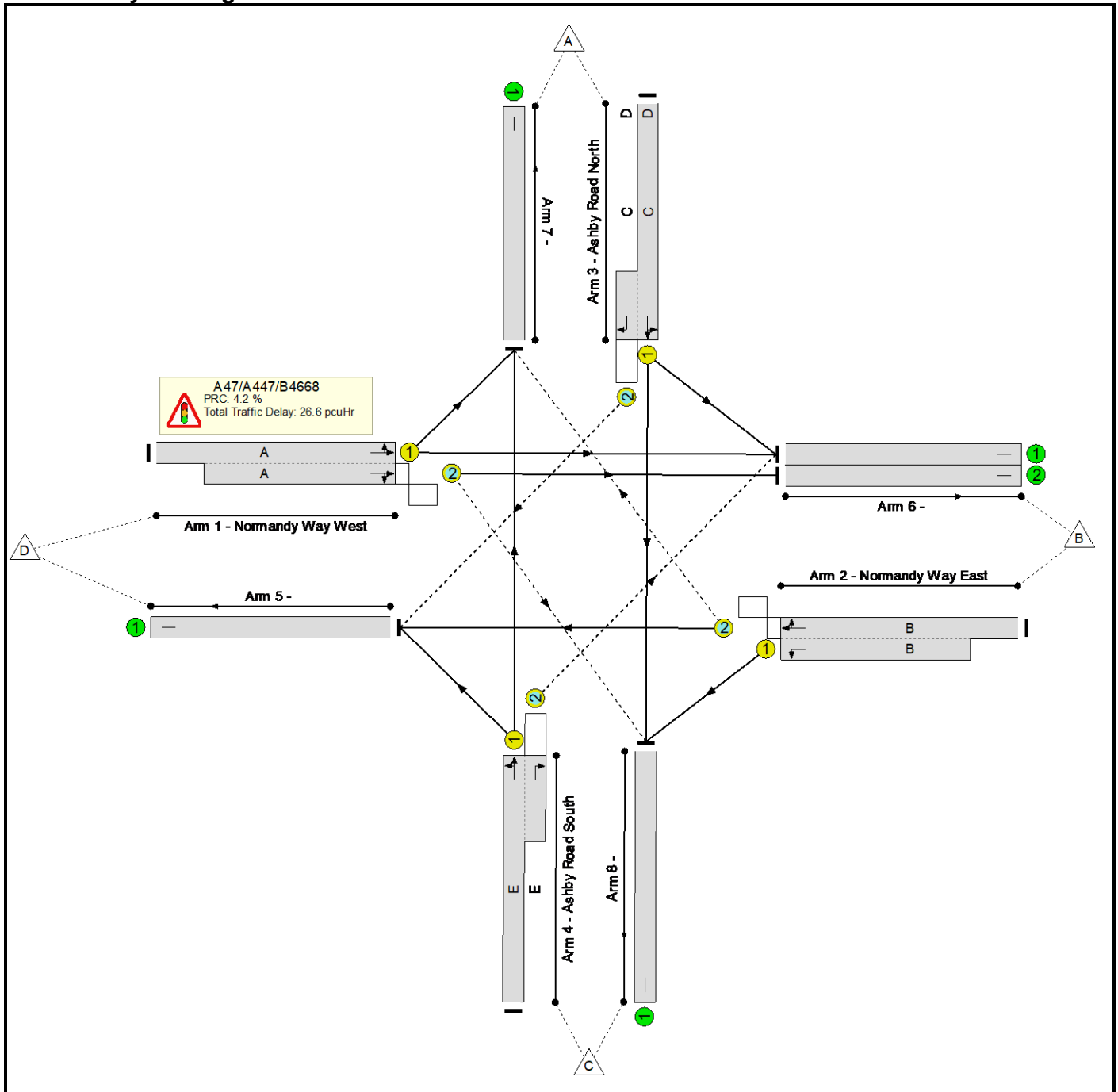
Stage Timings

Stage	1	2	3
Duration	32	36	4
Change Point	0	39	82

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: A47/Ashby Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	86.4%
A47/A447/B4668	-	-	N/A	-	-		-	-	-	-	-	-	86.4%
1/1+1/2	Normandy Way West Ahead Left Right	U+O	N/A	N/A	A		1	32	-	747	1809:2033	545+464	64.6 : 85.2%
2/2+2/1	Normandy Way East Ahead Right Left	O+U	N/A	N/A	B		1	32	-	684	1909:1741	700+117	83.7 : 83.7%
3/1+3/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	44	4:4	923	1902:1781	645+424	86.4 : 86.4%
4/1+4/2	Ashby Road South Left Right Ahead	U+O	N/A	N/A	E		1	36	-	504	1854:1781	637+188	61.1 : 61.1%
5/1		U	N/A	N/A	-		-	-	-	1055	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	298	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	312	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	493	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	700	Inf	Inf	0.0%

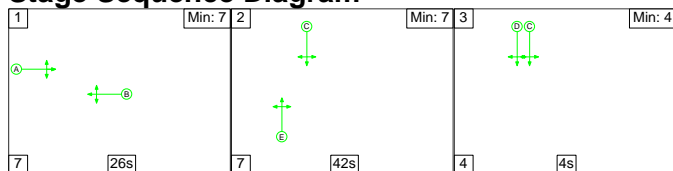
Full Input Data And Results

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:													
A47/Ashby Road Junction	-	-	435	110	43	16.9	7.7	2.0	26.6	-	-	-	-
A47/A447/B4668	-	-	435	110	43	16.9	7.7	2.0	26.6	-	-	-	-
1/1+1/2	747	747	52	0	31	4.7	1.4	0.4	6.5	31.3	7.7	1.4	9.1
2/2+2/1	684	684	24	0	0	4.8	2.5	0.0	7.3	38.3	13.3	2.5	15.8
3/1+3/2	923	923	244	110	12	4.8	3.0	0.9	8.8	34.2	16.0	3.0	19.0
4/1+4/2	504	504	115	0	0	2.7	0.8	0.6	4.0	28.9	7.7	0.8	8.5
5/1	1055	1055	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	298	298	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	312	312	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	493	493	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	700	700	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	4.2	Total Delay for Signalled Lanes (pcuHr):			26.58	Cycle Time (s): 90				
			PRC Over All Lanes (%):	4.2	Total Delay Over All Lanes(pcuHr):			26.58					

Full Input Data And Results

Scenario 10: '2036 WoD PM' (FG10: '2036 WoD PM', Plan 1: 'Network Control Plan 1')

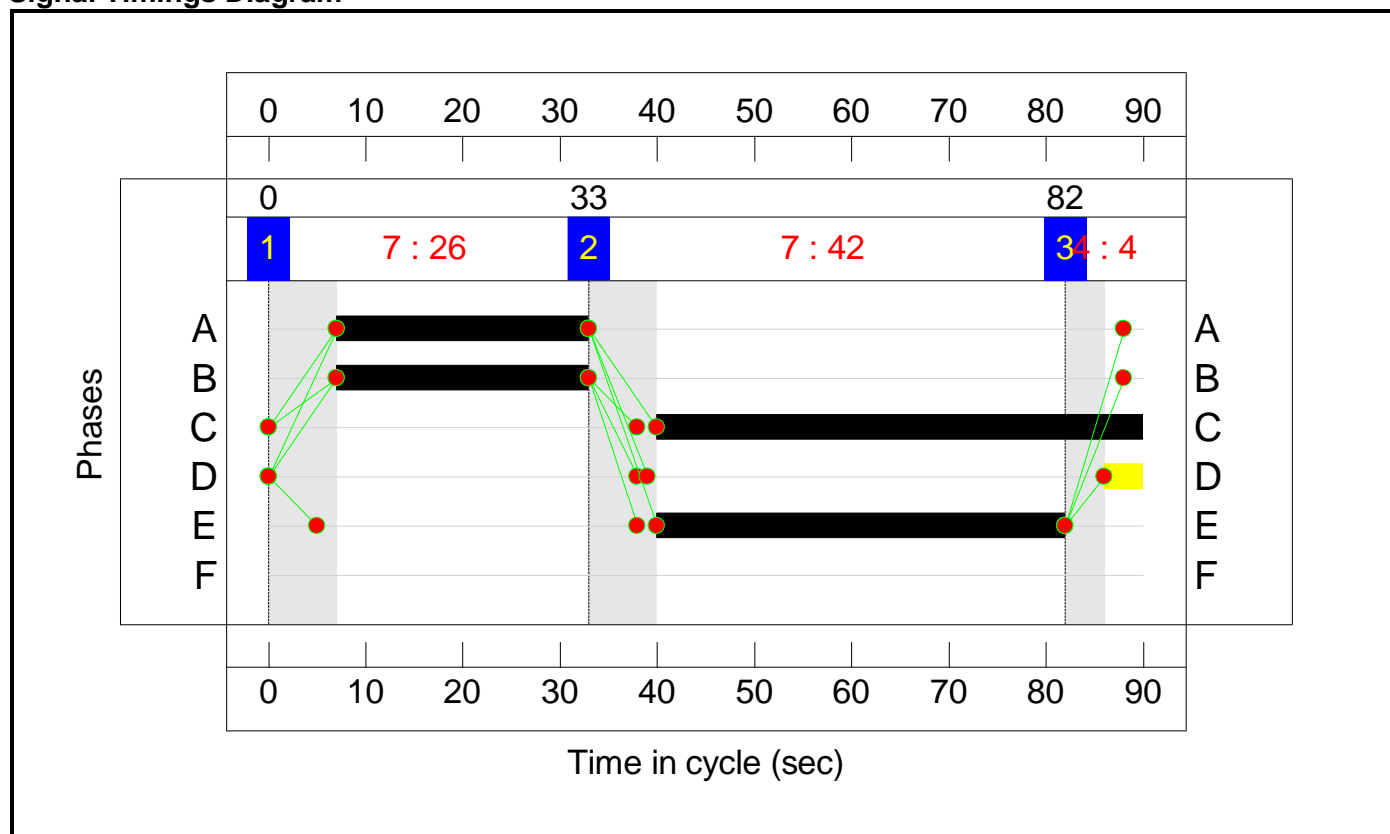
Stage Sequence Diagram



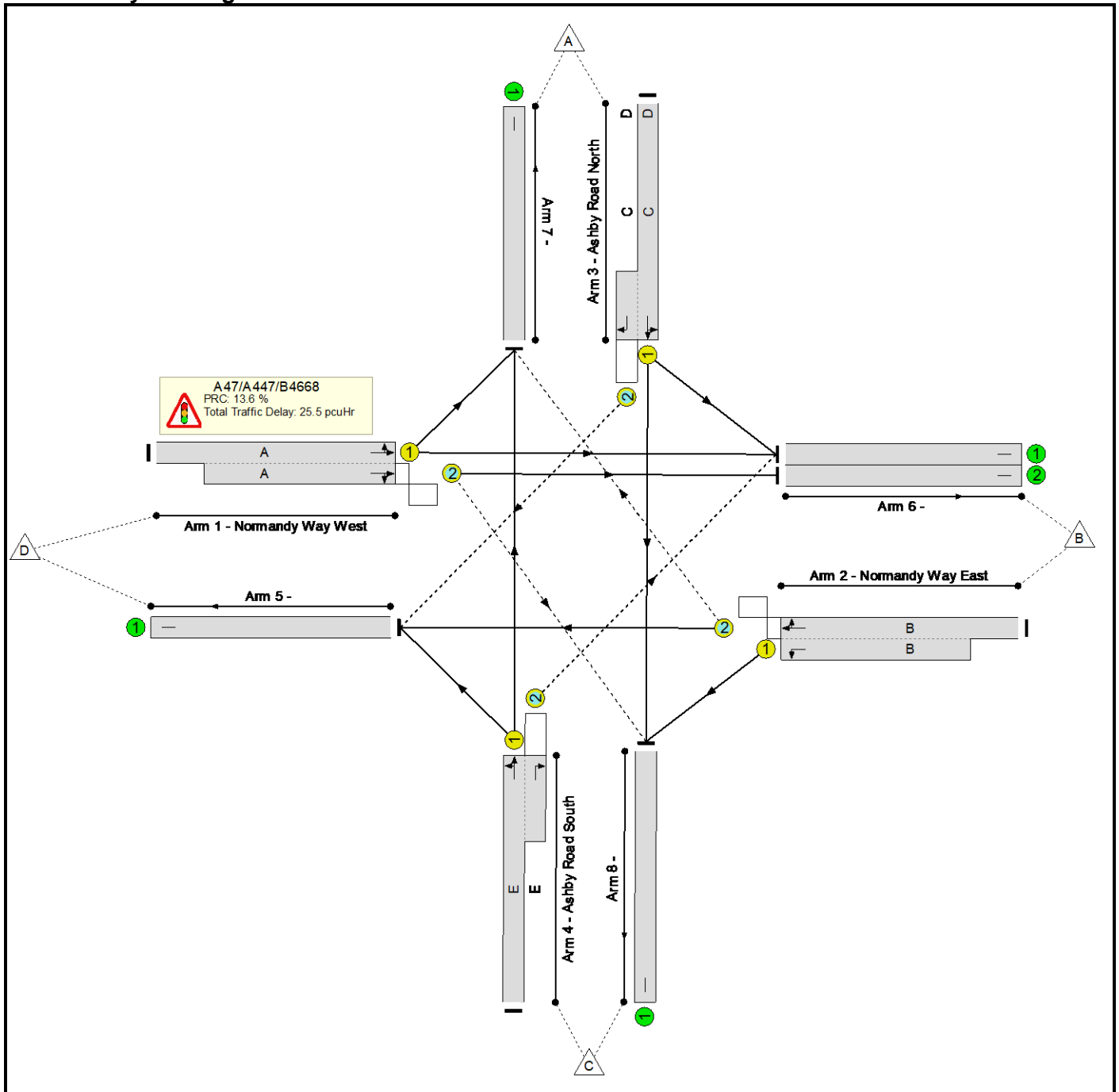
Stage Timings

Stage	1	2	3
Duration	26	42	4
Change Point	0	33	82

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: A47/Ashby Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	79.2%
A47/A447/B4668	-	-	N/A	-	-		-	-	-	-	-	-	79.2%
1/1+1/2	Normandy Way West Ahead Left Right	U+O	N/A	N/A	A		1	26	-	846	1774:2051	532+573	73.7 : 79.2%
2/2+2/1	Normandy Way East Ahead Right Left	O+U	N/A	N/A	B		1	26	-	614	1902:1741	571+213	78.3 : 78.4%
3/1+3/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	50	4:4	675	1896:1781	634+347	68.8 : 68.8%
4/1+4/2	Ashby Road South Left Right Ahead	U+O	N/A	N/A	E		1	42	-	765	1882:1781	759+212	78.7 : 78.7%
5/1		U	N/A	N/A	-		-	-	-	750	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	291	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	414	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	846	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	599	Inf	Inf	0.0%

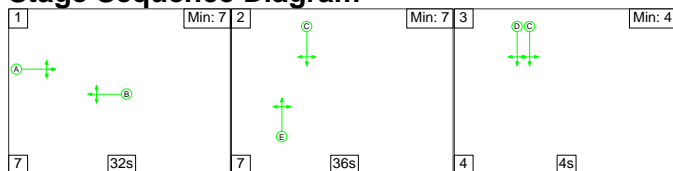
Full Input Data And Results

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:													
A47/Ashby Road Junction	-	-	395	82	9	17.5	6.3	1.7	25.5	-	-	-	-
A47/A447/B4668	-	-	395	82	9	17.5	6.3	1.7	25.5	-	-	-	-
1/1+1/2	846	846	40	0	0	6.7	1.6	0.1	8.4	35.7	10.1	1.6	11.7
2/2+2/1	614	614	40	0	0	4.7	1.8	0.1	6.6	38.8	10.2	1.8	12.0
3/1+3/2	675	675	149	82	8	2.3	1.1	1.2	4.5	24.2	7.1	1.1	8.2
4/1+4/2	765	765	167	0	0	3.8	1.8	0.3	6.0	28.0	13.8	1.8	15.6
5/1	750	750	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	291	291	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	414	414	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	846	846	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	599	599	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	13.6	Total Delay for Signalled Lanes (pcuHr):			25.50	Cycle Time (s): 90				
			PRC Over All Lanes (%):	13.6	Total Delay Over All Lanes(pcuHr):			25.50					

Full Input Data And Results

Scenario 11: '2036 WoDWS AM' (FG11: '2036 WoDWS AM', Plan 1: 'Network Control Plan 1')

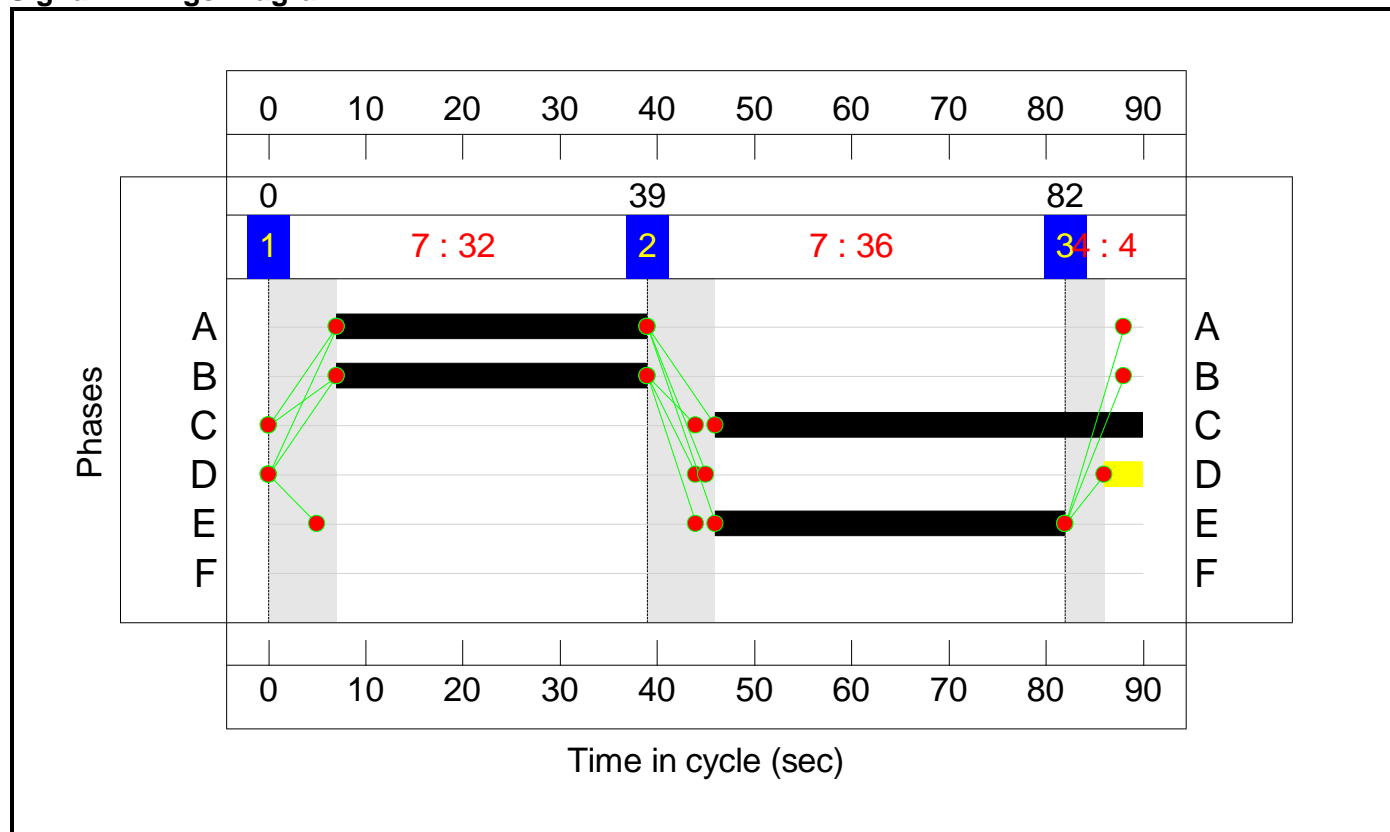
Stage Sequence Diagram



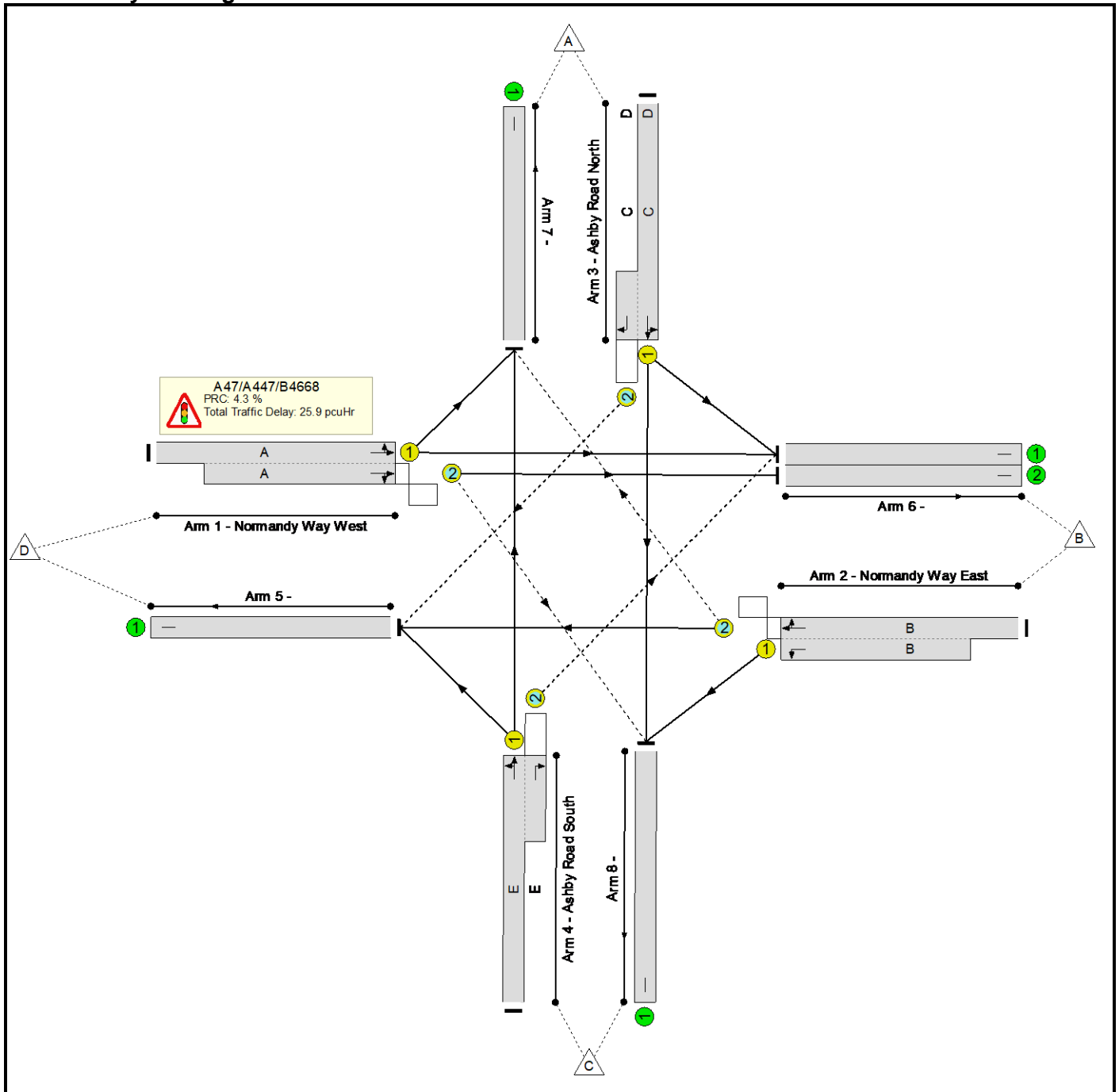
Stage Timings

Stage	1	2	3
Duration	32	36	4
Change Point	0	39	82

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: A47/Ashby Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	86.3%
A47/A447/B4668	-	-	N/A	-	-		-	-	-	-	-	-	86.3%
1/1+1/2	Normandy Way West Ahead Left Right	U+O	N/A	N/A	A		1	32	-	723	1824:2040	611+553	55.8 : 69.1%
2/2+2/1	Normandy Way East Ahead Right Left	O+U	N/A	N/A	B		1	32	-	696	1906:1741	699+108	86.3 : 86.3%
3/1+3/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	44	4:4	903	1892:1781	656+403	85.3 : 85.3%
4/1+4/2	Ashby Road South Left Right Ahead	U+O	N/A	N/A	E		1	36	-	505	1857:1781	608+207	59.5 : 69.0%
5/1		U	N/A	N/A	-		-	-	-	1022	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	382	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	319	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	646	Inf	Inf	0.0%

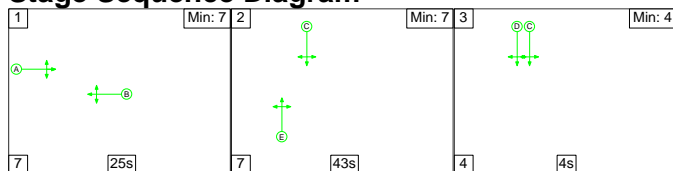
Full Input Data And Results

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:													
A47/Ashby Road Junction	-	-	494	61	32	16.5	7.4	2.1	25.9	-	-	-	-
A47/A447/B4668	-	-	494	61	32	16.5	7.4	2.1	25.9	-	-	-	-
1/1+1/2	723	723	43	0	20	4.5	0.8	0.3	5.6	27.9	7.4	0.8	8.2
2/2+2/1	696	696	38	0	0	4.9	3.0	0.0	7.9	41.1	13.9	3.0	16.9
3/1+3/2	903	903	271	61	11	4.4	2.8	0.9	8.1	32.3	15.8	2.8	18.6
4/1+4/2	505	505	143	0	0	2.6	0.8	0.8	4.3	30.5	6.9	0.8	7.8
5/1	1022	1022	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	382	382	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	319	319	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	646	646	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	4.3	Total Delay for Signalled Lanes (pcuHr):			25.91	Cycle Time (s): 90				
			PRC Over All Lanes (%):	4.3	Total Delay Over All Lanes (pcuHr):			25.91					

Full Input Data And Results

Scenario 12: '2036 WoDWS PM' (FG12: '2036 WoDWS PM', Plan 1: 'Network Control Plan 1')

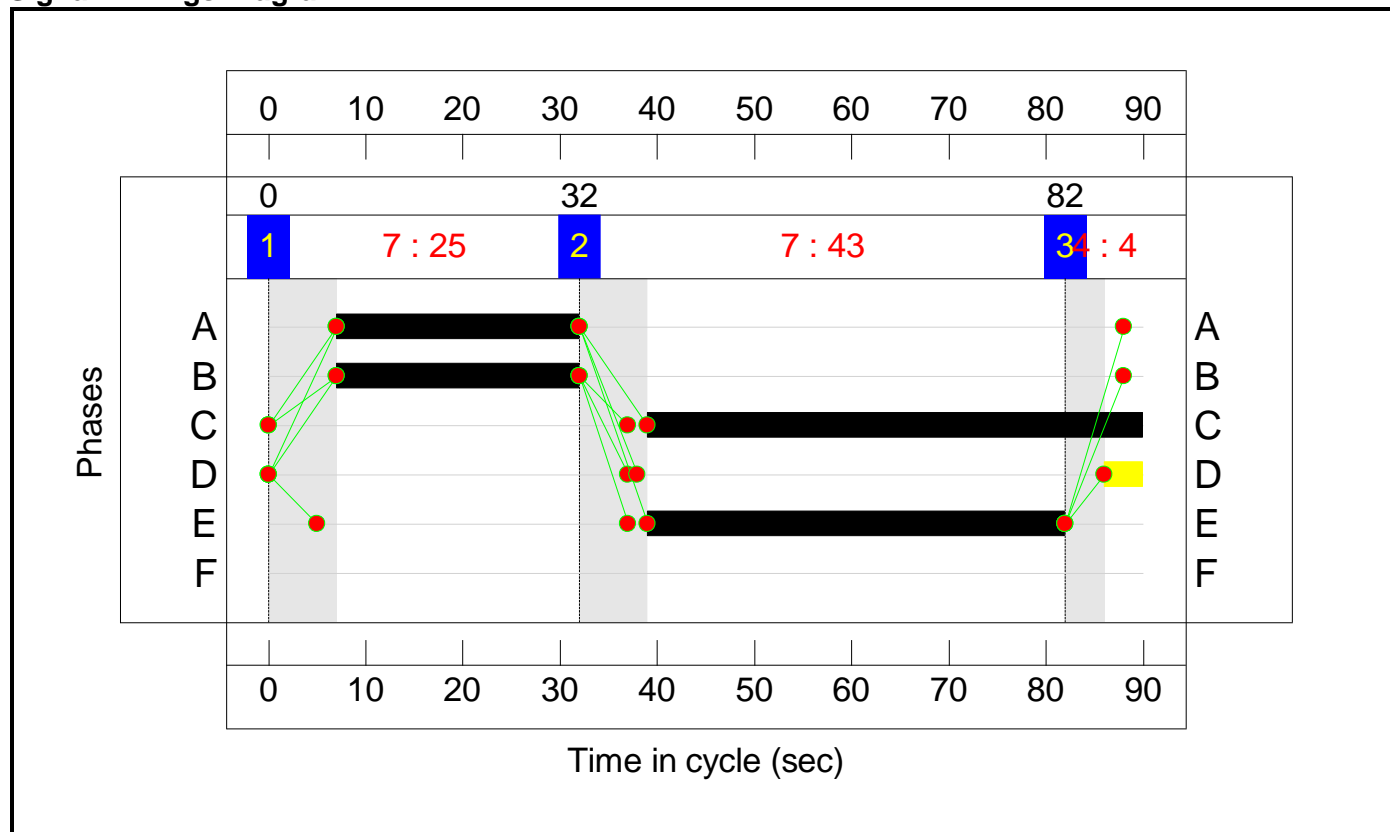
Stage Sequence Diagram



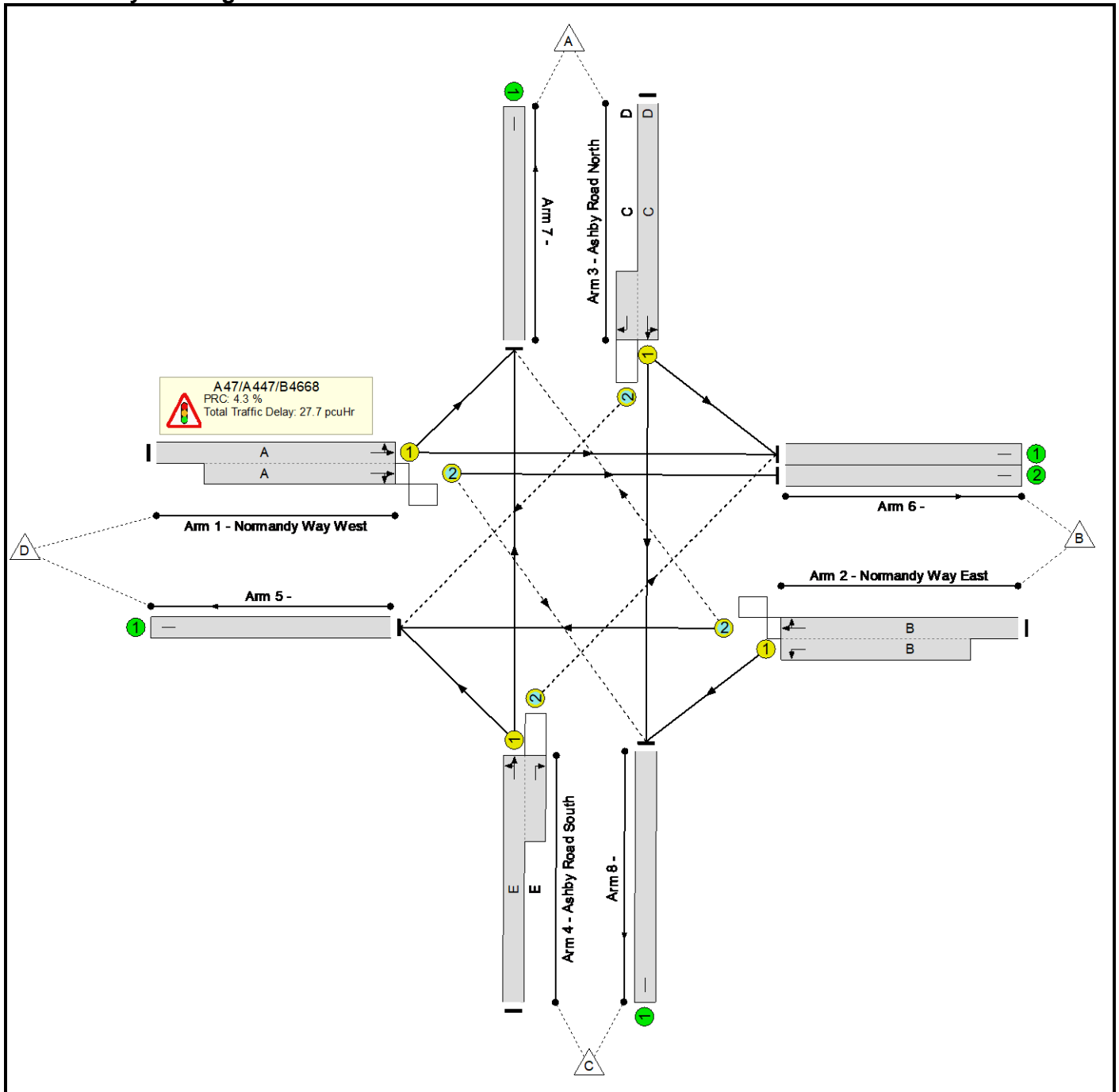
Stage Timings

Stage	1	2	3
Duration	25	43	4
Change Point	0	32	82

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: A47/Ashby Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	86.3%
A47/A447/B4668	-	-	N/A	-	-		-	-	-	-	-	-	86.3%
1/1+1/2	Normandy Way West Ahead Left Right	U+O	N/A	N/A	A		1	25	-	788	1785:2050	516+579	71.2 : 72.7%
2/2+2/1	Normandy Way East Ahead Right Left	O+U	N/A	N/A	B		1	25	-	661	1900:1741	549+245	83.3 : 83.3%
3/1+3/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	51	4:4	655	1894:1781	663+298	68.1 : 68.1%
4/1+4/2	Ashby Road South Left Right Ahead	U+O	N/A	N/A	E		1	43	-	864	1884:1781	760+241	86.3 : 86.3%
5/1		U	N/A	N/A	-		-	-	-	721	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	356	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	379	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	863	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	649	Inf	Inf	0.0%

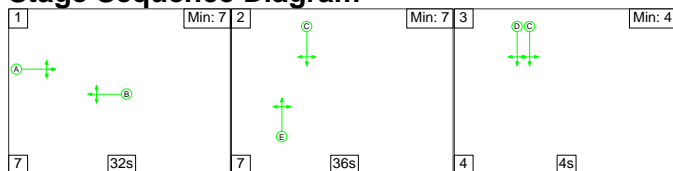
Full Input Data And Results

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:														
A47/Ashby Road Junction	-	-	389	97	15	18.0	7.8	1.9	27.7	-	-	-	-	
A47/A447/B4668	-	-	389	97	15	18.0	7.8	1.9	27.7	-	-	-	-	
1/1+1/2	788	788	34	0	8	6.3	1.3	0.2	7.7	35.3	9.4	1.3	10.6	
2/2+2/1	661	661	47	0	1	5.3	2.4	0.1	7.8	42.5	10.7	2.4	13.1	
3/1+3/2	655	655	99	97	7	2.0	1.1	1.2	4.3	23.8	7.1	1.1	8.1	
4/1+4/2	864	864	208	0	0	4.5	3.0	0.4	7.8	32.7	16.5	3.0	19.6	
5/1	721	721	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	356	356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	379	379	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	863	863	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	649	649	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1			PRC for Signalled Lanes (%):	4.3	Total Delay for Signalled Lanes (pcuHr):			27.71	Cycle Time (s):		90	PRC Over All Lanes (%):		4.3
					Total Delay Over All Lanes (pcuHr):			27.71						

Full Input Data And Results

Scenario 13: '2036 WD AM' (FG13: '2036 WD AM', Plan 1: 'Network Control Plan 1')

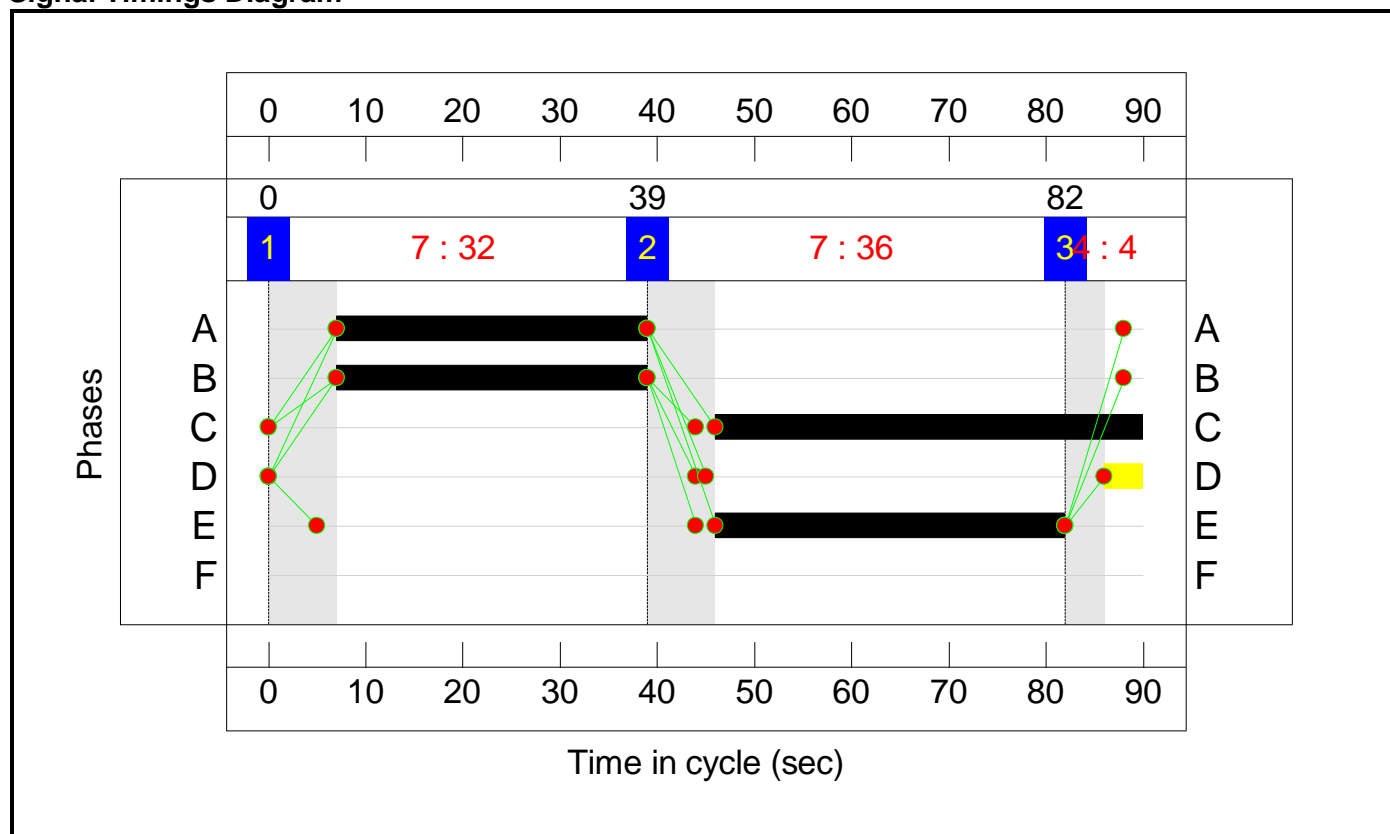
Stage Sequence Diagram



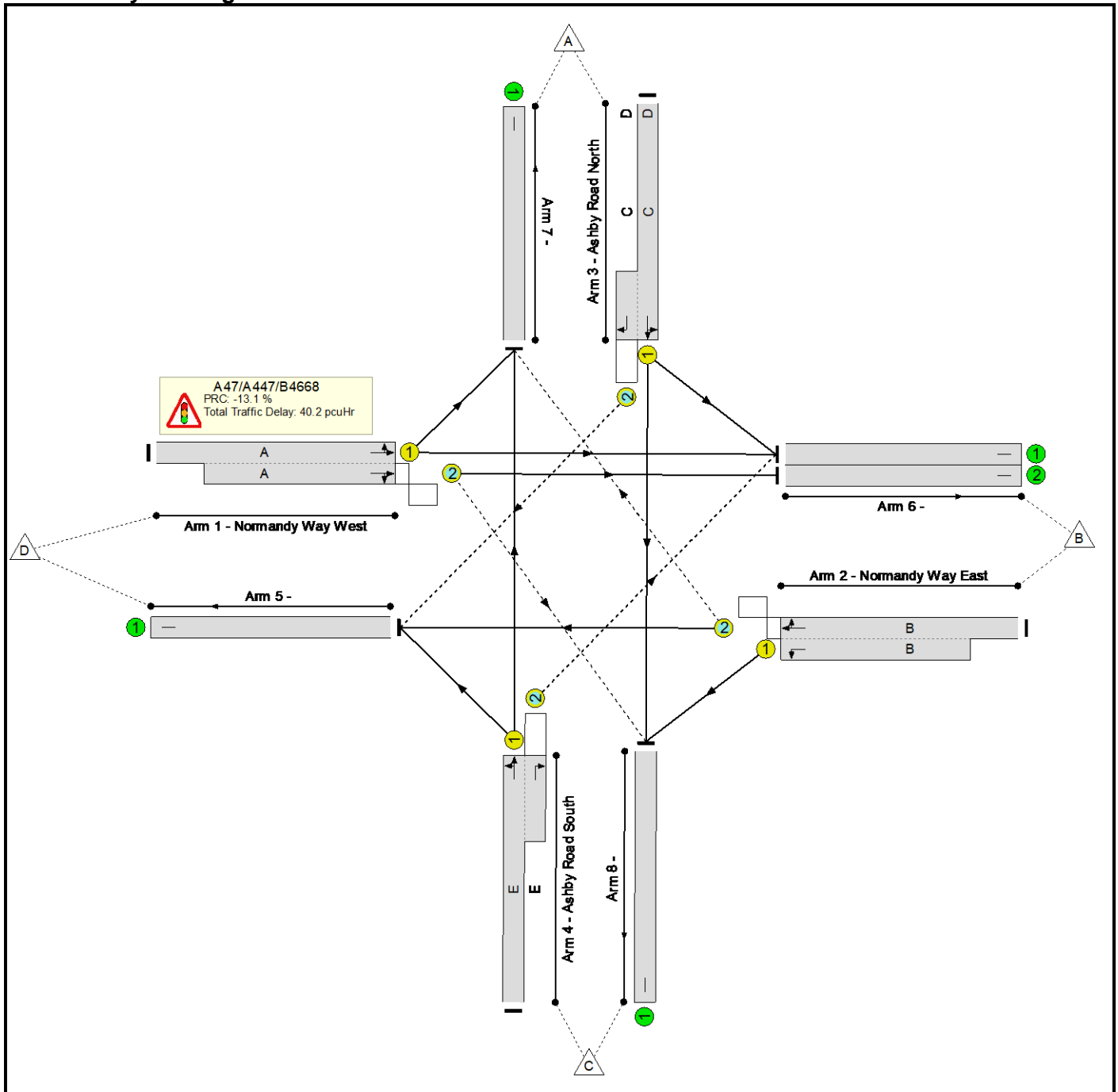
Stage Timings

Stage	1	2	3
Duration	32	36	4
Change Point	0	39	82

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: A47/Ashby Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	101.8%
A47/A447/B4668	-	-	N/A	-	-		-	-	-	-	-	-	101.8%
1/1+1/2	Normandy Way West Ahead Left Right	U+O	N/A	N/A	A		1	32	-	816	1829:2034	515+440	74.9 : 97.7%
2/2+2/1	Normandy Way East Ahead Right Left	O+U	N/A	N/A	B		1	32	-	777	1904:1741	698+142	92.5 : 92.5%
3/1+3/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	44	4:4	982	1889:1781	705+327	95.2 : 95.2%
4/1+4/2	Ashby Road South Left Right Ahead	U+O	N/A	N/A	E		1	36	-	508	1857:1781	503+136	73.5 : 101.8%
5/1		U	N/A	N/A	-		-	-	-	1024	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	435	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	344	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	484	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	796	Inf	Inf	0.0%

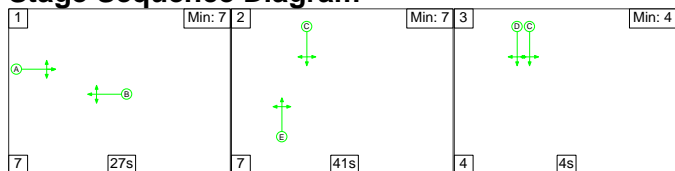
Full Input Data And Results

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:													
A47/Ashby Road Junction	-	-	382	38	161	18.9	18.8	2.5	40.2	-	-	-	-
A47/A447/B4668	-	-	382	38	161	18.9	18.8	2.5	40.2	-	-	-	-
1/1+1/2	816	816	13	0	73	5.2	2.8	0.5	8.5	37.7	8.6	2.8	11.4
2/2+2/1	777	777	47	0	1	5.6	5.3	0.1	11.0	50.9	15.4	5.3	20.7
3/1+3/2	982	982	263	38	10	5.3	7.6	0.6	13.6	49.9	20.6	7.6	28.3
4/1+4/2	508	506	59	0	77	2.7	3.1	1.3	7.1	50.0	7.2	3.1	10.3
5/1	1024	1024	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	433	433	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	344	344	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	796	796	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	-13.1	Total Delay for Signalled Lanes (pcuHr):			40.19	Cycle Time (s): 90				
			PRC Over All Lanes (%):	-13.1	Total Delay Over All Lanes(pcuHr):			40.19					

Full Input Data And Results

Scenario 14: '2036 WD PM' (FG14: '2036 WD PM', Plan 1: 'Network Control Plan 1')

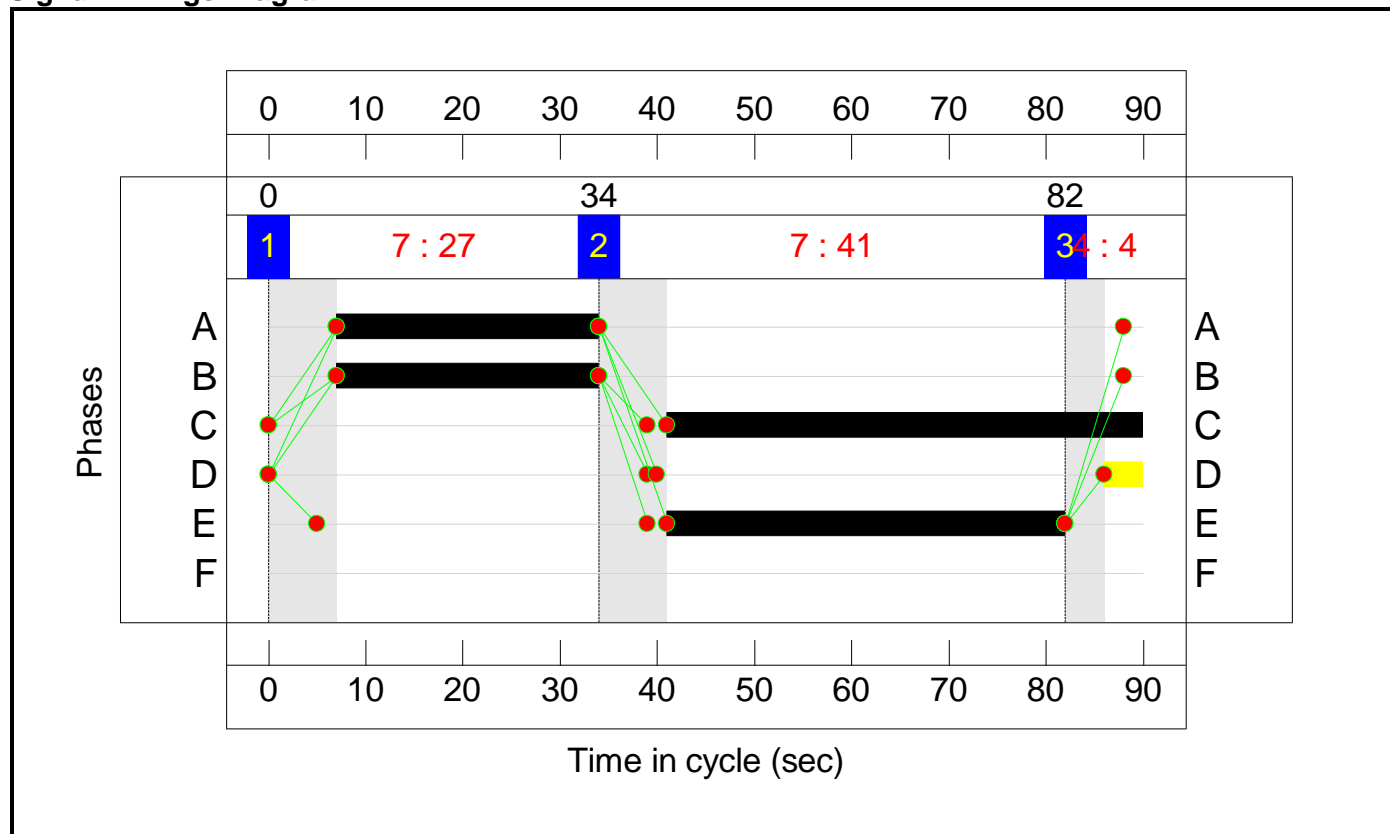
Stage Sequence Diagram



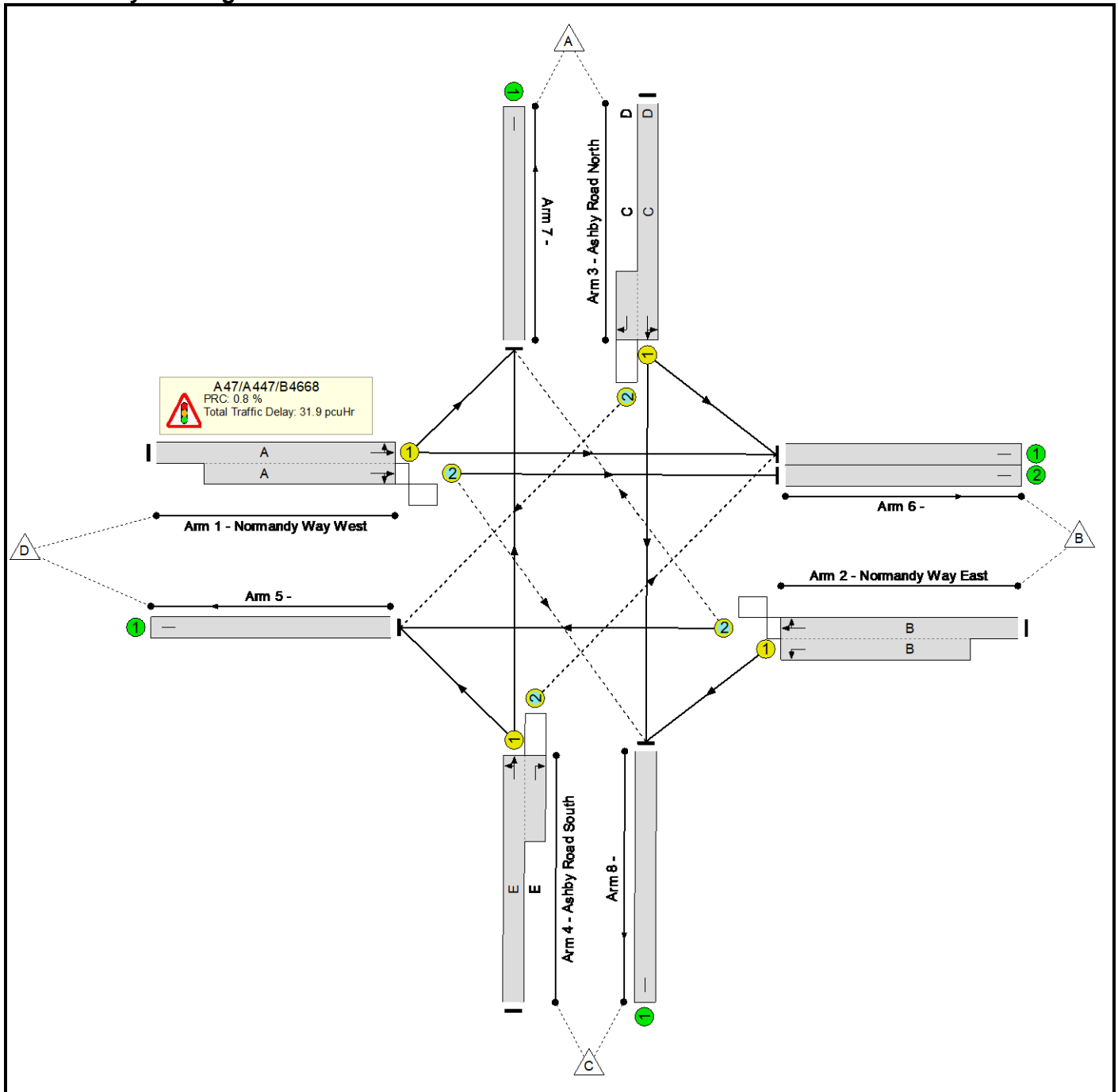
Stage Timings

Stage	1	2	3
Duration	27	41	4
Change Point	0	34	82

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: A47/Ashby Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	89.3%
A47/A447/B4668	-	-	N/A	-	-		-	-	-	-	-	-	89.3%
1/1+1/2	Normandy Way West Ahead Left Right	U+O	N/A	N/A	A		1	27	-	862	1783:2052	555+638	72.3 : 72.2%
2/2+2/1	Normandy Way East Ahead Right Left	O+U	N/A	N/A	B		1	27	-	721	1894:1741	589+234	87.6 : 87.6%
3/1+3/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	49	4:4	698	1882:1781	629+270	77.6 : 77.6%
4/1+4/2	Ashby Road South Left Right Ahead	U+O	N/A	N/A	E		1	41	-	851	1885:1781	741+212	89.3 : 89.3%
5/1		U	N/A	N/A	-		-	-	-	755	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	378	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	422	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	931	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	646	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:														
A47/Ashby Road Junction	-	-	329	119	67	19.5	10.2	2.1	31.9	-	-	-	-	
A47/A447/B4668	-	-	329	119	67	19.5	10.2	2.1	31.9	-	-	-	-	
1/1+1/2	862	862	20	0	19	6.6	1.3	0.2	8.1	33.7	10.1	1.3	11.4	
2/2+2/1	721	721	48	0	29	5.6	3.3	0.3	9.2	45.7	12.2	3.3	15.5	
3/1+3/2	698	698	72	119	20	2.6	1.7	1.2	5.5	28.4	8.7	1.7	10.5	
4/1+4/2	851	851	189	0	0	4.8	3.9	0.5	9.1	38.7	17.2	3.9	21.0	
5/1	755	755	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	931	931	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	646	646	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1			PRC for Signalled Lanes (%):	0.8	Total Delay for Signalled Lanes (pcuHr):			31.87	Cycle Time (s):		90	PRC Over All Lanes (%):		0.8
					Total Delay Over All Lanes (pcuHr):			31.87						

Appendix 2: Ashby Road/A47 Mitigation Results (with crossings)

Basic Results Summary
Basic Results Summary

User and Project Details

Project:	Hinckley Rail Freight Interchange
Title:	A47/Ashby Road Junction
Location:	
Additional detail:	Information taken from Signals Data/Drawing supplied by LCC This junction operates under MOVA control Updated with 2023 flows
File name:	231211 Ashby Road_Normandy Way (New Miti Xings) 2023 Sens.lsg3x
Author:	AJ Oakes
Company:	BWB Consulting Ltd
Address:	Nottingham

Basic Results Summary

Network Results

Scenario 1: '2026 WoDWS AM' (FG5: '2026 WoDWS AM', Plan 1: 'AM')

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: A47/Ashby Road Junction	-	-	-		-	-	-	-	-	-	69.0%	307	211	15	20.5	-	-
A47/A447/B4668	-	-	-		-	-	-	-	-	-	69.0%	307	211	15	20.5	-	-
1/1+1/2	Normandy Way West Ahead Left Right	U+O	A	G	2	68	18	615	1836:1897	652+726	44.7 : 44.6%	35	6	1	4.0	23.2	6.9
2/2+2/1	Normandy Way East Ahead Right Left	O+U	B		2	40	-	603	1901:1881	444+439	68.3 : 68.4%	30	0	0	6.4	38.4	8.5
3/1+3/2	Ashby Road North Right Left Ahead	U+O	C	D	2	70	20:20	663	1883:1781	508+455	68.9 : 68.9%	118	185	10	5.9	31.8	9.0
4/1+4/2	Ashby Road South Left Right Ahead	U+O	E		3	49	-	483	1846:1781	487+213	69.0 : 69.0%	124	20	2	4.3	31.9	7.8
C1		PRC for Signalled Lanes (%):		30.4		Total Delay for Signalled Lanes (pcuHr):		20.52		Cycle Time (s):		180					
		PRC Over All Lanes (%):		30.4		Total Delay Over All Lanes(pcuHr):		20.52									

Basic Results Summary

Scenario 2: '2026 WoDWS PM' (FG6: '2026 WoDWS PM', Plan 2: 'PM')

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: A47/Ashby Road Junction	-	-	-		-	-	-	-	-	-	78.3%	256	134	44	24.1	-	-				
A47/A447/B4668	-	-	-		-	-	-	-	-	-	78.3%	256	134	44	24.1	-	-				
1/1+1/2	Normandy Way West Ahead Left Right	U+O	A	G	2	45	0	733	1791:1897	468+495	73.8 : 78.3%	28	0	20	8.6	42.3	11.7				
2/2+2/1	Normandy Way East Ahead Right Left	O+U	B		2	45	-	633	1900:1805	496+471	65.3 : 65.6%	18	0	15	6.3	35.6	8.2				
3/1+3/2	Ashby Road North Right Left Ahead	U+O	C	D	2	85	20:20	550	1897:1781	731+367	50.1 : 50.1%	89	89	6	3.3	21.6	6.6				
4/1+4/2	Ashby Road South Left Right Ahead	U+O	E		3	72	-	728	1870:1781	714+218	78.1 : 78.1%	122	46	3	6.0	29.4	16.5				
C1		PRC for Signalled Lanes (%):		14.9		Total Delay for Signalled Lanes (pcuHr):		24.11		Cycle Time (s):		180		PRC Over All Lanes (%):		14.9		Total Delay Over All Lanes(pcuHr):		24.11	

Basic Results Summary

Scenario 3: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'AM')

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: A47/Ashby Road Junction	-	-	-		-	-	-	-	-	-	75.4%	296	215	14	23.5	-	-				
A47/A447/B4668	-	-	-		-	-	-	-	-	-	75.4%	296	215	14	23.5	-	-				
1/1+1/2	Normandy Way West Ahead Left Right	U+O	A	G	2	69	18	746	1841:1894	653+722	54.2 : 54.3%	25	30	2	5.0	24.1	8.2				
2/2+2/1	Normandy Way East Ahead Right Left	O+U	B		2	41	-	678	1899:1872	454+447	75.2 : 75.4%	38	0	0	7.6	40.3	9.6				
3/1+3/2	Ashby Road North Right Left Ahead	U+O	C	D	2	69	20:20	739	1879:1781	594+390	75.1 : 75.1%	120	163	10	6.6	32.4	11.0				
4/1+4/2	Ashby Road South Left Right Ahead	U+O	E		3	48	-	460	1848:1781	480+206	67.0 : 67.0%	114	22	2	4.3	33.7	8.1				
C1		PRC for Signalled Lanes (%):		19.4		Total Delay for Signalled Lanes (pcuHr):		23.54		Cycle Time (s):		180		PRC Over All Lanes (%):		19.4		Total Delay Over All Lanes(pcuHr):		23.54	

Basic Results Summary

Scenario 4: '2026 WD PM' (FG8: '2026 WD PM', Plan 2: 'PM')

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: A47/Ashby Road Junction	-	-	-		-	-	-	-	-	-	85.0%	291	147	53	28.0	-	-				
A47/A447/B4668	-	-	-		-	-	-	-	-	-	85.0%	291	147	53	28.0	-	-				
1/1+1/2	Normandy Way West Ahead Left Right	U+O	A	G	2	46	0	809	1802:1899	481+503	79.5 : 85.0%	47	0	1	9.4	41.7	12.9				
2/2+2/1	Normandy Way East Ahead Right Left	O+U	B		2	46	-	699	1890:1810	494+470	72.2 : 72.7%	20	0	43	7.4	38.0	9.8				
3/1+3/2	Ashby Road North Right Left Ahead	U+O	C	D	2	83	20:20	594	1882:1781	728+329	56.1 : 56.1%	79	100	6	4.2	25.2	9.3				
4/1+4/2	Ashby Road South Left Right Ahead	U+O	E		3	71	-	793	1869:1781	705+228	85.0 : 85.0%	144	47	3	7.1	32.1	16.7				
C1		PRC for Signalled Lanes (%):		5.9		Total Delay for Signalled Lanes (pcuHr):		27.98		Cycle Time (s):		180		PRC Over All Lanes (%):		5.9		Total Delay Over All Lanes(pcuHr):		27.98	

Basic Results Summary

Scenario 5: '2036 WoDWS AM' (FG11: '2036 WoDWS AM', Plan 1: 'AM')

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: A47/Ashby Road Junction	-	-	-		-	-	-	-	-	-	88.3%	278	244	67	30.0	-	-				
A47/A447/B4668	-	-	-		-	-	-	-	-	-	88.3%	278	244	67	30.0	-	-				
1/1+1/2	Normandy Way West Ahead Left Right	U+O	A	G	2	64	18	723	1824:1892	593+660	57.5 : 57.9%	16	45	2	5.3	26.6	8.4				
2/2+2/1	Normandy Way East Ahead Right Left	O+U	B		2	36	-	696	1900:1865	401+394	87.5 : 87.6%	37	0	1	10.1	52.0	12.0				
3/1+3/2	Ashby Road North Right Left Ahead	U+O	C	D	2	74	20:20	903	1892:1781	633+389	88.3 : 88.3%	132	178	34	9.9	39.3	19.8				
4/1+4/2	Ashby Road South Left Right Ahead	U+O	E		3	53	-	505	1857:1781	522+206	69.4 : 69.4%	93	21	29	4.7	33.6	8.9				
C1		PRC for Signalled Lanes (%):		1.9		Total Delay for Signalled Lanes (pcuHr):		29.98		Cycle Time (s):		180		PRC Over All Lanes (%):		1.9		Total Delay Over All Lanes(pcuHr):		29.98	

Basic Results Summary

Scenario 6: '2036 WoDWS PM' (FG12: '2036 WoDWS PM', Plan 2: 'PM')

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: A47/Ashby Road Junction	-	-	-		-	-	-	-	-	-	88.9%	262	181	58	31.6	-	-				
A47/A447/B4668	-	-	-		-	-	-	-	-	-	88.9%	262	181	58	31.6	-	-				
1/1+1/2	Normandy Way West Ahead Left Right	U+O	A	G	2	42	0	788	1787:1901	437+465	85.8 : 88.9%	25	0	17	11.4	52.1	14.4				
2/2+2/1	Normandy Way East Ahead Right Left	O+U	B		2	42	-	661	1895:1801	463+429	73.1 : 75.2%	17	0	31	7.4	40.6	10.2				
3/1+3/2	Ashby Road North Right Left Ahead	U+O	C	D	2	88	20:20	655	1894:1781	767+344	59.0 : 59.0%	60	136	7	4.4	24.2	9.4				
4/1+4/2	Ashby Road South Left Right Ahead	U+O	E		3	75	-	864	1884:1781	738+234	88.9 : 88.9%	159	45	3	8.4	35.0	21.6				
C1		PRC for Signalled Lanes (%):		1.3		Total Delay for Signalled Lanes (pcuHr):		31.65		Cycle Time (s):		180		PRC Over All Lanes (%):		1.3		Total Delay Over All Lanes(pcuHr):		31.65	

Basic Results Summary

Scenario 7: '2036 WD AM' (FG13: '2036 WD AM', Plan 1: 'AM')

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: A47/Ashby Road Junction	-	-	-		-	-	-	-	-	-	100.9%	189	285	109	59.6	-	-				
A47/A447/B4668	-	-	-		-	-	-	-	-	-	100.9%	189	285	109	59.6	-	-				
1/1+1/2	Normandy Way West Ahead Left Right	U+O	A	G	2	63	18	816	1829:1887	552+615	69.9 : 69.9%	0	83	3	6.7	29.6	10.1				
2/2+2/1	Normandy Way East Ahead Right Left	O+U	B		2	35	-	777	1898:1852	390+381	100.7 : 100.9%	44	0	4	24.3	112.5	25.9				
3/1+3/2	Ashby Road North Right Left Ahead	U+O	C	D	2	75	20:20	982	1889:1781	670+311	100.1 : 100.1%	132	159	20	23.4	85.7	40.4				
4/1+4/2	Ashby Road South Left Right Ahead	U+O	E		3	54	-	508	1857:1781	529+188	70.0 : 73.4%	13	43	82	5.2	37.0	8.7				
C1		PRC for Signalled Lanes (%):		-12.1		Total Delay for Signalled Lanes (pcuHr):		59.60		Cycle Time (s):		180		PRC Over All Lanes (%):		-12.1		Total Delay Over All Lanes(pcuHr):		59.60	

Basic Results Summary

Scenario 8: '2036 WD PM' (FG14: '2036 WD PM', Plan 2: 'PM')

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: A47/Ashby Road Junction	-	-	-		-	-	-	-	-	-	92.6%	211	218	86	35.9	-	-				
A47/A447/B4668	-	-	-		-	-	-	-	-	-	92.6%	211	218	86	35.9	-	-				
1/1+1/2	Normandy Way West Ahead Left Right	U+O	A	G	2	45	0	862	1783:1903	466+497	86.3 : 92.6%	31	0	8	11.9	49.9	16.8				
2/2+2/1	Normandy Way East Ahead Right Left	O+U	B		2	45	-	721	1887:1805	415+460	92.4 : 73.5%	9	0	68	8.9	44.4	12.4				
3/1+3/2	Ashby Road North Right Left Ahead	U+O	C	D	2	85	20:20	698	1882:1781	749+322	65.2 : 65.2%	21	182	7	5.5	28.5	14.1				
4/1+4/2	Ashby Road South Left Right Ahead	U+O	E		3	72	-	851	1885:1781	721+206	91.8 : 91.8%	150	36	3	9.6	40.4	19.7				
C1		PRC for Signalled Lanes (%):		-2.9		Total Delay for Signalled Lanes (pcuHr):		35.91		Cycle Time (s):		180		PRC Over All Lanes (%):		-2.9		Total Delay Over All Lanes(pcuHr):		35.91	

Appendix 3: Ashby Road/A47 Mitigation Results (without crossings)

Basic Results Summary
Basic Results Summary

User and Project Details

Project:	Hinckley Rail Freight Interchange
Title:	A47/Ashby Road Junction
Location:	
Additional detail:	Information taken from Signals Data/Drawing supplied by LCC This junction operates under MOVA control Updated with 2023 Flows
File name:	231214 Ashby Road_Normandy Way (New Miti) 2023 Sens.lsg3x
Author:	AJ Oakes
Company:	BWB Consulting Ltd
Address:	Nottingham

Basic Results Summary

Network Results

Scenario 1: '2026 WoDWS AM' (FG5: '2026 WoDWS AM', Plan 1: 'AM')

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: A47/Ashby Road Junction	-	-	-		-	-	-	-	-	-	60.6%	452	67	12	18.1	-	-
A47/A447/B4668	-	-	-		-	-	-	-	-	-	60.6%	452	67	12	18.1	-	-
1/1+1/2	Normandy Way West Ahead Left Right	U+O	A	G	1	32	4	615	1836:1897	673+689	43.2 : 47.0%	37	3	1	4.2	24.5	6.5
2/2+2/1	Normandy Way East Ahead Right Left	O+U	B		1	23	-	603	1901:1881	507+499	59.8 : 60.1%	30	0	0	5.6	33.6	7.3
3/1+3/2	Ashby Road North Right Left Ahead	U+O	C	D	1	44	8:8	663	1883:1781	577+516	60.6 : 60.6%	238	64	10	4.3	23.5	6.9
4/1+4/2	Ashby Road South Left Right Ahead	U+O	E		1	32	-	483	1846:1781	560+245	60.0 : 60.0%	147	0	0	4.0	29.6	7.2
C1		PRC for Signalled Lanes (%):		48.4		Total Delay for Signalled Lanes (pcuHr):		18.10		Cycle Time (s):		90					
		PRC Over All Lanes (%):		48.4		Total Delay Over All Lanes(pcuHr):		18.10									

Basic Results Summary

Scenario 2: '2026 WoDWS PM' (FG6: '2026 WoDWS PM', Plan 2: 'PM')

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: A47/Ashby Road Junction	-	-	-		-	-	-	-	-	-	71.9%	416	12	7	20.1	-	-				
A47/A447/B4668	-	-	-		-	-	-	-	-	-	71.9%	416	12	7	20.1	-	-				
1/1+1/2	Normandy Way West Ahead Left Right	U+O	A	G	1	25	0	733	1790:1898	517+546	66.1 : 71.6%	47	0	1	7.0	34.3	9.8				
2/2+2/1	Normandy Way East Ahead Right Left	O+U	B		1	25	-	633	1901:1805	549+503	59.2 : 61.2%	33	0	0	5.7	32.3	7.7				
3/1+3/2	Ashby Road North Right Left Ahead	U+O	C	D	1	51	4:4	550	1897:1781	848+410	43.2 : 44.9%	166	12	6	2.6	17.2	5.2				
4/1+4/2	Ashby Road South Left Right Ahead	U+O	E		1	43	-	728	1870:1781	777+237	71.9 : 71.9%	170	0	0	4.8	23.7	12.4				
C1		PRC for Signalled Lanes (%):		25.2		Total Delay for Signalled Lanes (pcuHr):		20.09		Cycle Time (s):		90		PRC Over All Lanes (%):		25.2		Total Delay Over All Lanes(pcuHr):		20.09	

Basic Results Summary

Scenario 3: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'AM')

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: A47/Ashby Road Junction	-	-	-		-	-	-	-	-	-	65.0%	490	24	12	19.8	-	-				
A47/A447/B4668	-	-	-		-	-	-	-	-	-	65.0%	490	24	12	19.8	-	-				
1/1+1/2	Normandy Way West Ahead Left Right	U+O	A	G	1	34	4	746	1841:1894	716+715	49.4 : 54.8%	51	4	2	5.0	24.3	8.1				
2/2+2/1	Normandy Way East Ahead Right Left	O+U	B		1	25	-	678	1899:1872	549+521	62.2 : 64.6%	38	0	0	6.2	32.8	8.2				
3/1+3/2	Ashby Road North Right Left Ahead	U+O	C	D	1	42	4:4	739	1879:1781	686+451	65.0 : 65.0%	264	20	10	5.0	24.3	8.5				
4/1+4/2	Ashby Road South Left Right Ahead	U+O	E		1	34	-	460	1848:1781	590+253	54.6 : 54.6%	138	0	0	3.6	28.2	6.5				
C1		PRC for Signalled Lanes (%):		38.5		Total Delay for Signalled Lanes (pcuHr):		19.81		Cycle Time (s):		90		PRC Over All Lanes (%):		38.5		Total Delay Over All Lanes(pcuHr):		19.81	

Basic Results Summary

Scenario 4: '2026 WD PM' (FG8: '2026 WD PM', Plan 2: 'PM')

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: A47/Ashby Road Junction	-	-	-		-	-	-	-	-	-	78.7%	444	12	33	23.9	-	-				
A47/A447/B4668	-	-	-		-	-	-	-	-	-	78.7%	444	12	33	23.9	-	-				
1/1+1/2	Normandy Way West Ahead Left Right	U+O	A	G	1	25	0	809	1801:1899	520+546	72.8 : 78.7%	47	0	1	8.2	36.6	11.3				
2/2+2/1	Normandy Way East Ahead Right Left	O+U	B		1	25	-	699	1890:1810	543+476	65.8 : 71.8%	36	0	27	6.8	35.0	8.8				
3/1+3/2	Ashby Road North Right Left Ahead	U+O	C	D	1	51	4:4	594	1882:1781	863+366	47.4 : 50.5%	167	12	6	3.1	18.5	5.9				
4/1+4/2	Ashby Road South Left Right Ahead	U+O	E		1	43	-	793	1869:1781	769+249	77.8 : 77.8%	194	0	0	5.8	26.4	14.6				
C1		PRC for Signalled Lanes (%):		14.4		Total Delay for Signalled Lanes (pcuHr):		23.87		Cycle Time (s):		90		PRC Over All Lanes (%):		14.4		Total Delay Over All Lanes(pcuHr):		23.87	

Basic Results Summary

Scenario 5: '2036 WoDWS AM' (FG11: '2036 WoDWS AM', Plan 1: 'AM')

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: A47/Ashby Road Junction	-	-	-		-	-	-	-	-	-	76.1%	520	54	14	23.1	-	-				
A47/A447/B4668	-	-	-		-	-	-	-	-	-	76.1%	520	54	14	23.1	-	-				
1/1+1/2	Normandy Way West Ahead Left Right	U+O	A	G	1	31	4	723	1824:1892	649+640	52.6 : 59.7%	48	13	2	5.5	27.3	8.3				
2/2+2/1	Normandy Way East Ahead Right Left	O+U	B		1	22	-	696	1900:1865	486+460	72.3 : 75.0%	38	0	0	7.4	38.2	9.4				
3/1+3/2	Ashby Road North Right Left Ahead	U+O	C	D	1	45	4:4	903	1892:1781	735+452	76.1 : 76.1%	291	42	11	6.4	25.6	12.0				
4/1+4/2	Ashby Road South Left Right Ahead	U+O	E		1	37	-	505	1857:1781	642+253	56.4 : 56.4%	143	0	0	3.8	27.2	7.1				
C1		PRC for Signalled Lanes (%):		18.3		Total Delay for Signalled Lanes (pcuHr):		23.11		Cycle Time (s):		90		PRC Over All Lanes (%):		18.3		Total Delay Over All Lanes(pcuHr):		23.11	

Basic Results Summary

Scenario 6: '2036 WoDWS PM' (FG12: '2036 WoDWS PM', Plan 2: 'PM')

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: A47/Ashby Road Junction	-	-	-		-	-	-	-	-	-	83.0%	413	68	21	25.4	-	-
A47/A447/B4668	-	-	-		-	-	-	-	-	-	83.0%	413	68	21	25.4	-	-
1/1+1/2	Normandy Way West Ahead Left Right	U+O	A	G	1	24	0	788	1785:1901	496+524	74.0 : 80.3%	42	0	0	8.3	38.0	11.4
2/2+2/1	Normandy Way East Ahead Right Left	O+U	B		1	24	-	661	1895:1801	526+471	64.4 : 68.4%	34	0	14	6.4	34.9	8.4
3/1+3/2	Ashby Road North Right Left Ahead	U+O	C	D	1	52	4:4	655	1894:1781	790+327	57.2 : 62.0%	129	68	7	3.8	20.6	6.7
4/1+4/2	Ashby Road South Left Right Ahead	U+O	E		1	44	-	864	1884:1781	790+251	83.0 : 83.0%	208	0	0	6.9	28.7	17.4
C1		PRC for Signalled Lanes (%):		8.4		Total Delay for Signalled Lanes (pcuHr):		25.37		Cycle Time (s):		90					
		PRC Over All Lanes (%):		8.4		Total Delay Over All Lanes(pcuHr):		25.37									

Basic Results Summary

Scenario 7: '2036 WD AM' (FG13: '2036 WD AM', Plan 1: 'AM')

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: A47/Ashby Road Junction	-	-	-		-	-	-	-	-	-	85.0%	483	86	14	28.8	-	-				
A47/A447/B4668	-	-	-		-	-	-	-	-	-	85.0%	483	86	14	28.8	-	-				
1/1+1/2	Normandy Way West Ahead Left Right	U+O	A	G	1	30	4	816	1829:1887	630+578	61.3 : 74.4%	18	65	3	6.9	30.5	10.1				
2/2+2/1	Normandy Way East Ahead Right Left	O+U	B		1	21	-	777	1898:1852	464+453	84.7 : 84.8%	47	0	1	9.8	45.6	12.0				
3/1+3/2	Ashby Road North Right Left Ahead	U+O	C	D	1	46	4:4	982	1889:1781	790+366	85.0 : 85.0%	280	21	10	7.8	28.7	18.3				
4/1+4/2	Ashby Road South Left Right Ahead	U+O	E		1	38	-	508	1857:1781	662+189	55.9 : 73.0%	138	0	0	4.2	29.7	7.2				
C1		PRC for Signalled Lanes (%):		5.9		Total Delay for Signalled Lanes (pcuHr):		28.80		Cycle Time (s):		90		PRC Over All Lanes (%):		5.9		Total Delay Over All Lanes(pcuHr):		28.80	

Basic Results Summary

Scenario 8: '2036 WD PM' (FG14: '2036 WD PM', Plan 2: 'PM')

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: A47/Ashby Road Junction	-	-	-		-	-	-	-	-	-	84.7%	363	91	61	28.5	-	-
A47/A447/B4668	-	-	-		-	-	-	-	-	-	84.7%	363	91	61	28.5	-	-
1/1+1/2	Normandy Way West Ahead Left Right	U+O	A	G	1	25	0	862	1783:1903	515+544	77.9 : 84.7%	39	0	0	9.3	39.0	12.9
2/2+2/1	Normandy Way East Ahead Right Left	O+U	B		1	25	-	721	1885:1810	451+483	81.5 : 73.1%	23	0	54	7.7	38.3	9.7
3/1+3/2	Ashby Road North Right Left Ahead	U+O	C	D	1	51	4:4	698	1882:1781	835+311	58.4 : 67.5%	112	91	7	4.2	21.6	7.7
4/1+4/2	Ashby Road South Left Right Ahead	U+O	E		1	43	-	851	1885:1781	786+225	84.2 : 84.2%	189	0	0	7.3	30.7	18.0
C1		PRC for Signalled Lanes (%):		6.2		Total Delay for Signalled Lanes (pcuHr):		28.48		Cycle Time (s):		90					
		PRC Over All Lanes (%):		6.2		Total Delay Over All Lanes(pcuHr):		28.48									

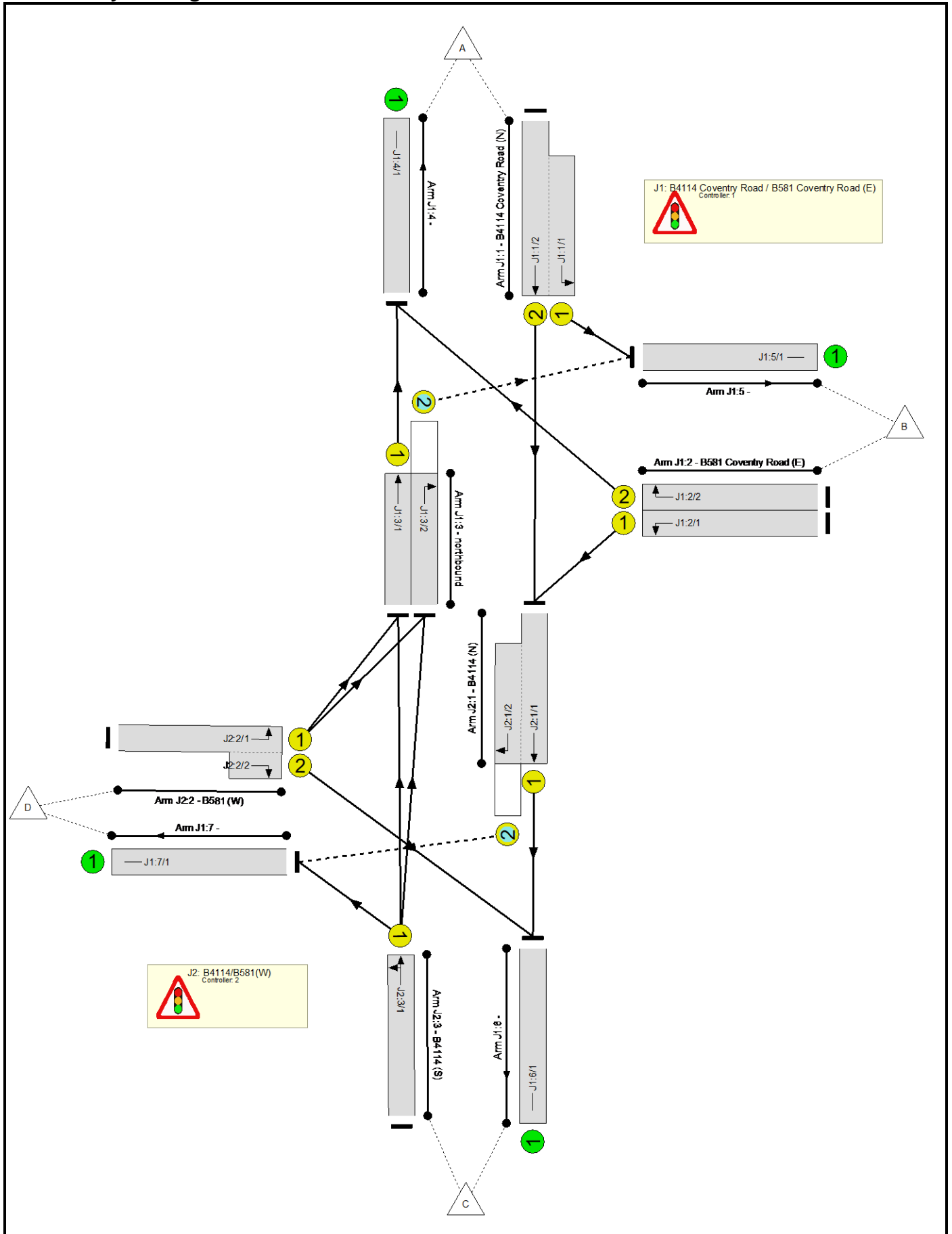
Appendix 4: B581/B4114 Coventry Road Committed Junction Results

Full Input Data And Results

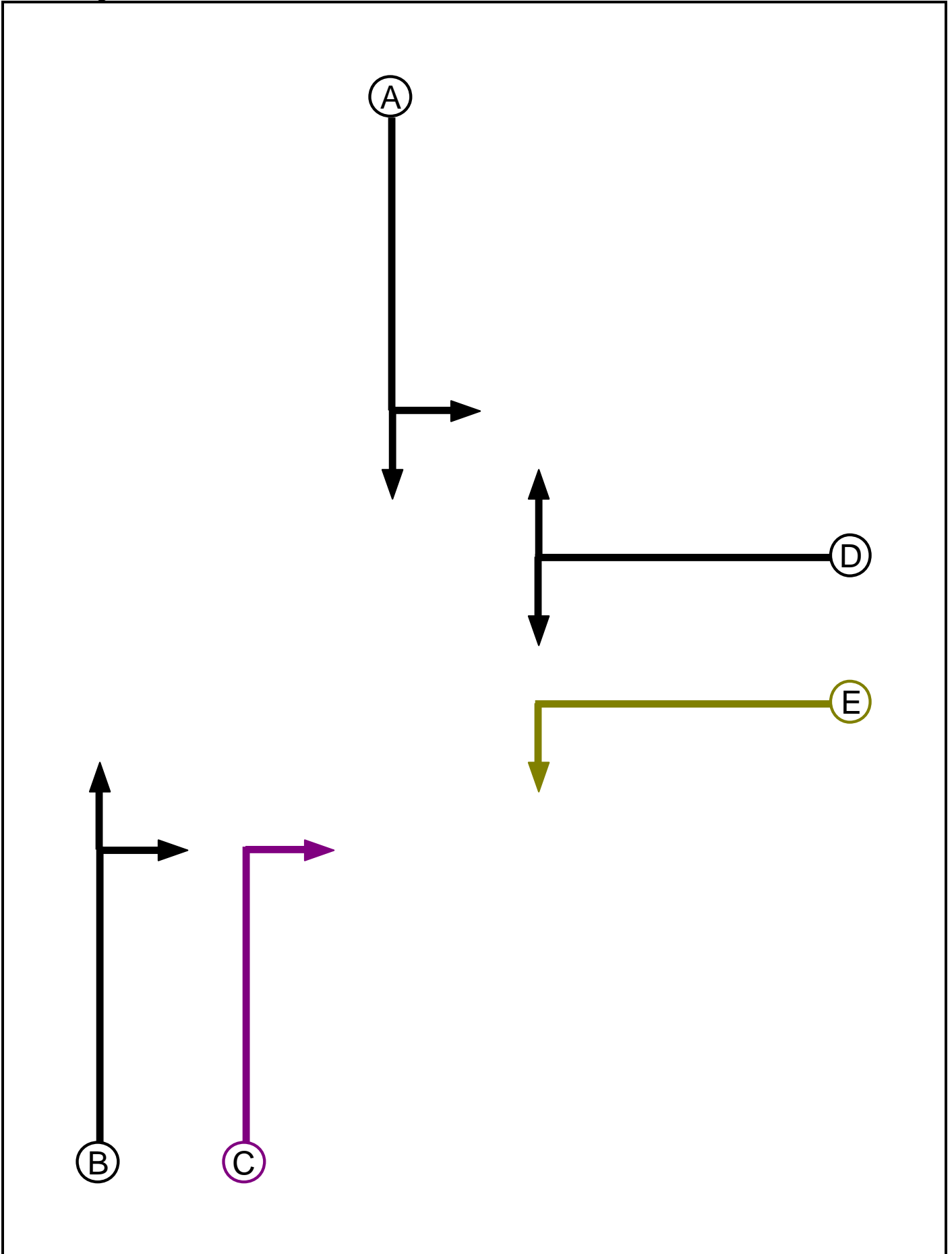
User and Project Details

Project:	Hinckley Rail Freight Interchange
Title:	B4114 Coventry Road / B581 Coventry Road
Location:	
Additional detail:	Proposed Broughten Astley Scheme improvements Updated with 2023 Flows
File name:	J3_220520 B581_B4114 Model (S278) 2023 Sens.lsg3x
Author:	AJ Oakes
Company:	BWB Consulting Ltd
Address:	Nottingham

Network Layout Diagram



C1
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	Ind. Arrow	B	4	4
D	Traffic		7	7
E	Filter	D	7	1

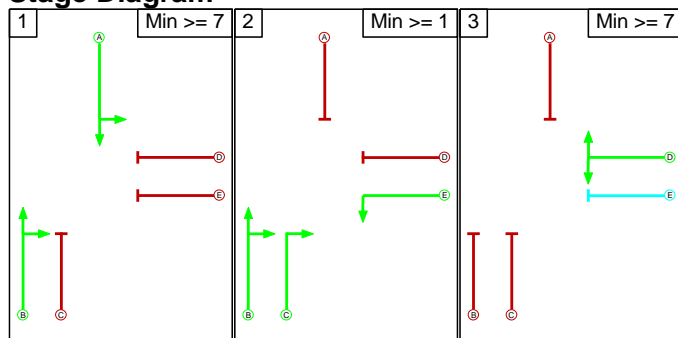
Phase Intergreens Matrix

		Starting Phase				
		A	B	C	D	E
Terminating Phase	A	-	5	6	8	
	B	-	-	5	-	
	C	5	-	-	6	-
	D	5	5	5	-	-
	E	5	-	-	-	-

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	B C E
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	-	8	X
	2	X	-	6
	3	5	X	-

Full Input Data And Results

C2

Phase Diagram

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Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Ind. Arrow	A	4	4
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7

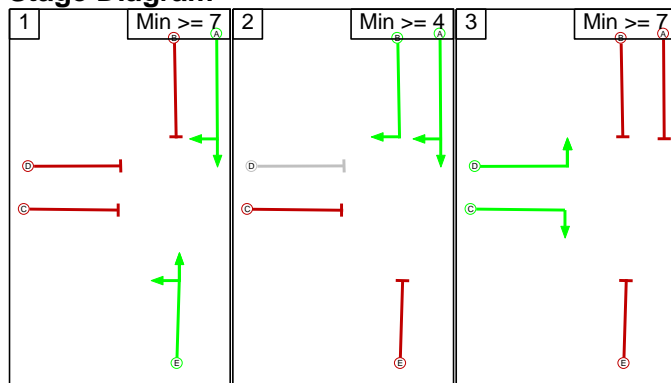
Phase Intergreens Matrix

		Starting Phase				
		A	B	C	D	E
Terminating Phase	A	-	5	-	-	-
	B	-	6	-	5	-
	C	5	5	-	5	-
	D	-	-	-	5	-
	E	-	5	7	8	-

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	A	Losing	2	2

Full Input Data And Results

Prohibited Stage Change

From Stage	To Stage		
	1	2	3
1	1	5	8
2	5	6	
3	5	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)											
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)
J1:3/2 (northbound)	J1:5/1 (Right)	1400	0	J1:1/2	1.10	All	3.00	-	0.50	3	3.00
				J1:1/1	1.10	All					

Junction: J2: B4114/B581(W)											
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)
J2:1/2 (B4114 (N))	J1:7/1 (Right)	1439	0	J2:3/1	1.09	All	3.00	-	0.50	3	3.00

Full Input Data And Results

Lane Input Data

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)												
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)
J1:1/1 (B4114 Coventry Road (N))	U	A	2	3	12.0	Geom	-	3.25	0.00	Y	Arm J1:5 Left	18.00
J1:1/2 (B4114 Coventry Road (N))	U	A	2	3	60.0	Geom	-	3.25	0.00	N	Arm J2:1 Ahead	Inf
J1:2/1 (B581 Coventry Road (E))	U	D E	2	3	60.0	Geom	-	4.00	0.00	Y	Arm J2:1 Left	12.00
J1:2/2 (B581 Coventry Road (E))	U	D	2	3	60.0	Geom	-	3.65	0.00	N	Arm J1:4 Right	20.00
J1:3/1 (northbound)	U	B	2	3	20.0	Geom	-	3.50	0.00	Y	Arm J1:4 Ahead	Inf
J1:3/2 (northbound)	O	B C	2	3	20.0	Geom	-	3.50	0.00	N	Arm J1:5 Right	15.00
J1:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:7/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J2: B4114/B581(W)												
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)
J2:1/1 (B4114 (N))	U	A	2	3	20.0	Geom	-	3.50	0.00	Y	Arm J1:6 Ahead	Inf
J2:1/2 (B4114 (N))	O	A B	2	3	15.0	Geom	-	3.50	0.00	N	Arm J1:7 Right	12.00
J2:2/1 (B581 (W))	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:3 Left	20.00
J2:2/2 (B581 (W))	U	C	2	3	3.0	Geom	-	3.00	0.00	N	Arm J1:6 Right	15.00
J2:3/1 (B4114 (S))	U	E	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:3 Ahead	Inf
											Arm J1:7 Left	20.00

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 Base AM'	08:00	09:00	01:00	
2: '2023 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	

Full Input Data And Results

Scenario 1: '2023 Base AM' (FG1: '2023 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	321	326	145	792
	B	493	0	252	215	960
	C	335	159	0	40	534
	D	207	236	59	0	502
	Tot.	1035	716	637	400	2788

Traffic Lane Flows

Lane	Scenario 1: 2023 Base AM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	321
J1:1/2 (with short)	792(In) 471(Out)
J1:2/1	467
J1:2/2	493
J1:3/1	542
J1:3/2	395
J1:4/1	1035
J1:5/1	716
J1:6/1	637
J1:7/1	400
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	938(In) 578(Out)
J2:1/2 (short)	360
J2:2/1 (with short)	502(In) 443(Out)
J2:2/2 (short)	59
J2:3/1	534

Full Input Data And Results

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	12.00	100.0 %	1791	1791
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: B4114/B581(W)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	92.5 %	1954	1954
				Arm J1:7 Left	20.00	7.5 %		

Scenario 2: '2023 Base PM' (FG2: '2023 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	423	268	144	835
	B	286	0	252	223	761
	C	512	234	0	63	809
	D	123	172	16	0	311
	Tot.	921	829	536	430	2716

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2023 Base PM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	423
J1:1/2 (with short)	835(In) 412(Out)
J1:2/1	475
J1:2/2	286
J1:3/1	635
J1:3/2	406
J1:4/1	921
J1:5/1	829
J1:6/1	536
J1:7/1	430
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	887(In) 520(Out)
J2:1/2 (short)	367
J2:2/1 (with short)	311(In) 295(Out)
J2:2/2 (short)	16
J2:3/1	809

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	12.00	100.0 %	1791	1791
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	92.2 %	1954	1954
				Arm J1:7 Left	20.00	7.8 %		

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	Tot.
Origin	A	0	364	328	89	781
	B	488	0	303	151	942
	C	283	188	0	27	498
	D	146	226	57	0	429
	Tot.	917	778	688	267	2650

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2026 WoD AM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	364
J1:1/2 (with short)	781(In) 417(Out)
J1:2/1	454
J1:2/2	488
J1:3/1	429
J1:3/2	414
J1:4/1	917
J1:5/1	778
J1:6/1	688
J1:7/1	267
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	871(In) 631(Out)
J2:1/2 (short)	240
J2:2/1 (with short)	429(In) 372(Out)
J2:2/2 (short)	57
J2:3/1	498

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	12.00	100.0 %	1791	1791
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	94.6 %	1957	1957
				Arm J1:7 Left	20.00	5.4 %		

Scenario 4: '2026 WoD PM' (FG4: '2026 WoD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
A	0	449	275	103	827	
B	332	0	264	169	765	
C	613	262	0	50	925	
D	139	183	20	0	342	
Tot.	1084	894	559	322	2859	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2026 WoD PM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	449
J1:1/2 (with short)	827(In) 378(Out)
J1:2/1	433
J1:2/2	332
J1:3/1	752
J1:3/2	445
J1:4/1	1084
J1:5/1	894
J1:6/1	559
J1:7/1	322
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	811(In) 539(Out)
J2:1/2 (short)	272
J2:2/1 (with short)	342(In) 322(Out)
J2:2/2 (short)	20
J2:3/1	925

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	12.00	100.0 %	1791	1791
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	94.6 %	1957	1957
				Arm J1:7 Left	20.00	5.4 %		

Scenario 5: '2026 WoDWS AM' (FG5: '2026 WoDWS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
A	0	358	347	70	775	
B	493	0	351	123	967	
C	299	205	0	24	528	
D	131	208	54	0	393	
Tot.	923	771	752	217	2663	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2026 WoDWS AM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	358
J1:1/2 (with short)	775(In) 417(Out)
J1:2/1	474
J1:2/2	493
J1:3/1	430
J1:3/2	413
J1:4/1	923
J1:5/1	771
J1:6/1	752
J1:7/1	217
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	891(In) 698(Out)
J2:1/2 (short)	193
J2:2/1 (with short)	393(In) 339(Out)
J2:2/2 (short)	54
J2:3/1	528

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	12.00	100.0 %	1791	1791
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	95.5 %	1958	1958
				Arm J1:7 Left	20.00	4.5 %		

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	Tot.
Origin	A	0	465	282	100	847
	B	296	0	301	180	777
	C	499	278	0	50	827
	D	80	133	16	0	229
	Tot.	875	876	599	330	2680

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2026 WoDWS PM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	465
J1:1/2 (with short)	847(In) 382(Out)
J1:2/1	481
J1:2/2	296
J1:3/1	579
J1:3/2	411
J1:4/1	875
J1:5/1	876
J1:6/1	599
J1:7/1	330
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	863(In) 583(Out)
J2:1/2 (short)	280
J2:2/1 (with short)	229(In) 213(Out)
J2:2/2 (short)	16
J2:3/1	827

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	12.00	100.0 %	1791	1791
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	94.0 %	1956	1956
				Arm J1:7 Left	20.00	6.0 %		

Scenario 7: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
A	0	352	372	71	795	
B	504	0	355	116	975	
C	322	193	0	24	539	
D	139	200	57	0	396	
Tot.	965	745	784	211	2705	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2026 WD AM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	352
J1:1/2 (with short)	795(In) 443(Out)
J1:2/1	471
J1:2/2	504
J1:3/1	461
J1:3/2	393
J1:4/1	965
J1:5/1	745
J1:6/1	784
J1:7/1	211
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	914(In) 727(Out)
J2:1/2 (short)	187
J2:2/1 (with short)	396(In) 339(Out)
J2:2/2 (short)	57
J2:3/1	539

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	12.00	100.0 %	1791	1791
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	95.5 %	1958	1958
				Arm J1:7 Left	20.00	4.5 %		

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	Tot.
Origin	A	0	481	268	98	847
	B	299	0	305	189	793
	C	493	293	0	51	837
	D	62	115	14	0	191
	Tot.	854	889	587	338	2668

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2026 WD PM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	481
J1:1/2 (with short)	847(In) 366(Out)
J1:2/1	494
J1:2/2	299
J1:3/1	555
J1:3/2	408
J1:4/1	854
J1:5/1	889
J1:6/1	587
J1:7/1	338
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	860(In) 573(Out)
J2:1/2 (short)	287
J2:2/1 (with short)	191(In) 177(Out)
J2:2/2 (short)	14
J2:3/1	837

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	12.00	100.0 %	1791	1791
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	93.9 %	1956	1956
				Arm J1:7 Left	20.00	6.1 %		

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	Tot.
Origin	A	0	379	332	92	803
	B	510	0	292	151	953
	C	295	183	0	26	504
	D	147	218	54	0	419
	Tot.	952	780	678	269	2679

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2036 WoD AM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	379
J1:1/2 (with short)	803(In) 424(Out)
J1:2/1	443
J1:2/2	510
J1:3/1	442
J1:3/2	401
J1:4/1	952
J1:5/1	780
J1:6/1	678
J1:7/1	269
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	867(In) 624(Out)
J2:1/2 (short)	243
J2:2/1 (with short)	419(In) 365(Out)
J2:2/2 (short)	54
J2:3/1	504

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	12.00	100.0 %	1791	1791
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	94.8 %	1957	1957
				Arm J1:7 Left	20.00	5.2 %		

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	Tot.
Origin	A	0	458	267	101	826
	B	362	0	265	167	794
	C	641	264	0	50	955
	D	151	192	20	0	363
	Tot.	1154	914	552	318	2938

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2036 WoD PM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	458
J1:1/2 (with short)	826(In) 368(Out)
J1:2/1	432
J1:2/2	362
J1:3/1	792
J1:3/2	456
J1:4/1	1154
J1:5/1	914
J1:6/1	552
J1:7/1	318
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	800(In) 532(Out)
J2:1/2 (short)	268
J2:2/1 (with short)	363(In) 343(Out)
J2:2/2 (short)	20
J2:3/1	955

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	12.00	100.0 %	1791	1791
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	94.8 %	1957	1957
				Arm J1:7 Left	20.00	5.2 %		

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	Tot.
Origin	A	0	362	382	59	803
	B	527	0	342	92	961
	C	370	207	0	23	600
	D	148	204	55	0	407
	Tot.	1045	773	779	174	2771

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2036 WoDWS AM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	362
J1:1/2 (with short)	803(In) 441(Out)
J1:2/1	434
J1:2/2	527
J1:3/1	518
J1:3/2	411
J1:4/1	1045
J1:5/1	773
J1:6/1	779
J1:7/1	174
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	875(In) 724(Out)
J2:1/2 (short)	151
J2:2/1 (with short)	407(In) 352(Out)
J2:2/2 (short)	55
J2:3/1	600

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	12.00	100.0 %	1791	1791
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	96.2 %	1959	1959
				Arm J1:7 Left	20.00	3.8 %		

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	Tot.
Origin	A	0	464	278	98	840
	B	318	0	303	183	804
	C	543	292	0	53	888
	D	78	128	15	0	221
	Tot.	939	884	596	334	2753

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2036 WoDWS PM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	464
J1:1/2 (with short)	840(In) 376(Out)
J1:2/1	486
J1:2/2	318
J1:3/1	621
J1:3/2	420
J1:4/1	939
J1:5/1	884
J1:6/1	596
J1:7/1	334
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	862(In) 581(Out)
J2:1/2 (short)	281
J2:2/1 (with short)	221(In) 206(Out)
J2:2/2 (short)	15
J2:3/1	888

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	12.00	100.0 %	1791	1791
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	94.0 %	1956	1956
				Arm J1:7 Left	20.00	6.0 %		

Scenario 13: '2036 WD AM' (FG13: '2036 WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
A	0	360	407	54	821	
B	535	0	365	83	983	
C	385	204	0	21	610	
D	145	194	55	0	394	
Tot.	1065	758	827	158	2808	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2036 WD AM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	360
J1:1/2 (with short)	821(In) 461(Out)
J1:2/1	448
J1:2/2	535
J1:3/1	530
J1:3/2	398
J1:4/1	1065
J1:5/1	758
J1:6/1	827
J1:7/1	158
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	909(In) 772(Out)
J2:1/2 (short)	137
J2:2/1 (with short)	394(In) 339(Out)
J2:2/2 (short)	55
J2:3/1	610

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	12.00	100.0 %	1791	1791
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	96.6 %	1960	1960
				Arm J1:7 Left	20.00	3.4 %		

Scenario 14: '2036 WD PM' (FG14: '2036 WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
A	0	484	265	94	843	
B	311	0	308	190	809	
C	497	302	0	52	851	
D	59	110	15	0	184	
Tot.	867	896	588	336	2687	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2036 WD PM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	484
J1:1/2 (with short)	843(In) 359(Out)
J1:2/1	498
J1:2/2	311
J1:3/1	556
J1:3/2	412
J1:4/1	867
J1:5/1	896
J1:6/1	588
J1:7/1	336
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	857(In) 573(Out)
J2:1/2 (short)	284
J2:2/1 (with short)	184(In) 169(Out)
J2:2/2 (short)	15
J2:3/1	851

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	12.00	100.0 %	1791	1791
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

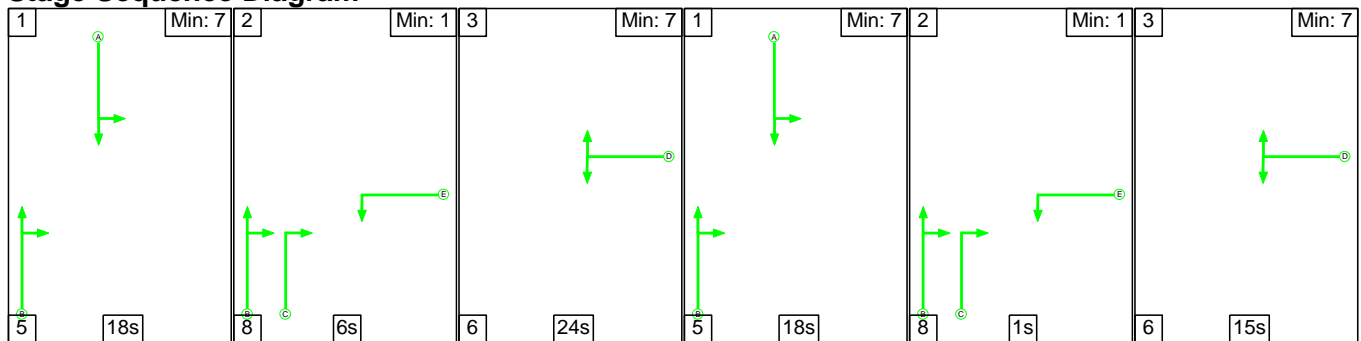
Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	93.9 %	1956	1956
				Arm J1:7 Left	20.00	6.1 %		

Scenario 1: '2023 Base AM' (FG1: '2023 Base AM', Plan 1: 'Network Control Plan 1')

C1

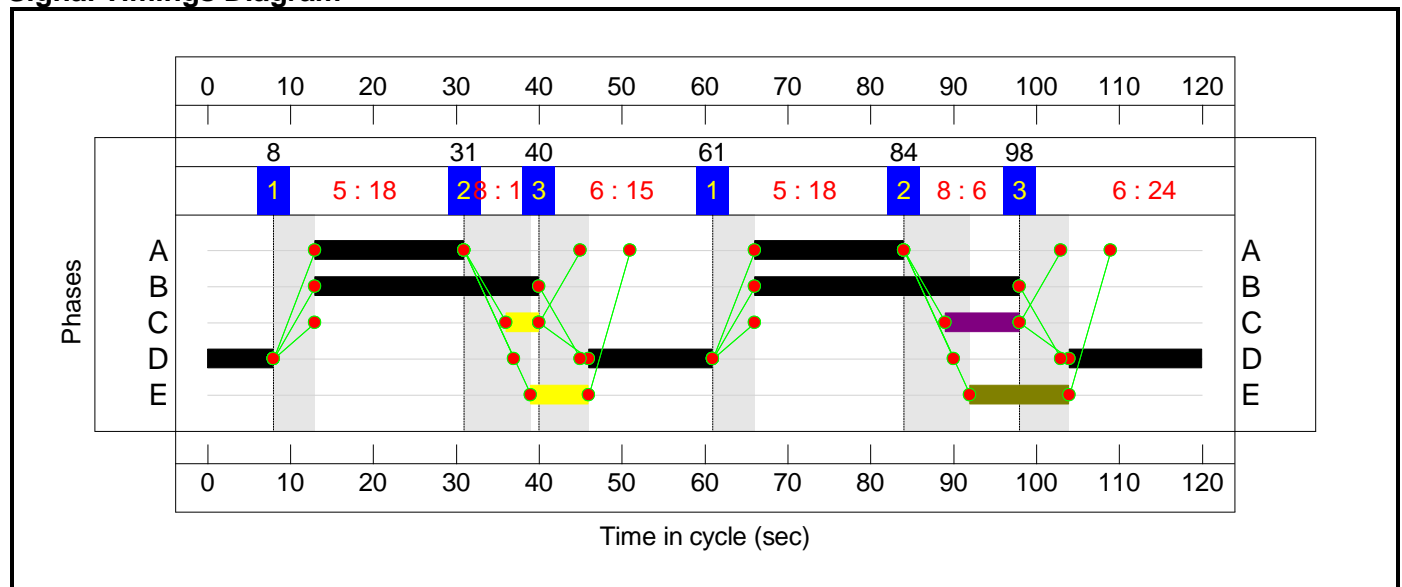
Stage Sequence Diagram



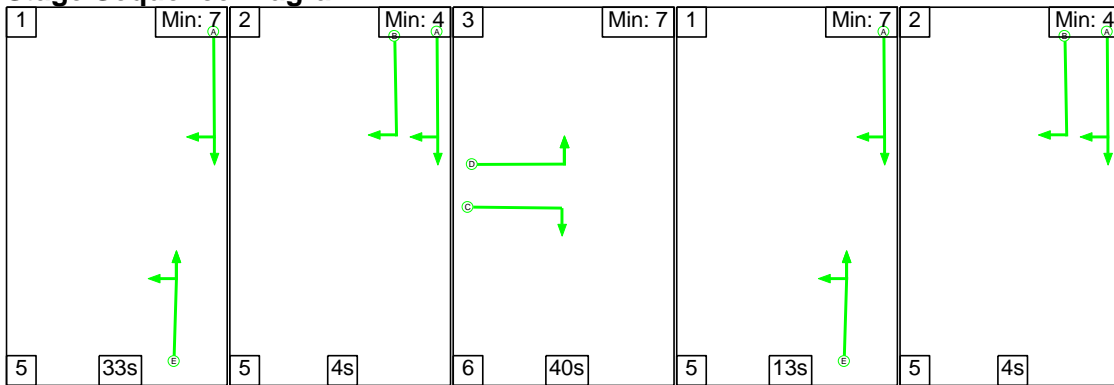
Stage Timings

Stage	1	2	3	1	2	3
Duration	18	6	24	18	1	15
Change Point	61	84	98	8	31	40

Signal Timings Diagram



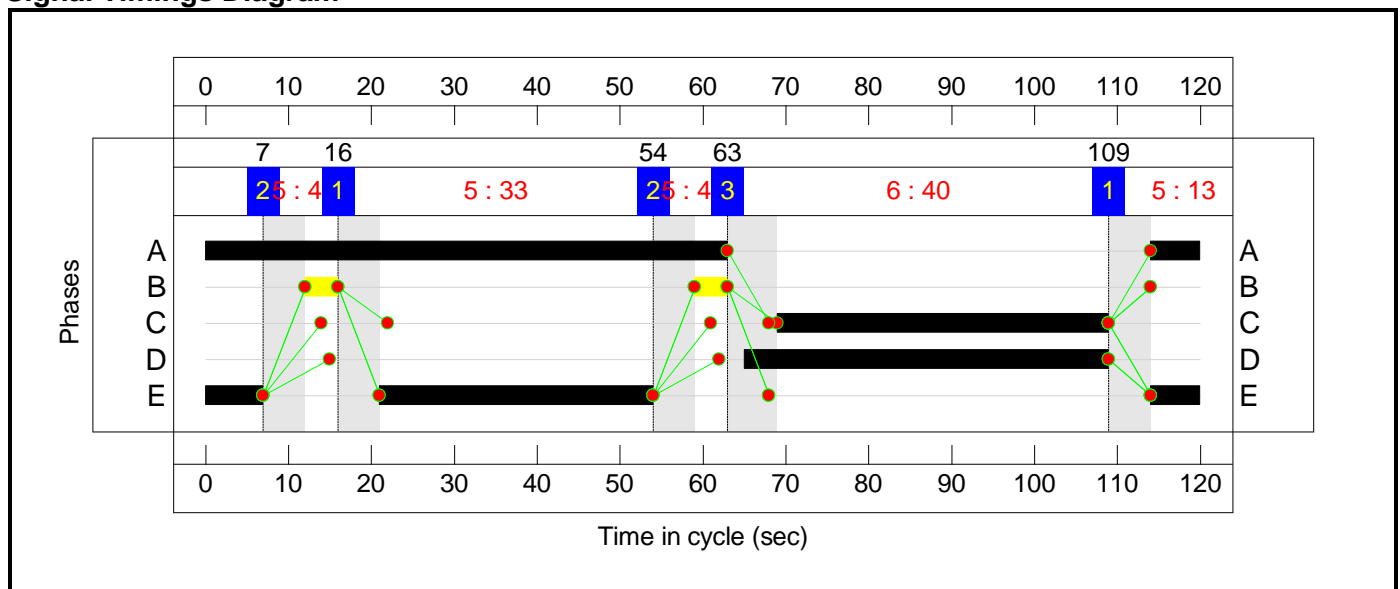
C2
Stage Sequence Diagram



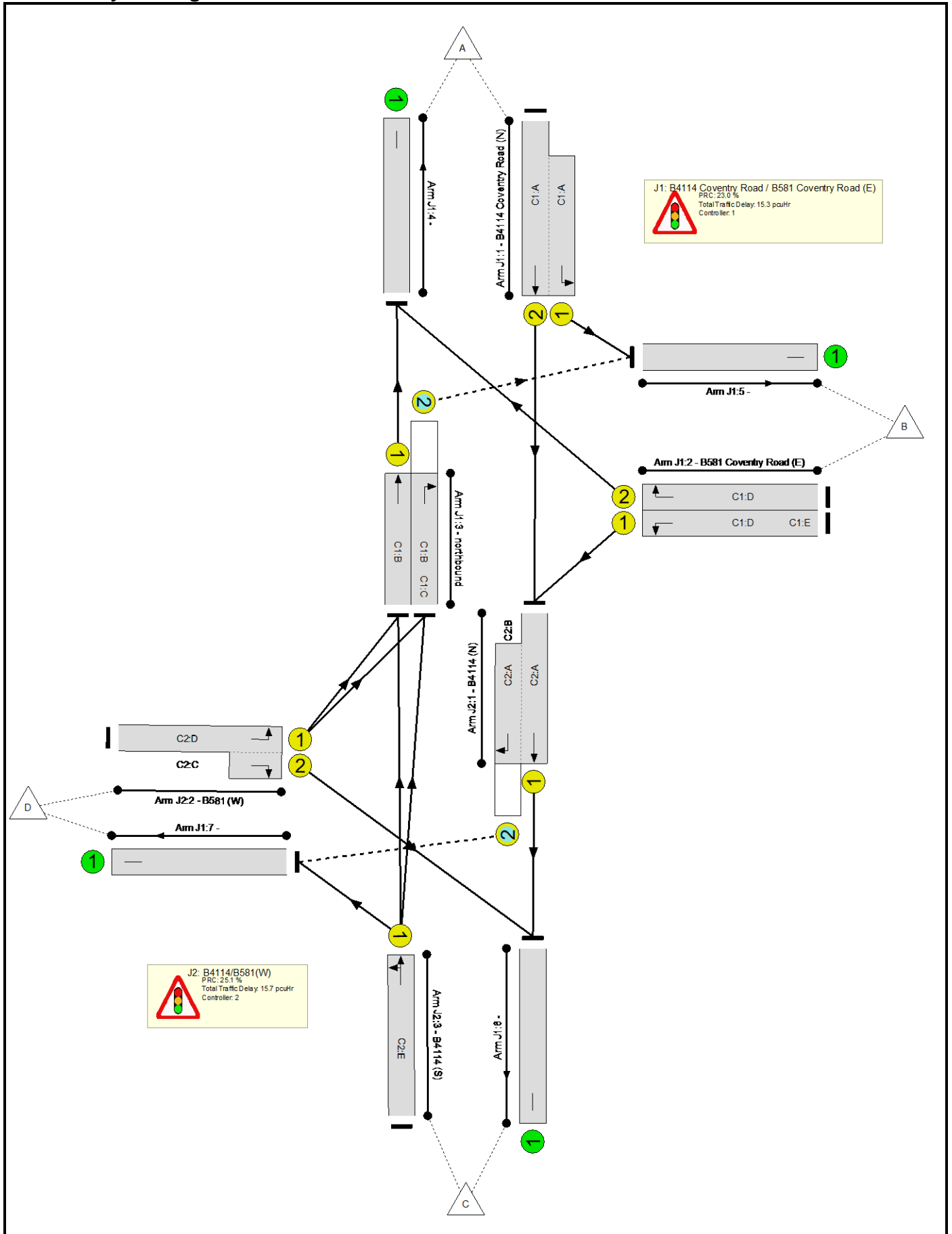
Stage Timings

Stage	1	2	3	1	2
Duration	33	4	40	13	4
Change Point	16	54	63	109	7

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: B4114 Coventry Road / B581 Coventry Road	-	-	N/A	-	-		-	-	-	-	-	-	73.2%
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	N/A	-	-		-	-	-	-	-	-	73.2%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	36	-	792	2080:1791	659+449	71.5 : 71.5%
2/1	B581 Coventry Road (E) Left	U	N/A	N/A	C1:D	C1:E	2	58	19	467	1791	896	52.1%
2/2	B581 Coventry Road (E) Right	U	N/A	N/A	C1:D		2	39	-	493	1972	674	73.2%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	59	-	542	1965	999	54.3%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	59	13	395	1914	544	72.6%
4/1		U	N/A	N/A	-		-	-	-	1035	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	716	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	637	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	400	Inf	Inf	0.0%
J2: B4114/B581(W)	-	-	N/A	-	-		-	-	-	-	-	-	72.0%
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	69	8	938	1965:1871	876+516	66.0 : 69.8%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	44:40	-	502	1828:1868	616+82	72.0 : 72.0%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	46	-	534	1954	782	68.3%

Full Input Data And Results

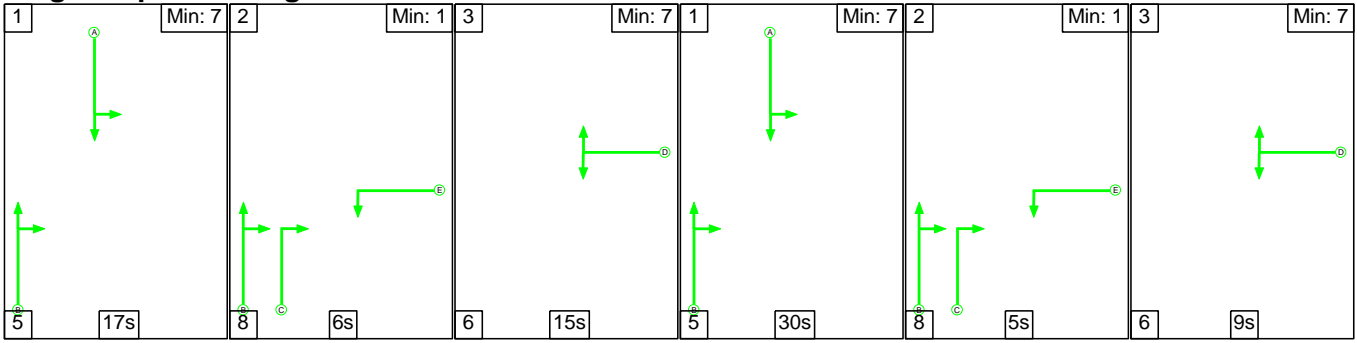
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	-	-	186	497	72	21.1	8.4	1.5	31.0	-	-	-	-
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	61	281	53	9.5	5.0	0.8	15.3	-	-	-	-
1/2+1/1	792	792	-	-	-	4.0	1.2	-	5.3	23.9	8.1	1.2	9.4
2/1	467	467	-	-	-	1.3	0.5	-	1.9	14.3	5.2	0.5	5.7
2/2	493	493	-	-	-	2.4	1.3	-	3.7	27.2	7.5	1.3	8.9
3/1	542	542	-	-	-	1.0	0.6	-	1.6	10.7	5.9	0.6	6.5
3/2	395	395	61	281	53	0.7	1.3	0.8	2.9	26.0	4.9	1.3	6.2
4/1	1035	1035	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	716	716	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	400	400	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	-	-	125	216	18	11.6	3.4	0.7	15.7	-	-	-	-
1/1+1/2	938	938	125	216	18	3.6	1.0	0.7	5.3	20.4	23.2	1.0	24.3
2/1+2/2	502	502	-	-	-	4.4	1.3	-	5.7	40.9	13.8	1.3	15.1
3/1	534	534	-	-	-	3.6	1.1	-	4.7	31.4	10.8	1.1	11.9
C1			PRC for Signalled Lanes (%):		23.0	Total Delay for Signalled Lanes (pcuHr):		15.31	Cycle Time (s): 120				
C2			PRC for Signalled Lanes (%):		25.1	Total Delay for Signalled Lanes (pcuHr):		15.67	Cycle Time (s): 120				
			PRC Over All Lanes (%):		23.0	Total Delay Over All Lanes(pcuHr):		30.98					

Full Input Data And Results

Scenario 2: '2023 Base PM' (FG2: '2023 Base PM', Plan 1: 'Network Control Plan 1')

C1

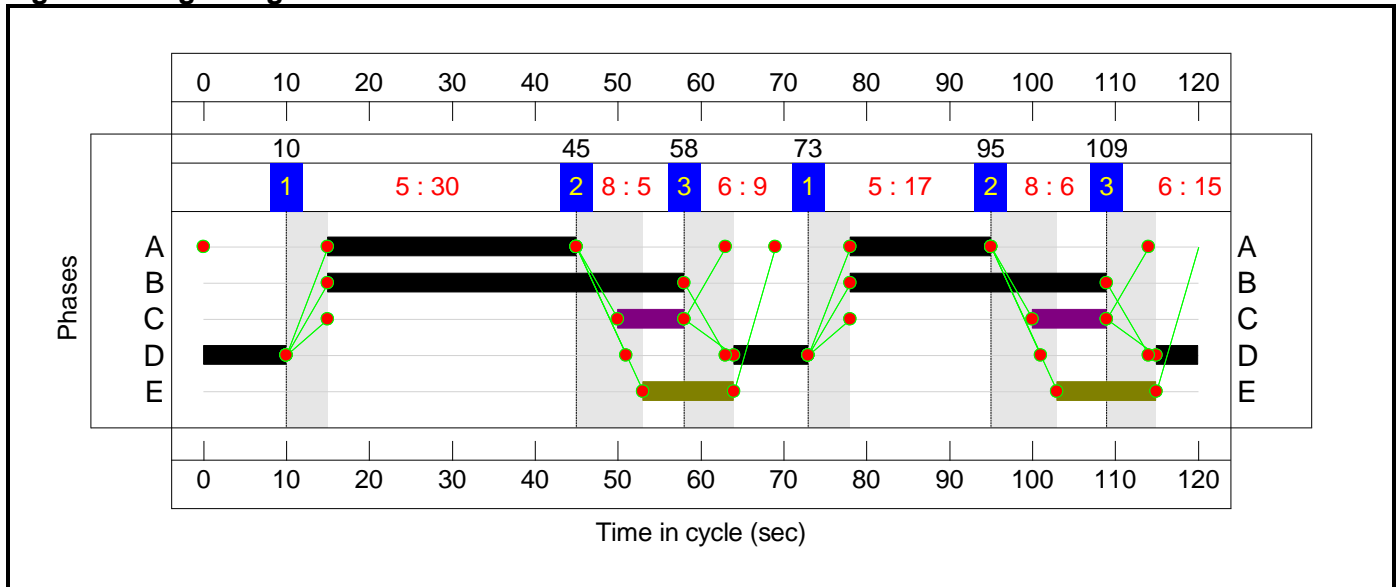
Stage Sequence Diagram



Stage Timings

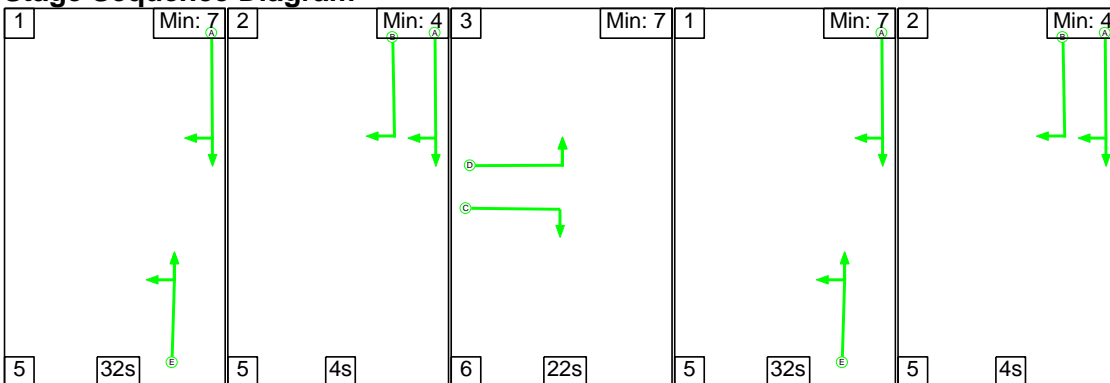
Stage	1	2	3	1	2	3
Duration	17	6	15	30	5	9
Change Point	73	95	109	10	45	58

Signal Timings Diagram



C2

Stage Sequence Diagram

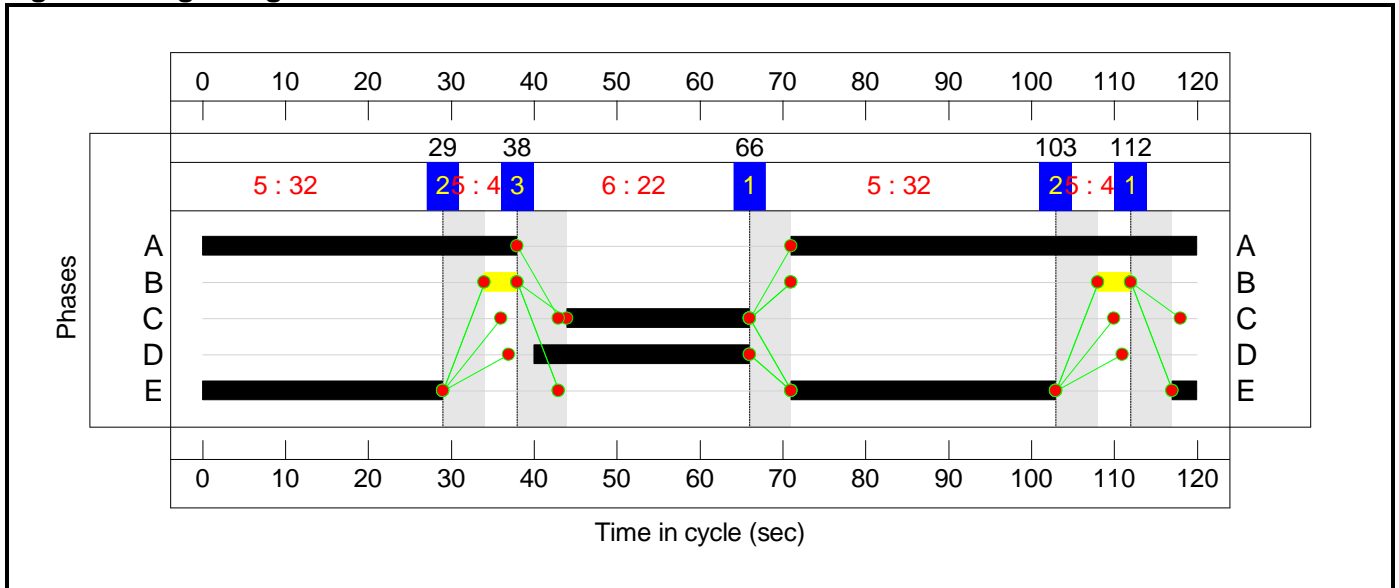


Full Input Data And Results

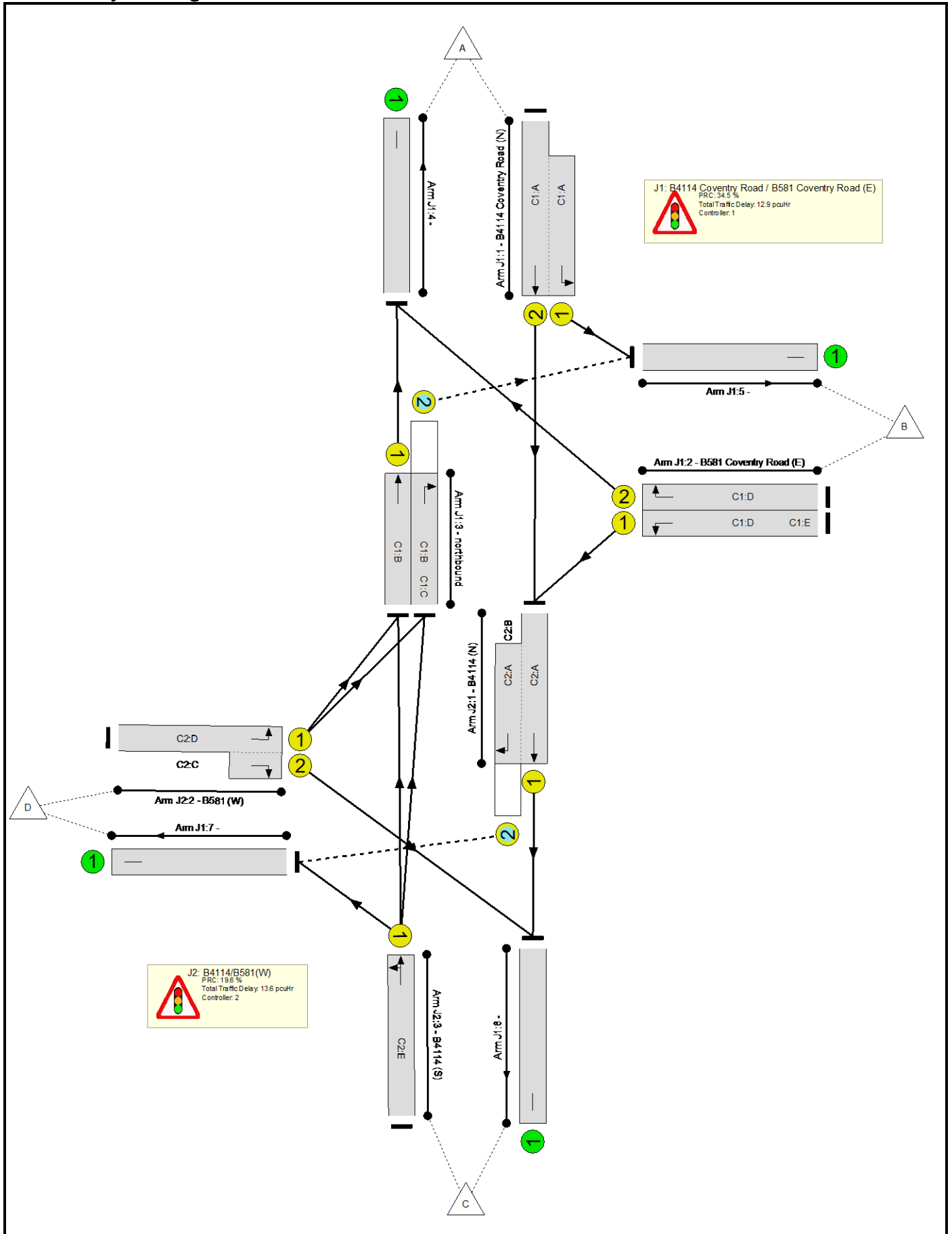
Stage Timings

Stage	1	2	3	1	2
Duration	32	4	22	32	4
Change Point	112	29	38	66	103

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: B4114 Coventry Road / B581 Coventry Road	-	-	N/A	-	-		-	-	-	-	-	-	75.3%
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	N/A	-	-		-	-	-	-	-	-	66.9%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	47	-	835	2080:1791	668+685	61.7 : 61.7%
2/1	B581 Coventry Road (E) Left	U	N/A	N/A	C1:D	C1:E	2	47	23	475	1791	731	65.0%
2/2	B581 Coventry Road (E) Right	U	N/A	N/A	C1:D		2	24	-	286	1972	427	66.9%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	74	-	635	1965	1244	51.0%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	74	17	406	1914	654	62.0%
4/1		U	N/A	N/A	-		-	-	-	921	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	829	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	536	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	430	Inf	Inf	0.0%
J2: B4114/B581(W)	-	-	N/A	-	-		-	-	-	-	-	-	75.3%
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	87	8	887	1965:1871	707+499	73.6 : 73.6%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	26:22	-	311	1828:1868	394+21	74.9 : 74.9%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	64	-	809	1954	1075	75.3%

Full Input Data And Results

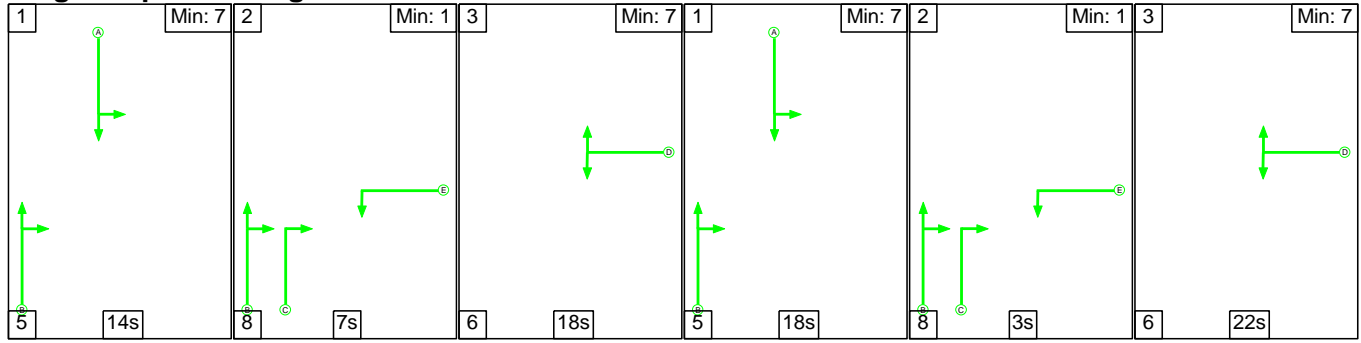
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	-	-	236	489	49	16.0	8.4	2.1	26.6	-	-	-	-
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	108	267	32	8.0	4.1	0.9	12.9	-	-	-	-
1/2+1/1	835	835	-	-	-	3.1	0.8	-	3.9	17.0	6.0	0.8	6.8
2/1	475	475	-	-	-	1.9	0.9	-	2.9	21.7	7.5	0.9	8.4
2/2	286	286	-	-	-	1.7	1.0	-	2.7	34.4	4.8	1.0	5.8
3/1	635	635	-	-	-	0.6	0.5	-	1.1	6.4	4.9	0.5	5.4
3/2	406	406	108	267	32	0.6	0.8	0.9	2.3	20.1	5.9	0.8	6.7
4/1	921	921	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	829	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	430	430	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	-	-	128	222	17	8.0	4.3	1.3	13.6	-	-	-	-
1/1+1/2	887	887	128	222	17	1.3	1.4	1.3	4.0	16.2	20.6	1.4	22.0
2/1+2/2	311	311	-	-	-	3.7	1.5	-	5.2	60.1	9.4	1.5	10.9
3/1	809	809	-	-	-	3.0	1.5	-	4.5	19.9	15.5	1.5	17.0
C1			PRC for Signalled Lanes (%):		34.5	Total Delay for Signalled Lanes (pcuHr):		12.95	Cycle Time (s): 120				
C2			PRC for Signalled Lanes (%):		19.6	Total Delay for Signalled Lanes (pcuHr):		13.64	Cycle Time (s): 120				
			PRC Over All Lanes (%):		19.6	Total Delay Over All Lanes (pcuHr):		26.58					

Full Input Data And Results

Scenario 3: '2026 WoD AM' (FG3: '2026 WoD AM', Plan 1: 'Network Control Plan 1')

C1

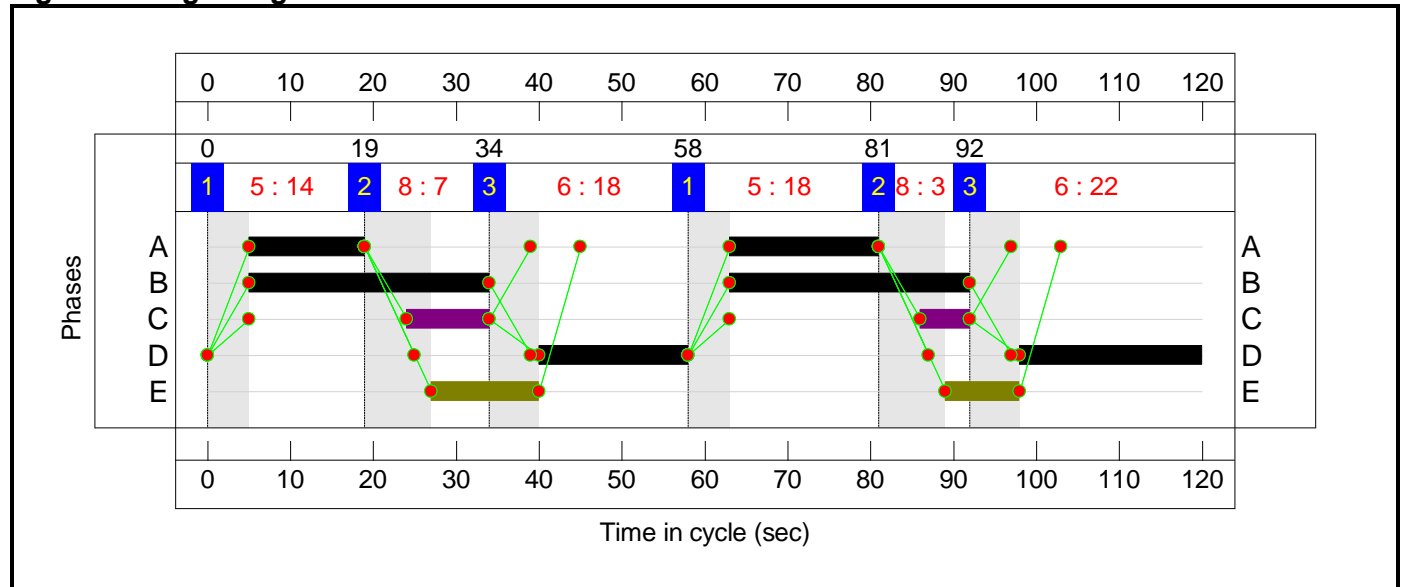
Stage Sequence Diagram



Stage Timings

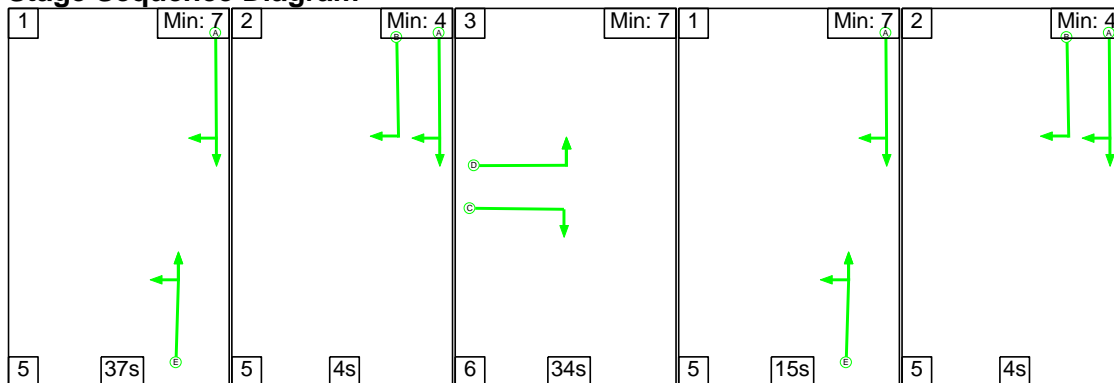
Stage	1	2	3	1	2	3
Duration	14	7	18	18	3	22
Change Point	0	19	34	58	81	92

Signal Timings Diagram



C2

Stage Sequence Diagram

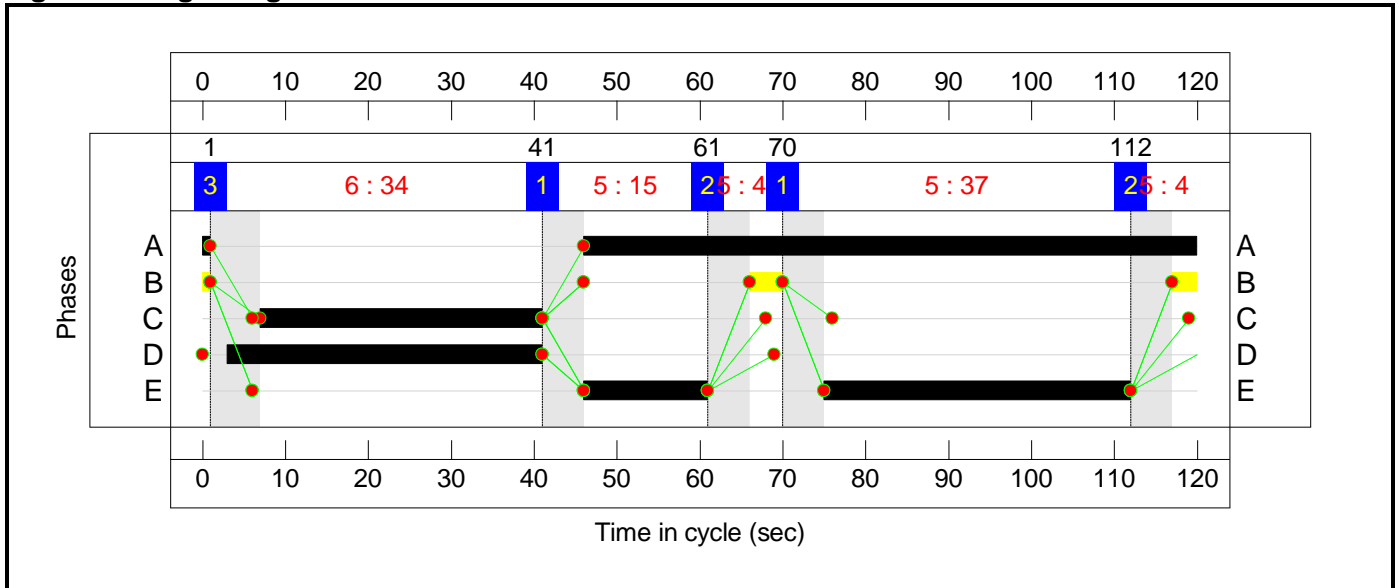


Full Input Data And Results

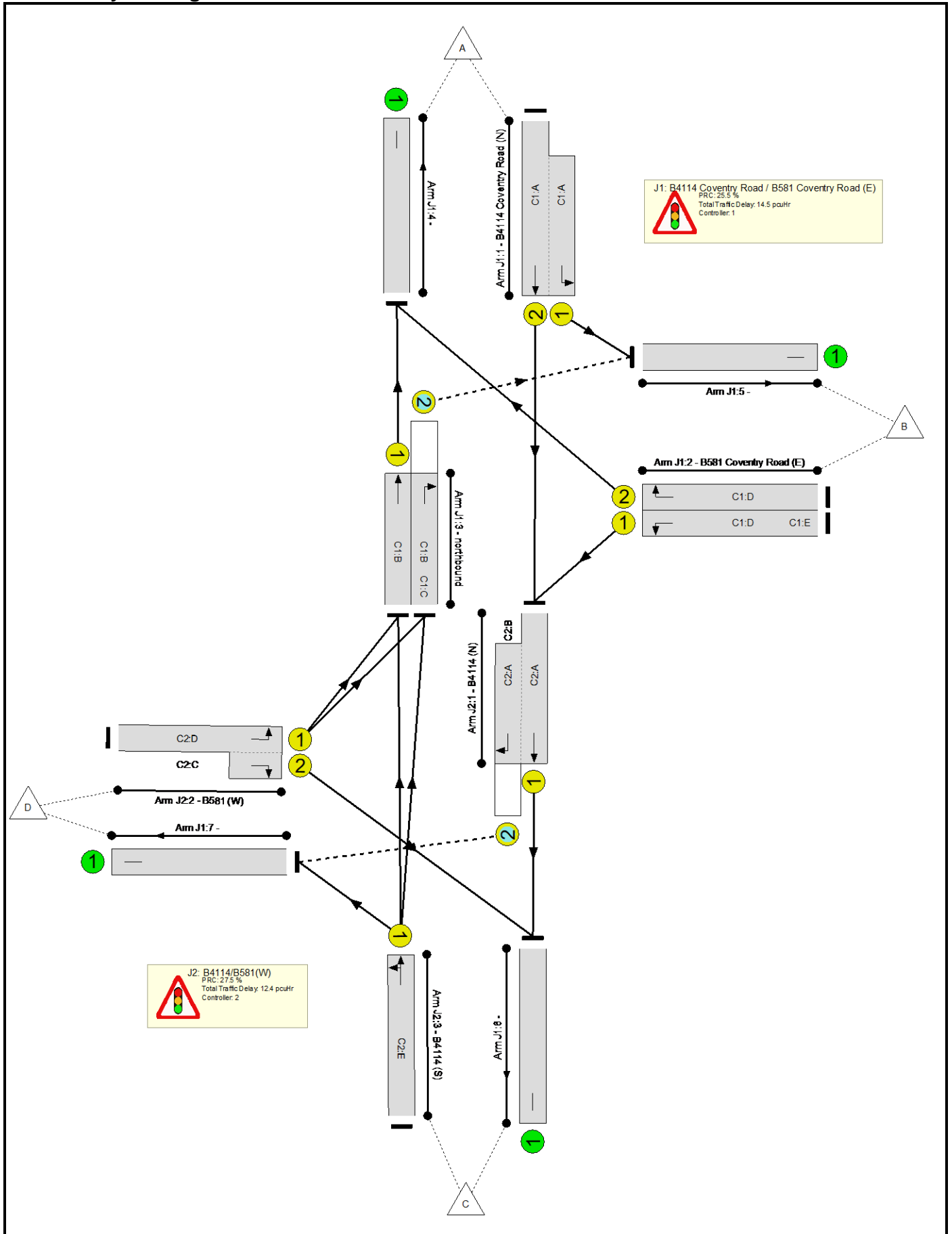
Stage Timings

Stage	1	2	3	1	2
Duration	37	4	34	15	4
Change Point	70	112	1	41	61

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: B4114 Coventry Road / B581 Coventry Road	-	-	N/A	-	-		-	-	-	-	-	-	71.7%
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	N/A	-	-		-	-	-	-	-	-	71.7%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	32	-	781	2080:1791	589+507	70.8 : 71.7%
2/1	B581 Coventry Road (E) Left	U	N/A	N/A	C1:D	C1:E	2	62	22	454	1791	955	47.5%
2/2	B581 Coventry Road (E) Right	U	N/A	N/A	C1:D		2	40	-	488	1972	690	70.7%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	58	-	429	1965	982	43.7%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	58	16	414	1914	583	71.0%
4/1		U	N/A	N/A	-		-	-	-	917	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	778	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	688	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	267	Inf	Inf	0.0%
J2: B4114/B581(W)	-	-	N/A	-	-		-	-	-	-	-	-	70.6%
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	75	8	871	1965:1871	1023+389	61.7 : 61.7%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	38:34	-	429	1828:1868	527+81	70.6 : 70.6%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	52	-	498	1957	881	56.5%

Full Input Data And Results

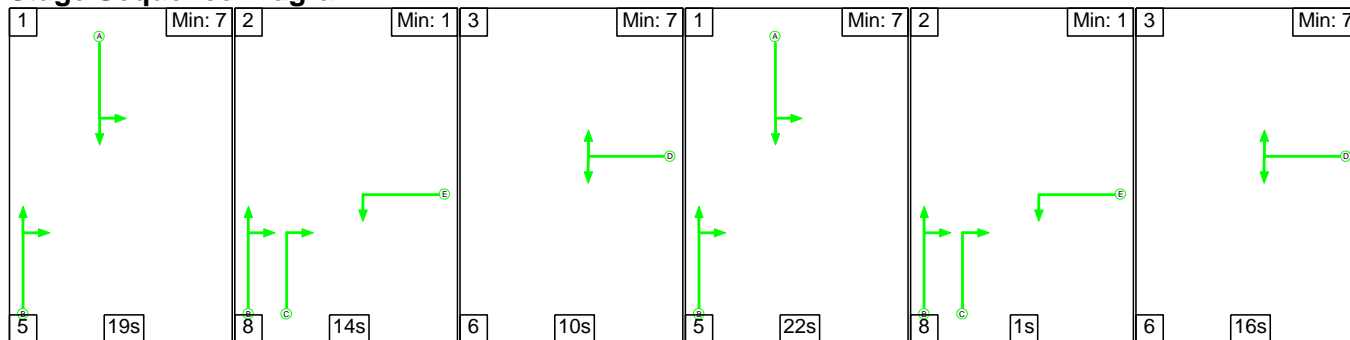
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	-	-	146	484	24	18.6	7.1	1.2	26.9	-	-	-	-
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	54	339	20	9.2	4.5	0.8	14.5	-	-	-	-
1/2+1/1	781	781	-	-	-	4.2	1.2	-	5.4	25.0	6.1	1.2	7.4
2/1	454	454	-	-	-	1.1	0.5	-	1.6	12.4	5.0	0.5	5.5
2/2	488	488	-	-	-	2.3	1.2	-	3.5	25.6	6.9	1.2	8.1
3/1	429	429	-	-	-	0.8	0.4	-	1.2	10.0	5.5	0.4	5.9
3/2	414	414	54	339	20	0.8	1.2	0.8	2.8	24.5	4.9	1.2	6.1
4/1	917	917	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	778	778	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	688	688	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	267	267	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	-	-	92	144	4	9.4	2.6	0.4	12.4	-	-	-	-
1/1+1/2	871	871	92	144	4	2.8	0.8	0.4	4.0	16.4	21.3	0.8	22.1
2/1+2/2	429	429	-	-	-	4.2	1.2	-	5.4	45.1	11.9	1.2	13.1
3/1	498	498	-	-	-	2.4	0.6	-	3.1	22.2	9.5	0.6	10.2
C1			PRC for Signalled Lanes (%):		25.5	Total Delay for Signalled Lanes (pcuHr):		14.46	Cycle Time (s): 120				
C2			PRC for Signalled Lanes (%):		27.5	Total Delay for Signalled Lanes (pcuHr):		12.41	Cycle Time (s): 120				
			PRC Over All Lanes (%):		25.5	Total Delay Over All Lanes (pcuHr):		26.87					

Full Input Data And Results

Scenario 4: '2026 WoD PM' (FG4: '2026 WoD PM', Plan 1: 'Network Control Plan 1')

C1

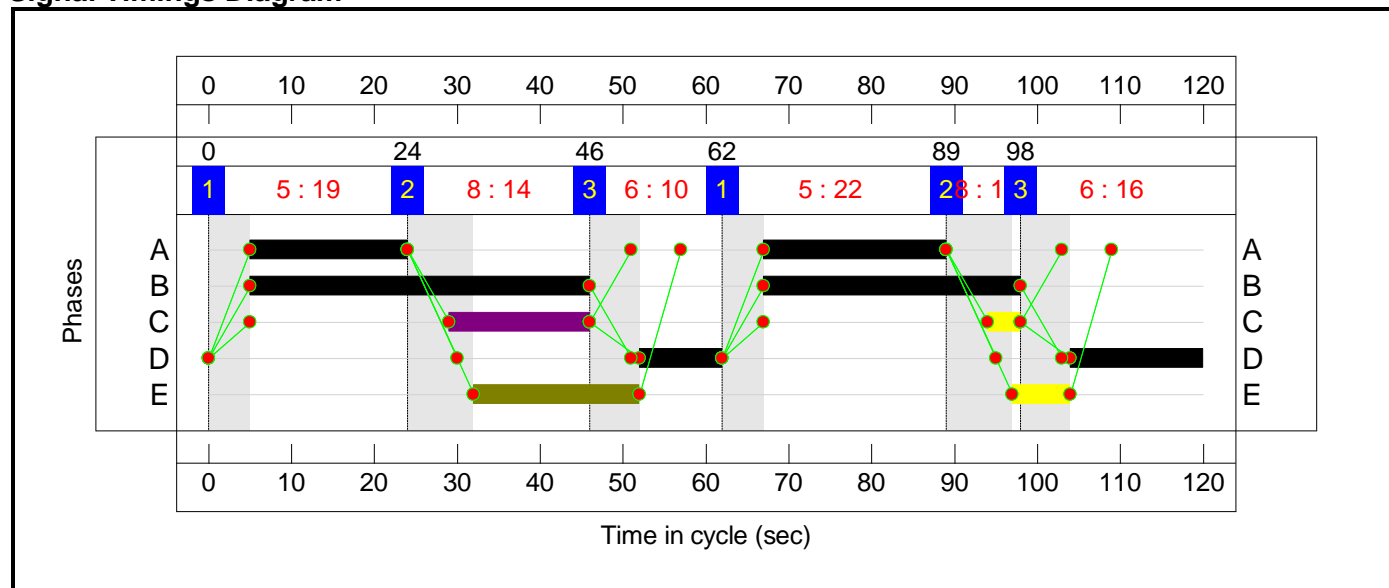
Stage Sequence Diagram



Stage Timings

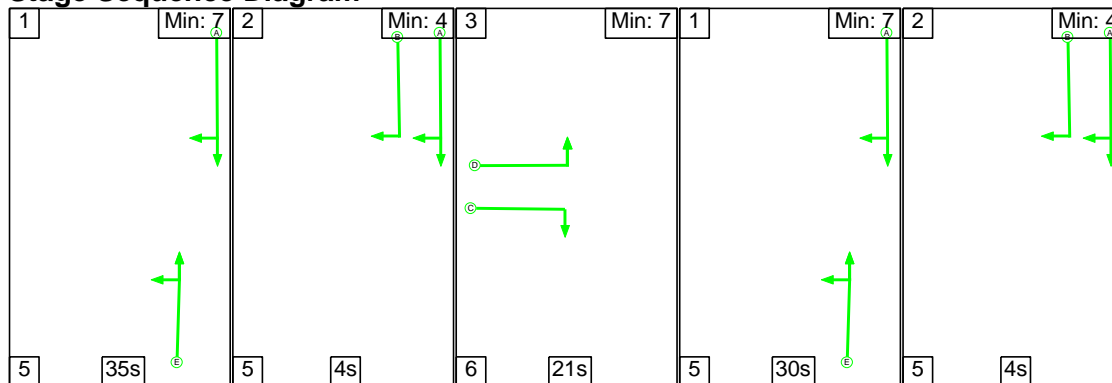
Stage	1	2	3	1	2	3
Duration	19	14	10	22	1	16
Change Point	0	24	46	62	89	98

Signal Timings Diagram



C2

Stage Sequence Diagram

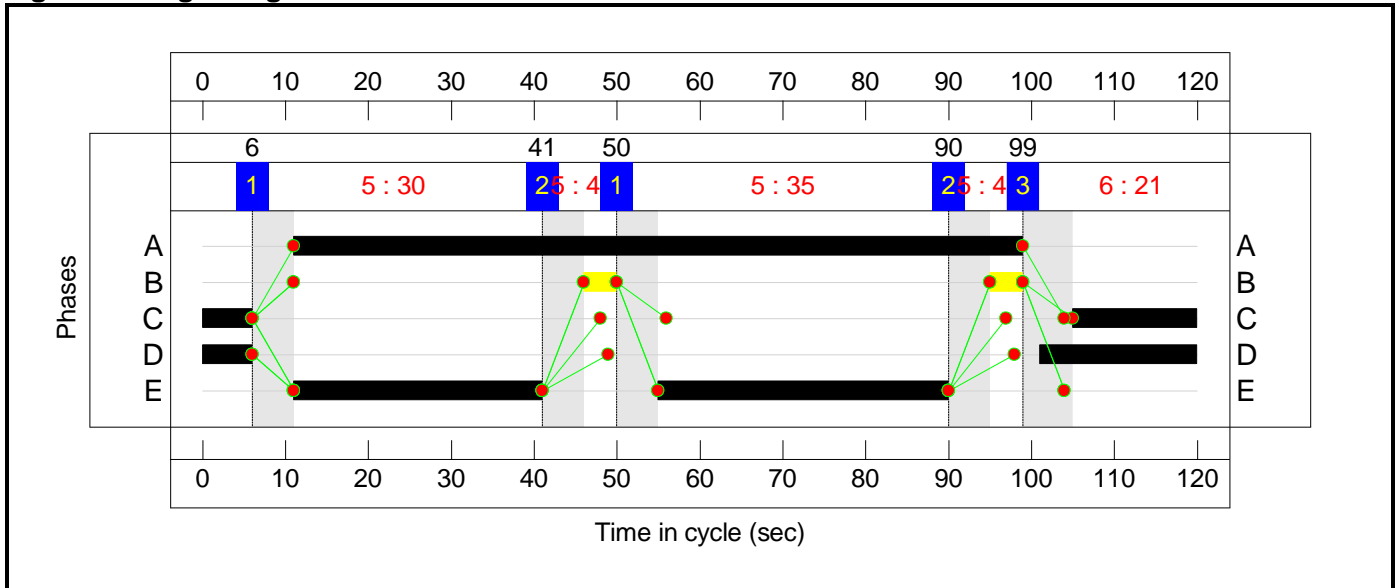


Full Input Data And Results

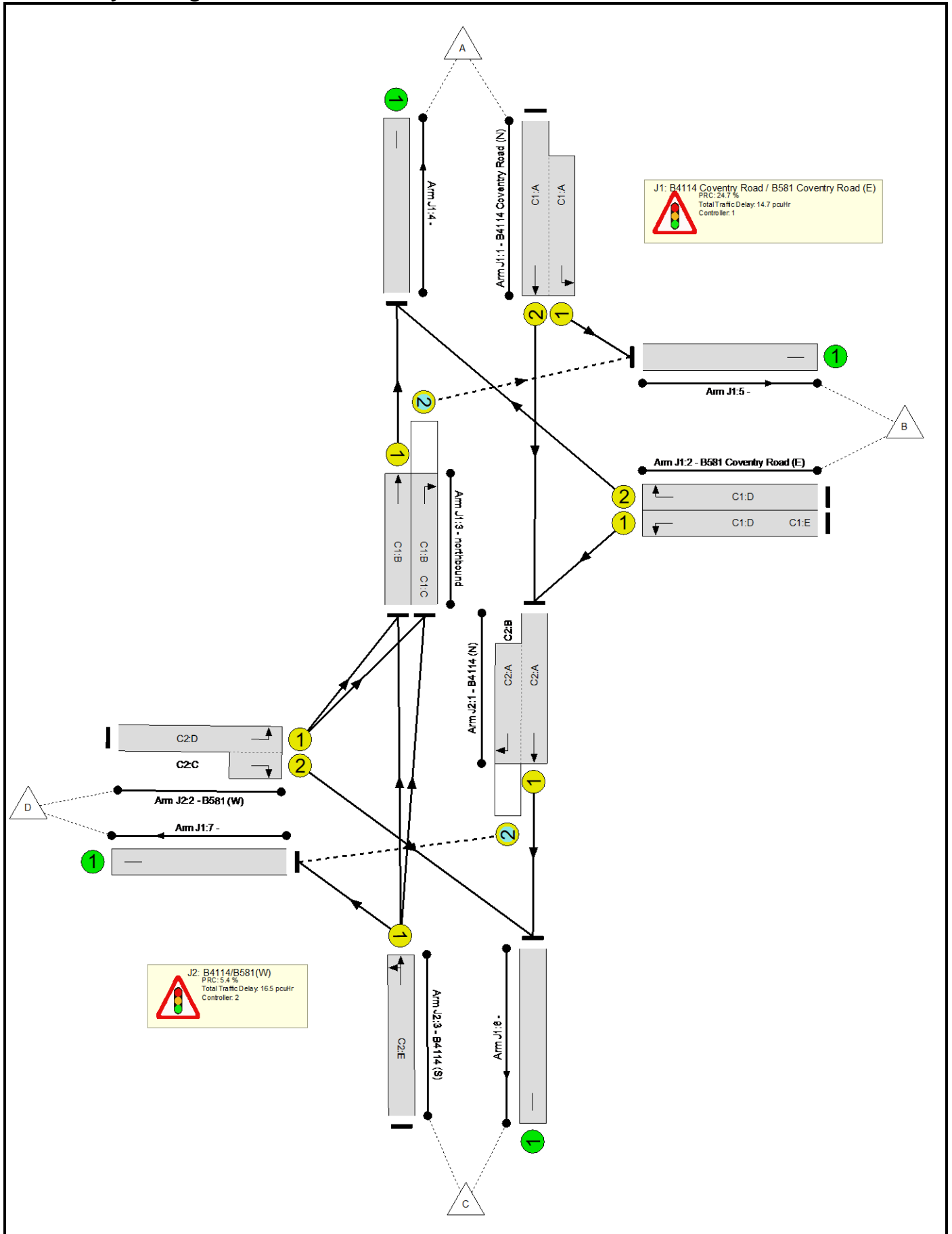
Stage Timings

Stage	1	2	3	1	2
Duration	35	4	21	30	4
Change Point	50	90	99	6	41

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: B4114 Coventry Road / B581 Coventry Road	-	-	N/A	-	-		-	-	-	-	-	-	85.4%
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	N/A	-	-		-	-	-	-	-	-	72.2%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	41	-	827	2080:1791	540+642	70.0 : 70.0%
2/1	B581 Coventry Road (E) Left	U	N/A	N/A	C1:D	C1:E	2	53	27	433	1791	821	52.7%
2/2	B581 Coventry Road (E) Right	U	N/A	N/A	C1:D		2	26	-	332	1972	460	72.2%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	72	-	752	1965	1212	62.1%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	72	21	445	1914	679	65.5%
4/1		U	N/A	N/A	-		-	-	-	1084	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	894	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	559	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	322	Inf	Inf	0.0%
J2: B4114/B581(W)	-	-	N/A	-	-		-	-	-	-	-	-	85.4%
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	88	8	811	1965:1871	1038+435	51.9 : 62.5%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	25:21	-	342	1828:1868	377+23	85.4 : 85.4%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	65	-	925	1957	1093	84.7%

Full Input Data And Results

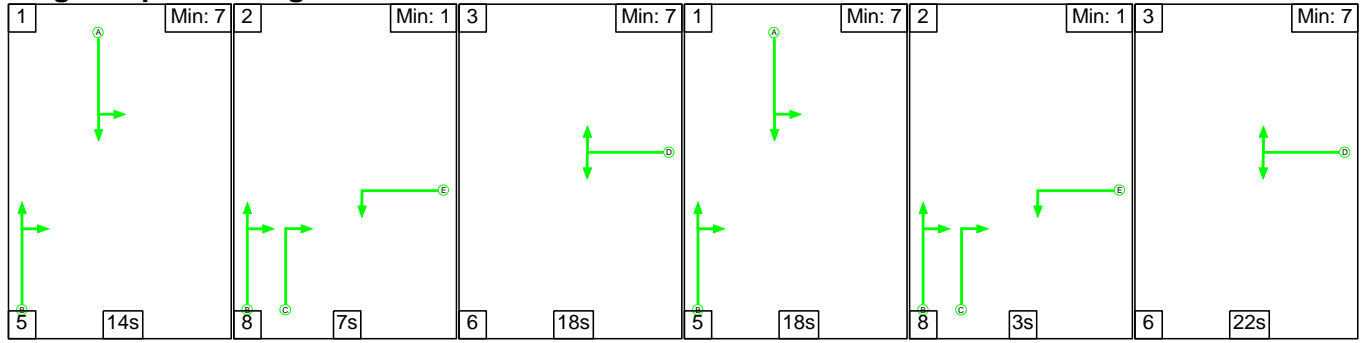
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	-	-	137	561	19	18.5	10.7	2.1	31.2	-	-	-	-
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	69	360	17	9.0	4.7	1.0	14.7	-	-	-	-
1/2+1/1	827	827	-	-	-	3.7	1.2	-	4.8	21.0	7.0	1.2	8.1
2/1	433	433	-	-	-	1.4	0.6	-	2.0	16.3	5.3	0.6	5.8
2/2	332	332	-	-	-	2.0	1.3	-	3.2	35.2	5.6	1.3	6.9
3/1	752	752	-	-	-	0.7	0.8	-	1.5	7.3	6.6	0.8	7.4
3/2	445	445	69	360	17	1.2	0.9	1.0	3.2	25.6	8.9	0.9	9.9
4/1	1084	1084	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	894	894	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	322	322	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	-	-	68	201	3	9.5	6.0	1.0	16.5	-	-	-	-
1/1+1/2	811	811	68	201	3	1.4	0.6	1.0	3.0	13.4	20.5	0.6	21.1
2/1+2/2	342	342	-	-	-	4.3	2.7	-	7.0	73.2	10.7	2.7	13.4
3/1	925	925	-	-	-	3.9	2.7	-	6.6	25.5	18.2	2.7	20.9
C1			PRC for Signalled Lanes (%):		24.7	Total Delay for Signalled Lanes (pcuHr):		14.72	Cycle Time (s): 120				
C2			PRC for Signalled Lanes (%):		5.4	Total Delay for Signalled Lanes (pcuHr):		16.53	Cycle Time (s): 120				
			PRC Over All Lanes (%):		5.4	Total Delay Over All Lanes(pcuHr):		31.25					

Full Input Data And Results

Scenario 5: '2026 WoDWS AM' (FG5: '2026 WoDWS AM', Plan 1: 'Network Control Plan 1')

C1

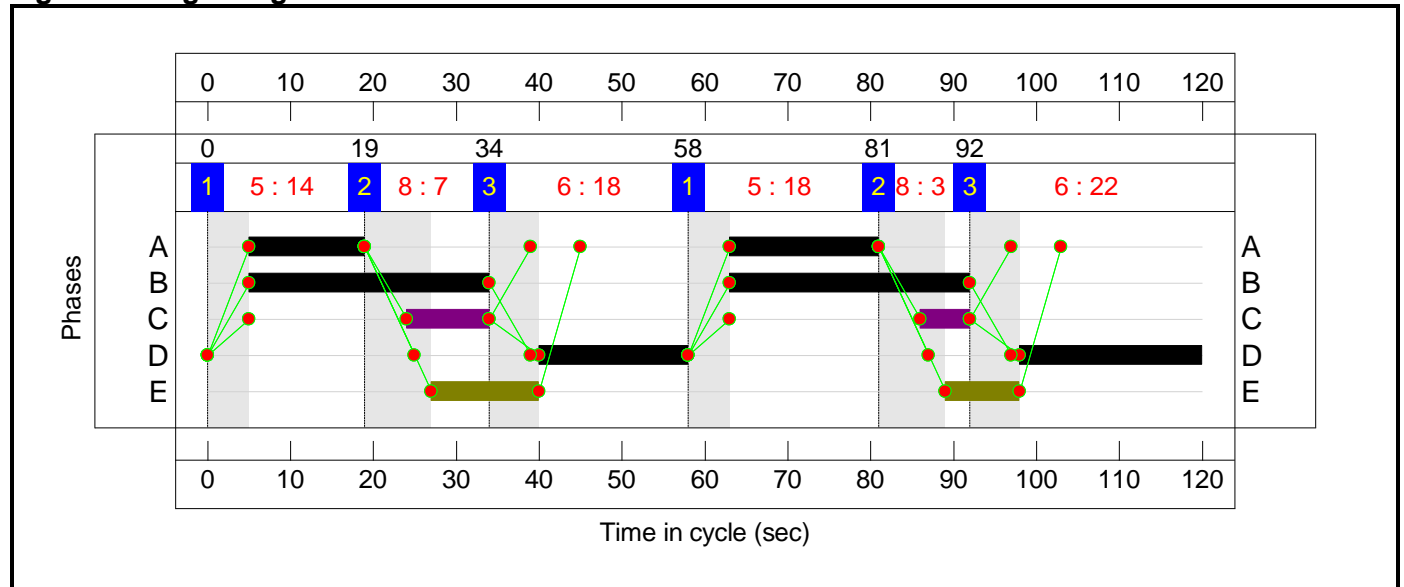
Stage Sequence Diagram



Stage Timings

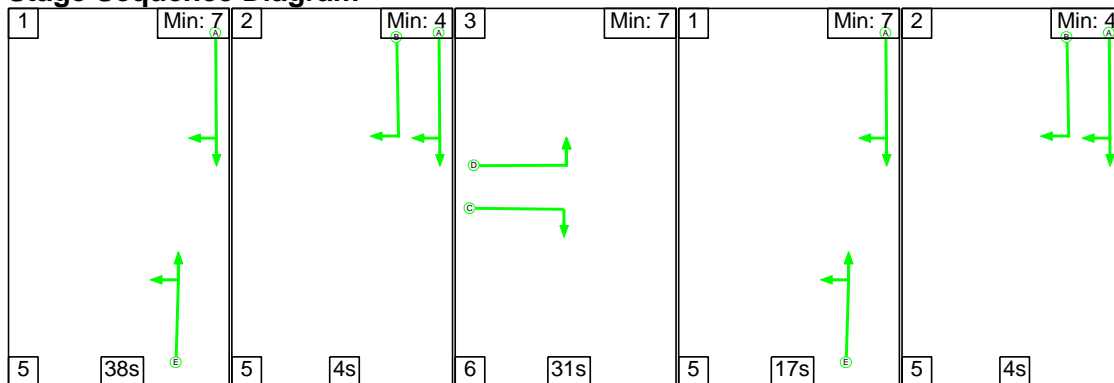
Stage	1	2	3	1	2	3
Duration	14	7	18	18	3	22
Change Point	0	19	34	58	81	92

Signal Timings Diagram



C2

Stage Sequence Diagram

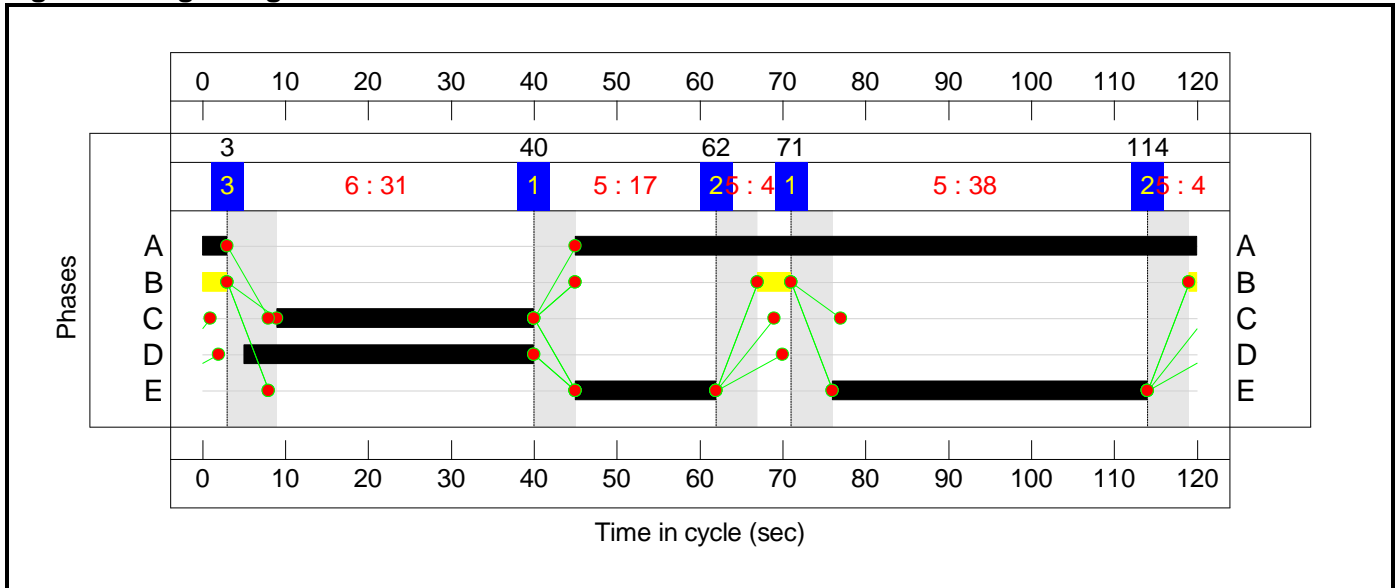


Full Input Data And Results

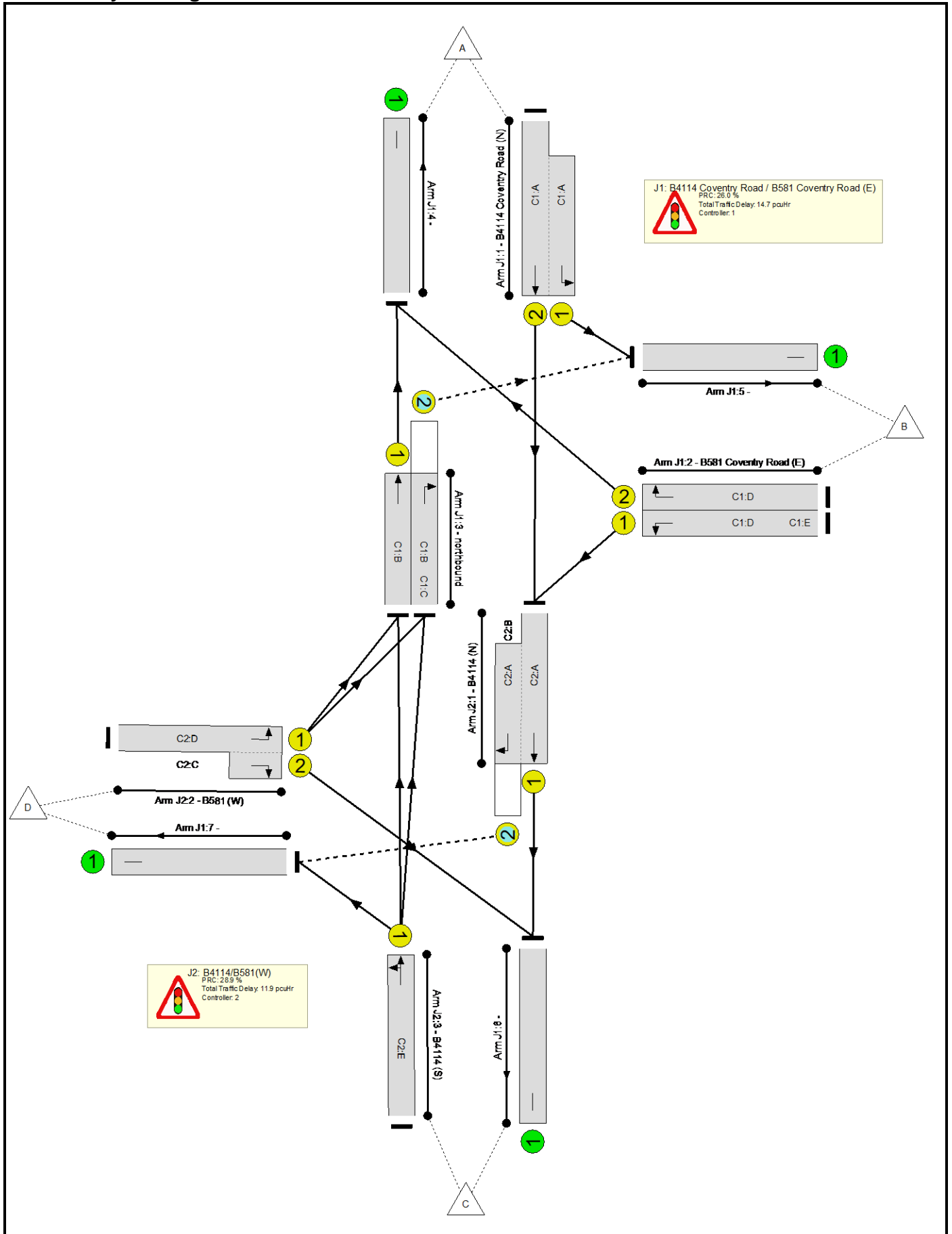
Stage Timings

Stage	1	2	3	1	2
Duration	38	4	31	17	4
Change Point	71	114	3	40	62

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: B4114 Coventry Road / B581 Coventry Road	-	-	N/A	-	-		-	-	-	-	-	-	71.4%
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	N/A	-	-		-	-	-	-	-	-	71.4%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	32	-	775	2080:1791	589+507	70.8 : 70.5%
2/1	B581 Coventry Road (E) Left	U	N/A	N/A	C1:D	C1:E	2	62	22	474	1791	955	49.6%
2/2	B581 Coventry Road (E) Right	U	N/A	N/A	C1:D		2	40	-	493	1972	690	71.4%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	58	-	430	1965	982	43.8%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	58	16	413	1914	583	70.8%
4/1		U	N/A	N/A	-		-	-	-	923	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	771	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	217	Inf	Inf	0.0%
J2: B4114/B581(W)	-	-	N/A	-	-		-	-	-	-	-	-	69.8%
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	78	8	891	1965:1871	1110+307	62.9 : 62.9%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	35:31	-	393	1828:1868	485+77	69.8 : 69.8%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	55	-	528	1958	930	56.8%

Full Input Data And Results

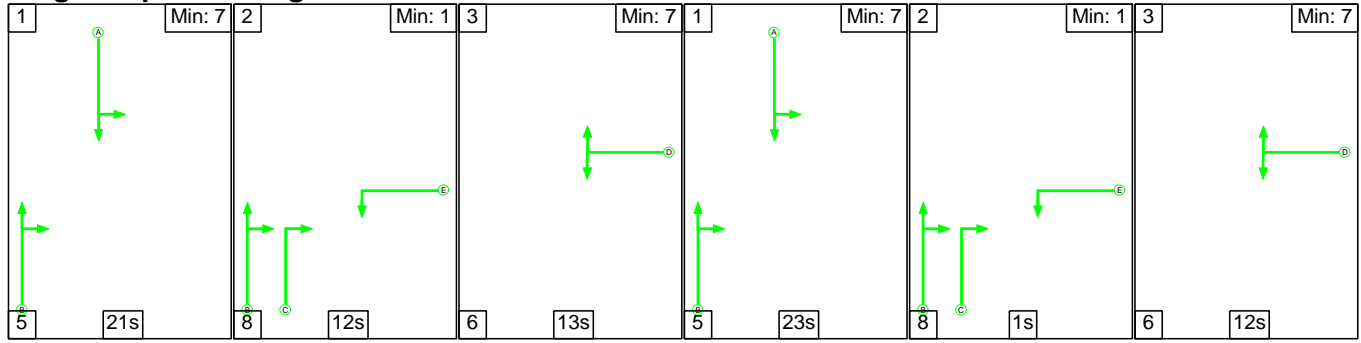
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	-	-	133	451	22	18.3	7.1	1.2	26.6	-	-	-	-
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	55	339	19	9.4	4.5	0.8	14.7	-	-	-	-
1/2+1/1	775	775	-	-	-	4.1	1.2	-	5.3	24.8	6.1	1.2	7.3
2/1	474	474	-	-	-	1.2	0.5	-	1.7	12.7	5.3	0.5	5.8
2/2	493	493	-	-	-	2.3	1.2	-	3.5	25.9	7.0	1.2	8.2
3/1	430	430	-	-	-	0.9	0.4	-	1.3	10.6	6.0	0.4	6.4
3/2	413	413	55	339	19	0.9	1.2	0.8	2.9	24.9	5.4	1.2	6.5
4/1	923	923	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	771	771	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	217	217	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	-	-	78	112	3	8.9	2.6	0.4	11.9	-	-	-	-
1/1+1/2	891	891	78	112	3	2.6	0.8	0.4	3.8	15.5	21.3	0.8	22.1
2/1+2/2	393	393	-	-	-	4.0	1.1	-	5.2	47.3	11.0	1.1	12.1
3/1	528	528	-	-	-	2.3	0.7	-	2.9	19.9	10.0	0.7	10.6
C1			PRC for Signalled Lanes (%):		26.0	Total Delay for Signalled Lanes (pcuHr):		14.68	Cycle Time (s): 120				
C2			PRC for Signalled Lanes (%):		28.9	Total Delay for Signalled Lanes (pcuHr):		11.92	Cycle Time (s): 120				
			PRC Over All Lanes (%):		26.0	Total Delay Over All Lanes (pcuHr):		26.61					

Full Input Data And Results

Scenario 6: '2026 WoDWS PM' (FG6: '2026 WoDWS PM', Plan 1: 'Network Control Plan 1')

C1

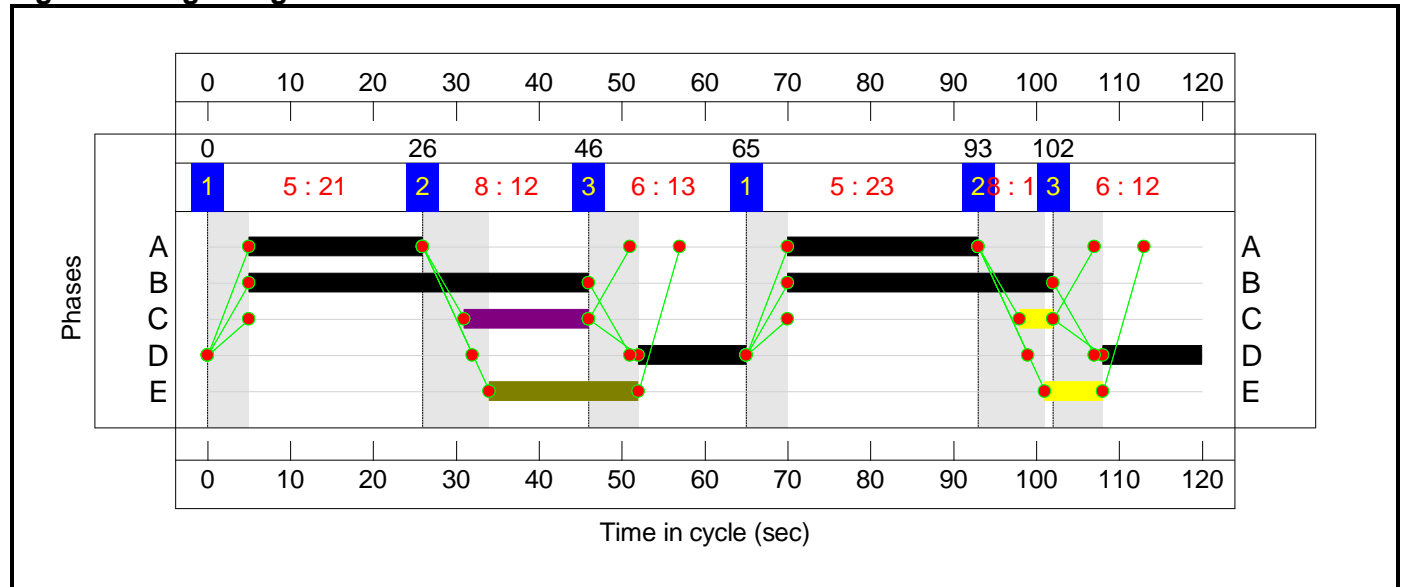
Stage Sequence Diagram



Stage Timings

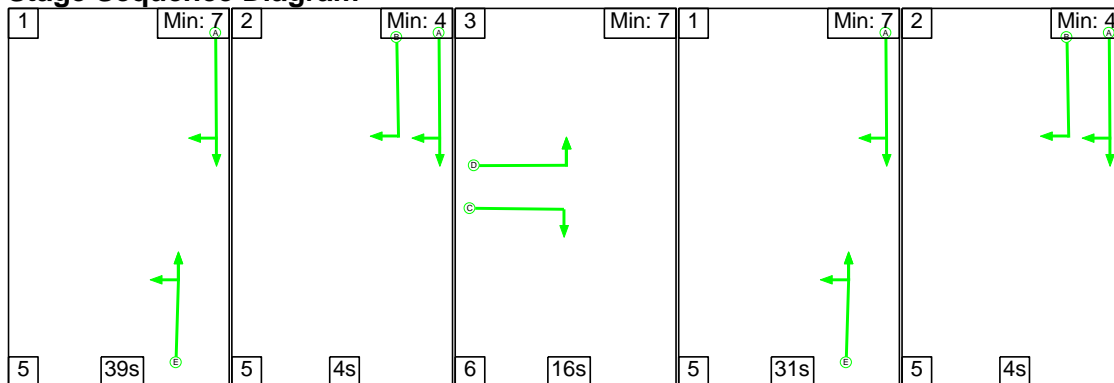
Stage	1	2	3	1	2	3
Duration	21	12	13	23	1	12
Change Point	0	26	46	65	93	102

Signal Timings Diagram



C2

Stage Sequence Diagram

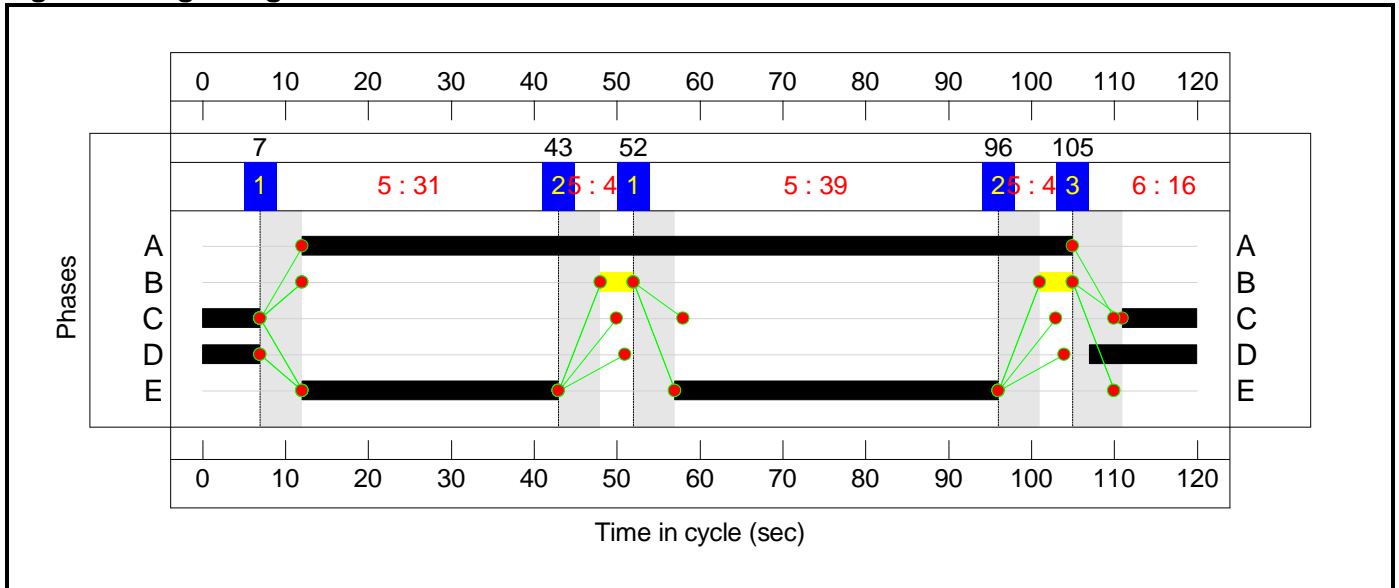


Full Input Data And Results

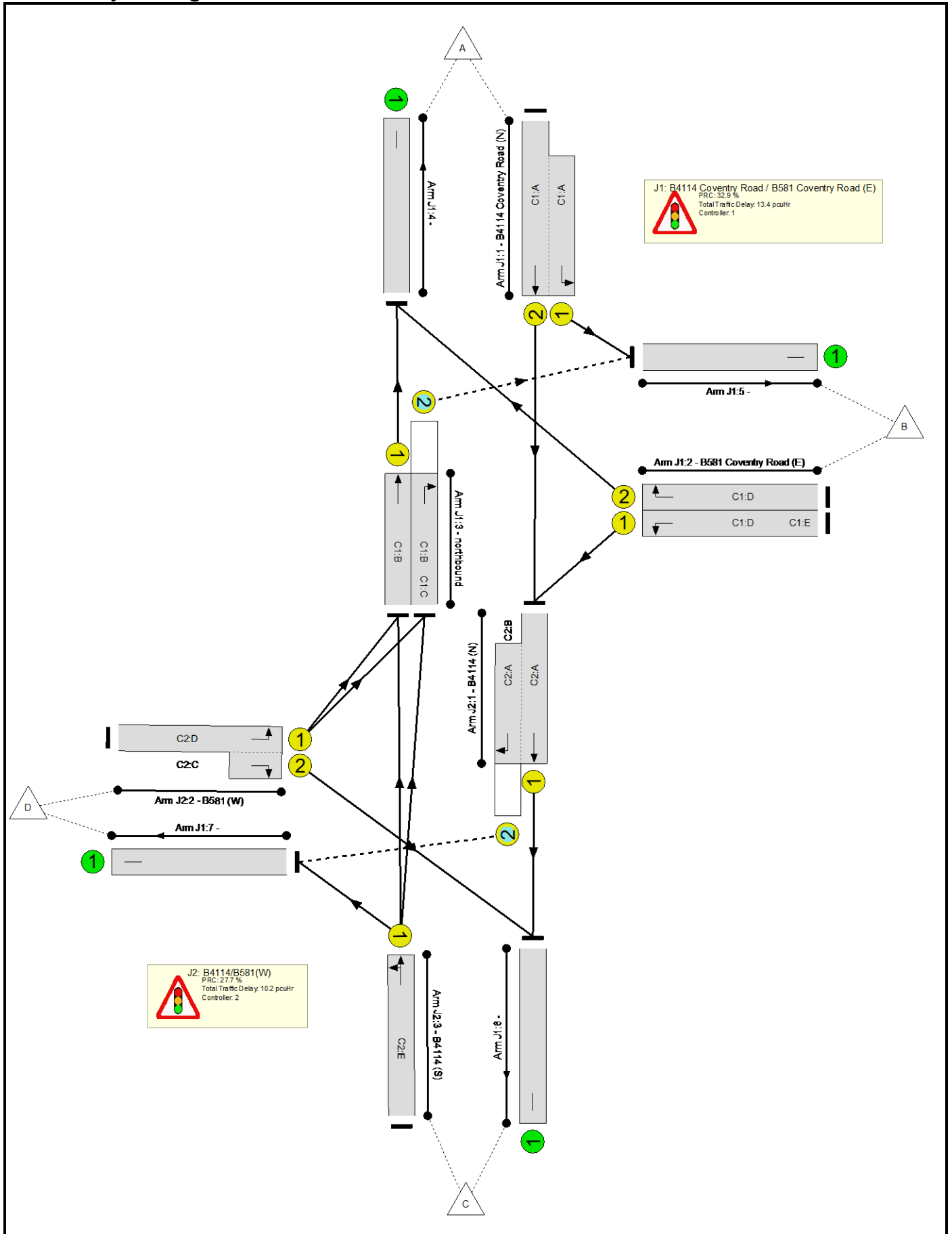
Stage Timings

Stage	1	2	3	1	2
Duration	39	4	16	31	4
Change Point	52	96	105	7	43

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: B4114 Coventry Road / B581 Coventry Road	-	-	N/A	-	-		-	-	-	-	-	-	70.5%
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	N/A	-	-		-	-	-	-	-	-	67.7%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	44	-	847	2080:1791	564+687	67.7 : 67.7%
2/1	B581 Coventry Road (E) Left	U	N/A	N/A	C1:D	C1:E	2	50	25	481	1791	776	62.0%
2/2	B581 Coventry Road (E) Right	U	N/A	N/A	C1:D		2	25	-	296	1972	444	66.7%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	73	-	579	1965	1228	47.1%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	73	19	411	1914	656	62.7%
4/1		U	N/A	N/A	-		-	-	-	875	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	876	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	599	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	330	Inf	Inf	0.0%
J2: B4114/B581(W)	-	-	N/A	-	-		-	-	-	-	-	-	70.5%
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	93	8	863	1965:1871	1179+532	49.4 : 52.6%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	20:16	-	229	1828:1868	303+23	70.3 : 70.3%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	70	-	827	1956	1174	70.5%

Full Input Data And Results

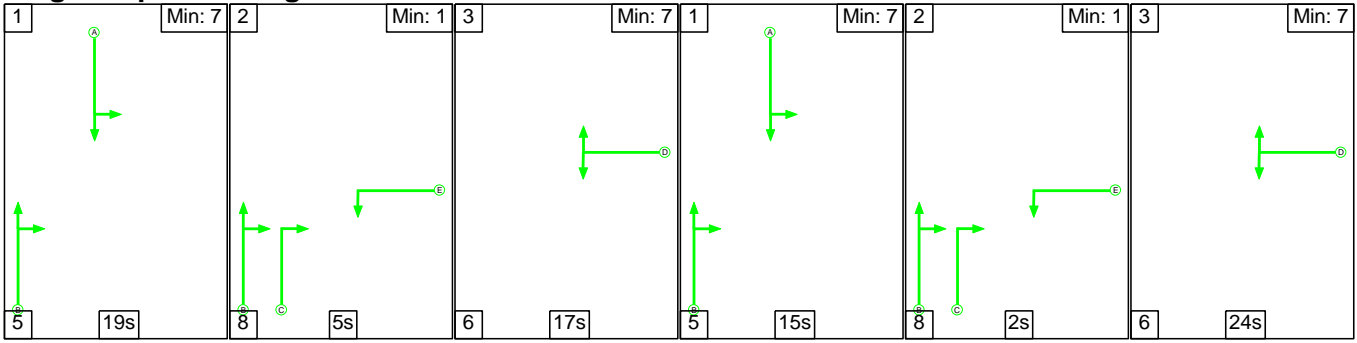
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	-	-	214	459	18	14.7	7.0	2.0	23.6	-	-	-	-
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	77	319	15	8.2	4.1	1.0	13.4	-	-	-	-
1/2+1/1	847	847	-	-	-	3.6	1.0	-	4.6	19.6	7.5	1.0	8.5
2/1	481	481	-	-	-	1.8	0.8	-	2.6	19.3	6.3	0.8	7.1
2/2	296	296	-	-	-	1.8	1.0	-	2.7	33.4	4.9	1.0	5.9
3/1	579	579	-	-	-	0.4	0.4	-	0.9	5.4	4.2	0.4	4.6
3/2	411	411	77	319	15	0.7	0.8	1.0	2.6	22.8	7.3	0.8	8.1
4/1	875	875	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	876	876	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	599	599	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	330	330	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	-	-	137	141	3	6.4	2.9	0.9	10.2	-	-	-	-
1/1+1/2	863	863	137	141	3	1.2	0.5	0.9	2.6	10.8	20.6	0.5	21.1
2/1+2/2	229	229	-	-	-	3.0	1.2	-	4.1	64.7	6.9	1.2	8.1
3/1	827	827	-	-	-	2.3	1.2	-	3.5	15.2	13.8	1.2	15.0
C1			PRC for Signalled Lanes (%):		32.9	Total Delay for Signalled Lanes (pcuHr):		13.40	Cycle Time (s): 120				
C2			PRC for Signalled Lanes (%):		27.7	Total Delay for Signalled Lanes (pcuHr):		10.21	Cycle Time (s): 120				
			PRC Over All Lanes (%):		27.7	Total Delay Over All Lanes(pcuHr):		23.61					

Full Input Data And Results

Scenario 7: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'Network Control Plan 1')

C1

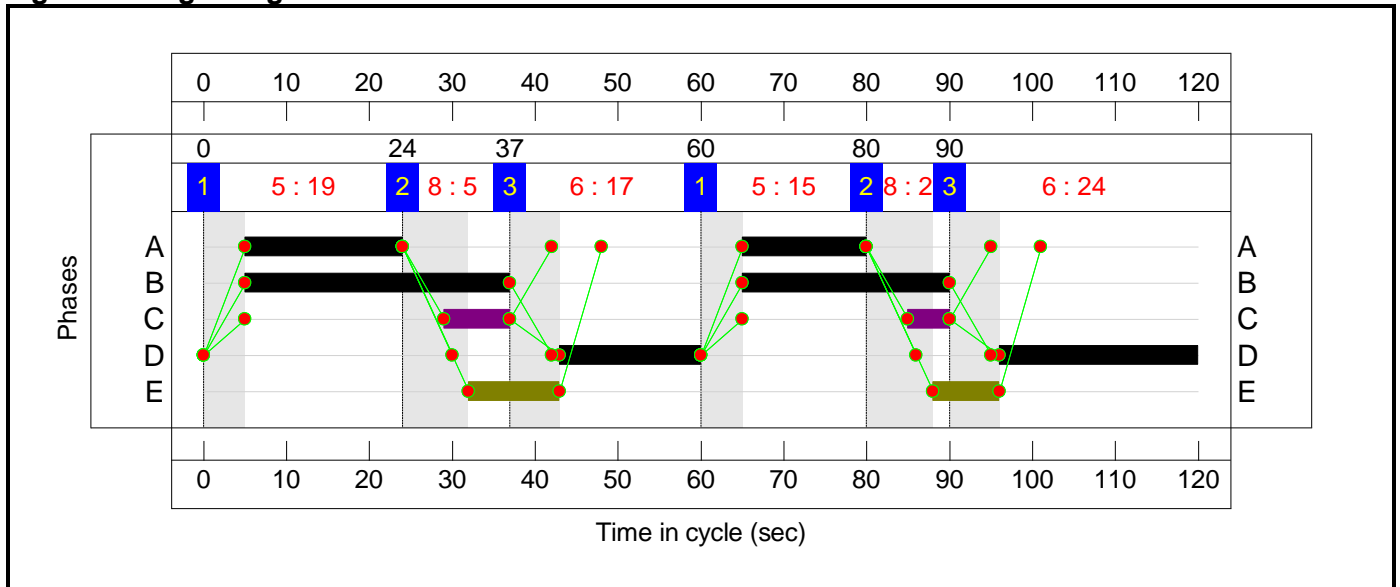
Stage Sequence Diagram



Stage Timings

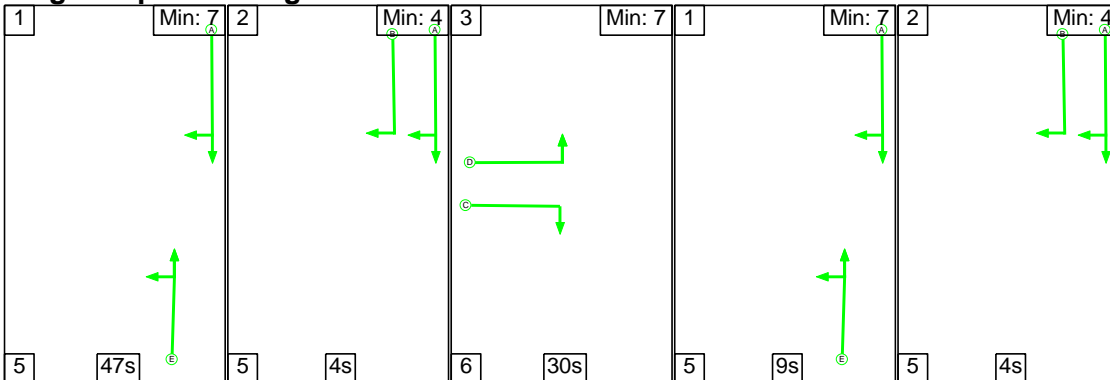
Stage	1	2	3	1	2	3
Duration	19	5	17	15	2	24
Change Point	0	24	37	60	80	90

Signal Timings Diagram



C2

Stage Sequence Diagram

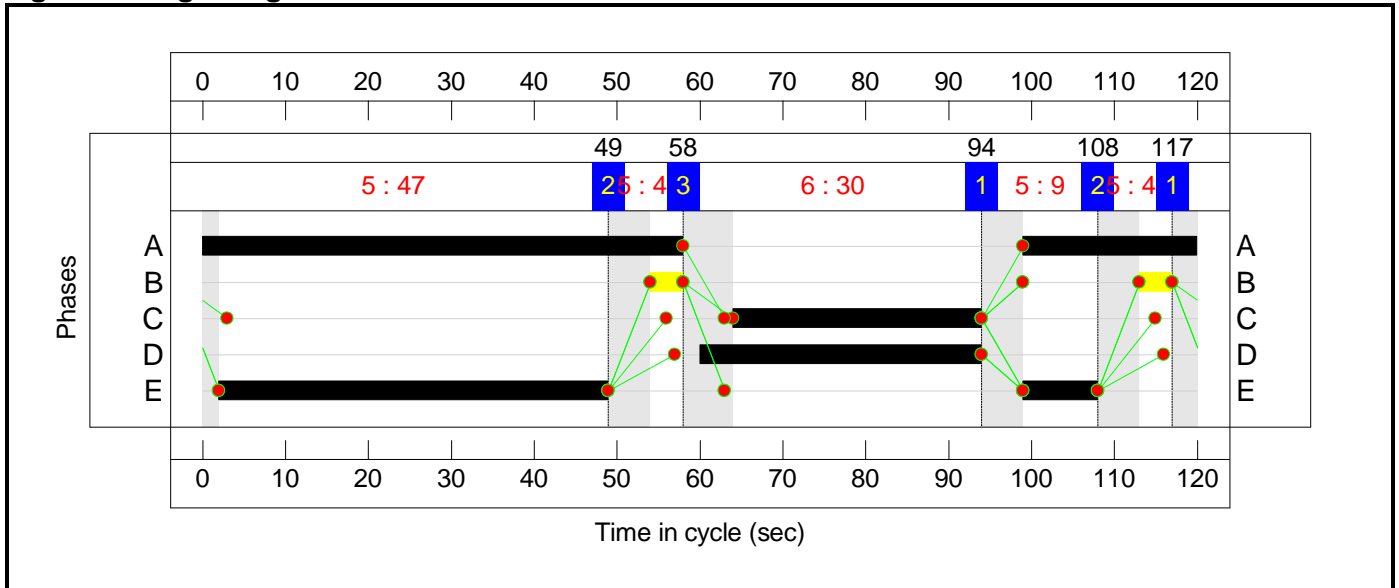


Full Input Data And Results

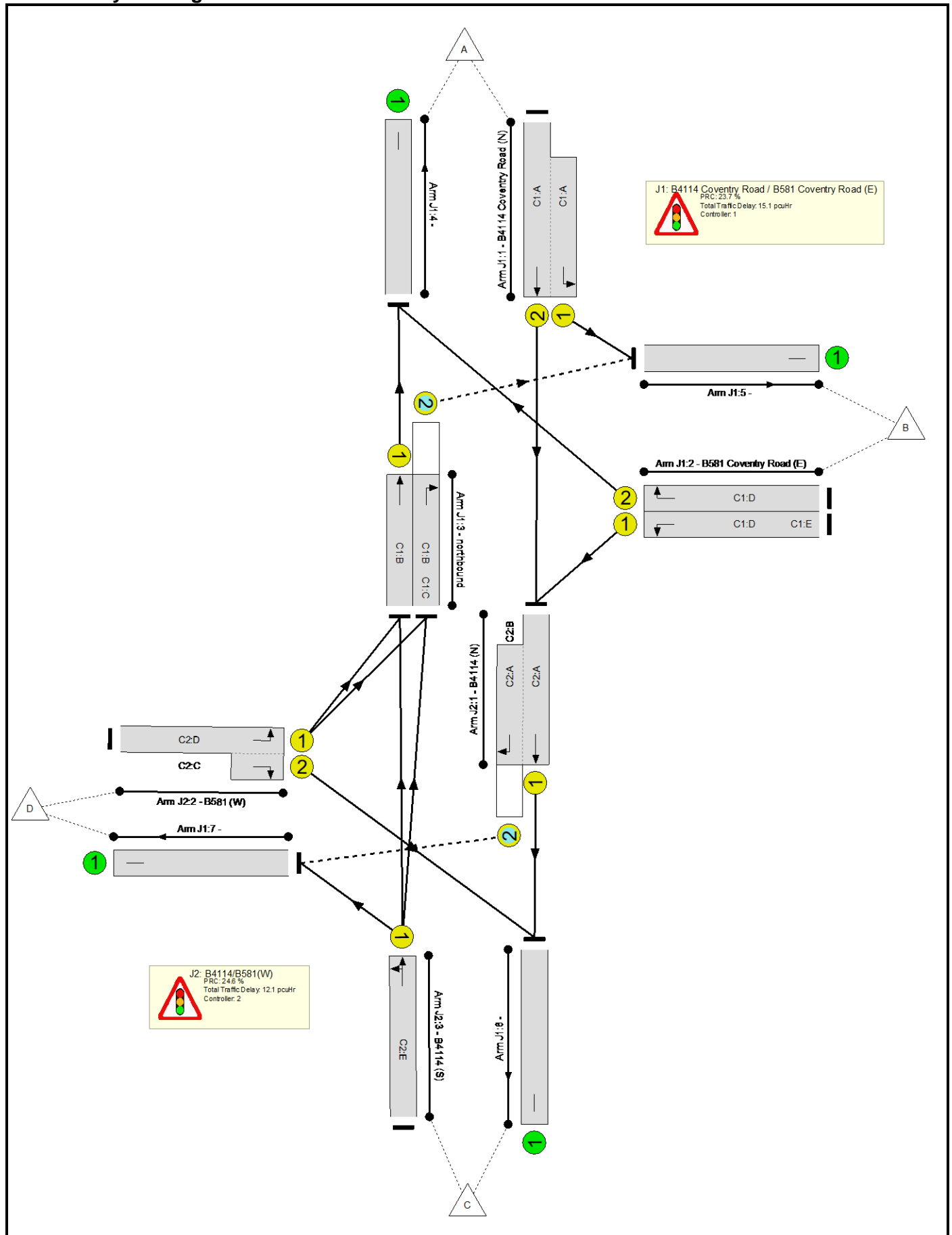
Stage Timings

Stage	1	2	3	1	2
Duration	47	4	30	9	4
Change Point	117	49	58	94	108

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: B4114 Coventry Road / B581 Coventry Road	-	-	N/A	-	-		-	-	-	-	-	-	72.8%
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	N/A	-	-		-	-	-	-	-	-	72.8%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	34	-	795	2080:1791	624+496	71.0 : 71.0%
2/1	B581 Coventry Road (E) Left	U	N/A	N/A	C1:D	C1:E	2	60	19	471	1791	925	50.9%
2/2	B581 Coventry Road (E) Right	U	N/A	N/A	C1:D		2	41	-	504	1972	707	71.3%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	57	-	461	1965	966	47.7%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	57	13	393	1914	540	72.8%
4/1		U	N/A	N/A	-		-	-	-	965	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	745	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	784	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	211	Inf	Inf	0.0%
J2: B4114/B581(W)	-	-	N/A	-	-		-	-	-	-	-	-	72.2%
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	79	8	914	1965:1871	1133+292	64.1 : 64.1%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	34:30	-	396	1828:1868	469+79	72.2 : 72.2%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	56	-	539	1958	946	57.0%

Full Input Data And Results

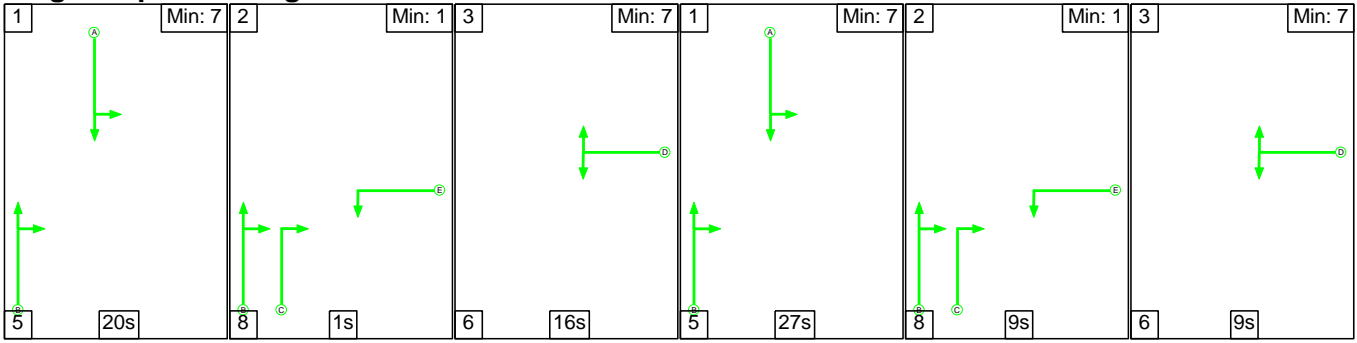
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	-	-	121	387	71	18.6	7.6	1.1	27.2	-	-	-	-
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	57	271	66	9.5	4.7	0.9	15.1	-	-	-	-
1/2+1/1	795	795	-	-	-	4.1	1.2	-	5.3	24.1	6.8	1.2	8.0
2/1	471	471	-	-	-	1.3	0.5	-	1.8	13.5	5.5	0.5	6.0
2/2	504	504	-	-	-	2.3	1.2	-	3.6	25.5	7.8	1.2	9.1
3/1	461	461	-	-	-	0.9	0.5	-	1.4	10.7	6.1	0.5	6.5
3/2	393	393	57	271	66	0.9	1.3	0.9	3.1	28.4	5.6	1.3	6.9
4/1	965	965	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	745	745	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	784	784	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	211	211	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	-	-	64	117	6	9.1	2.8	0.2	12.1	-	-	-	-
1/1+1/2	914	914	64	117	6	2.2	0.9	0.2	3.3	13.0	21.9	0.9	22.8
2/1+2/2	396	396	-	-	-	4.2	1.3	-	5.4	49.4	11.3	1.3	12.5
3/1	539	539	-	-	-	2.7	0.7	-	3.4	22.6	8.8	0.7	9.5
C1		PRC for Signalled Lanes (%):		23.7	Total Delay for Signalled Lanes (pcuHr):			15.12	Cycle Time (s): 120				
C2		PRC for Signalled Lanes (%):		24.6	Total Delay for Signalled Lanes (pcuHr):			12.13	Cycle Time (s): 120				
		PRC Over All Lanes (%):		23.7	Total Delay Over All Lanes (pcuHr):			27.25					

Full Input Data And Results

Scenario 8: '2026 WD PM' (FG8: '2026 WD PM', Plan 1: 'Network Control Plan 1')

C1

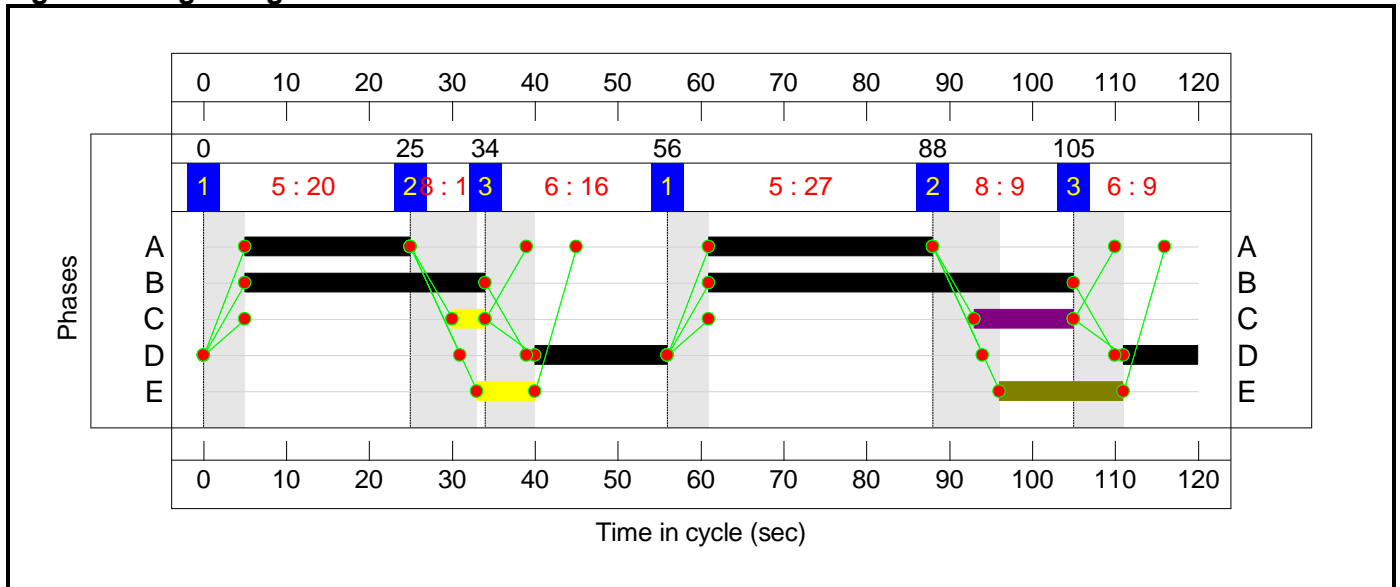
Stage Sequence Diagram



Stage Timings

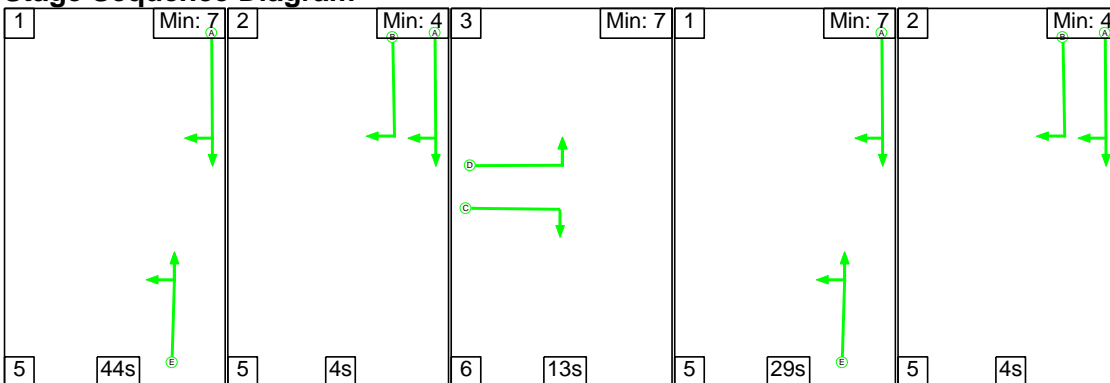
Stage	1	2	3	1	2	3
Duration	20	1	16	27	9	9
Change Point	0	25	34	56	88	105

Signal Timings Diagram



C2

Stage Sequence Diagram

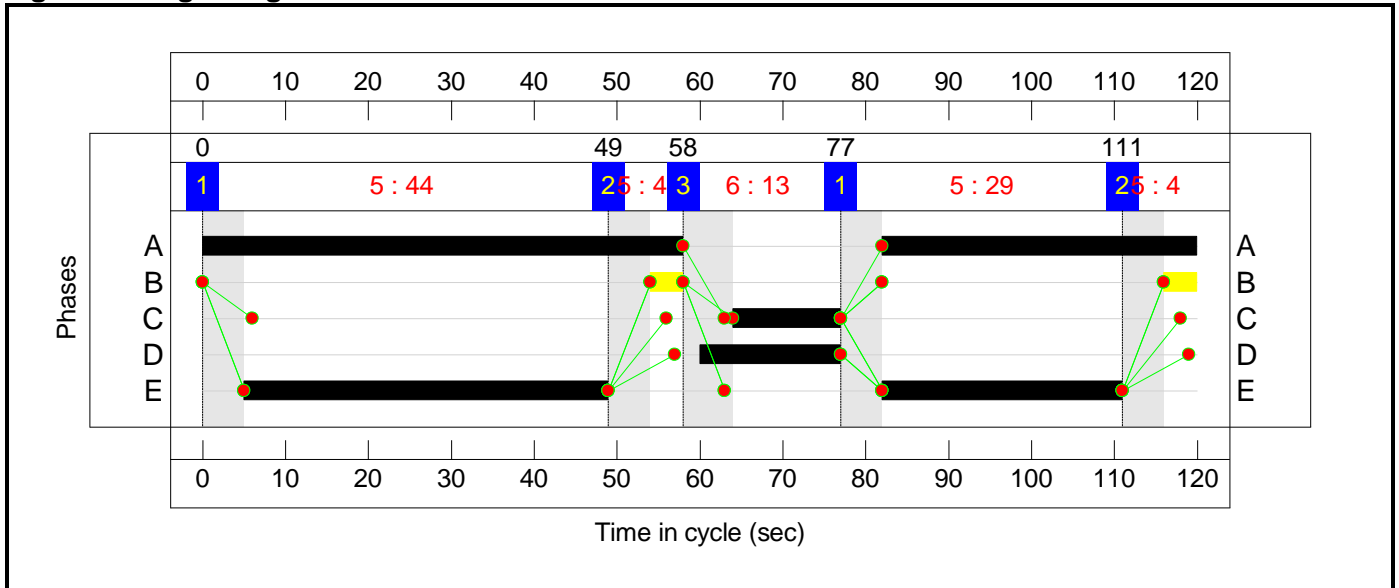


Full Input Data And Results

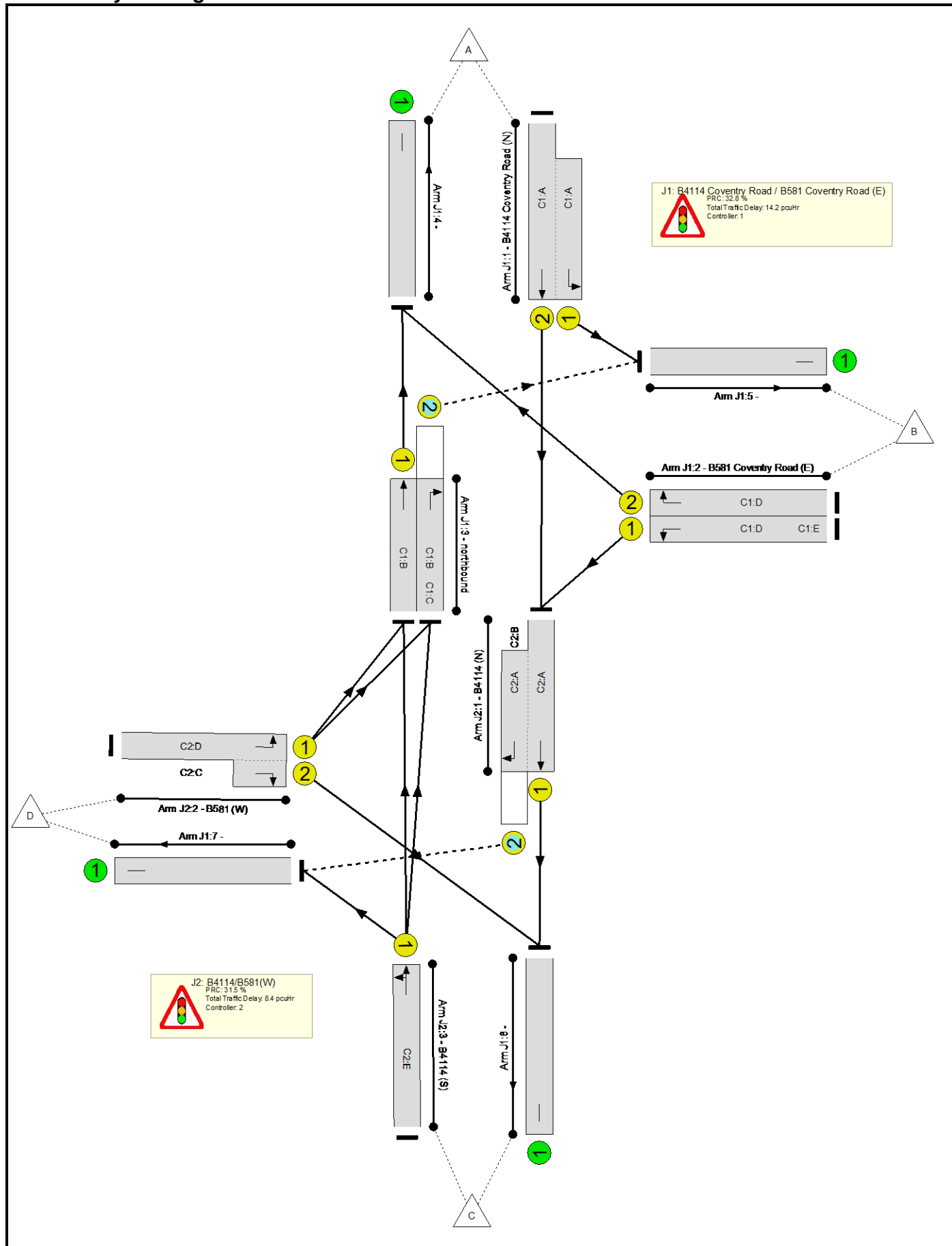
Stage Timings

Stage	1	2	3	1	2
Duration	44	4	13	29	4
Change Point	0	49	58	77	111

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: B4114 Coventry Road / B581 Coventry Road	-	-	N/A	-	-		-	-	-	-	-	-	68.5%
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	N/A	-	-		-	-	-	-	-	-	67.8%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	47	-	847	2080:1791	540+709	67.8 : 67.8%
2/1	B581 Coventry Road (E) Left	U	N/A	N/A	C1:D	C1:E	2	47	22	494	1791	731	67.5%
2/2	B581 Coventry Road (E) Right	U	N/A	N/A	C1:D		2	25	-	299	1972	444	67.4%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	73	-	555	1965	1228	45.2%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	73	16	408	1914	618	66.0%
4/1		U	N/A	N/A	-		-	-	-	854	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	889	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	587	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	338	Inf	Inf	0.0%
J2: B4114/B581(W)	-	-	N/A	-	-		-	-	-	-	-	-	68.5%
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	96	8	860	1965:1871	1201+551	47.7 : 52.1%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	17:13	-	191	1828:1868	260+21	68.2 : 68.2%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	73	-	837	1956	1222	68.5%

Full Input Data And Results

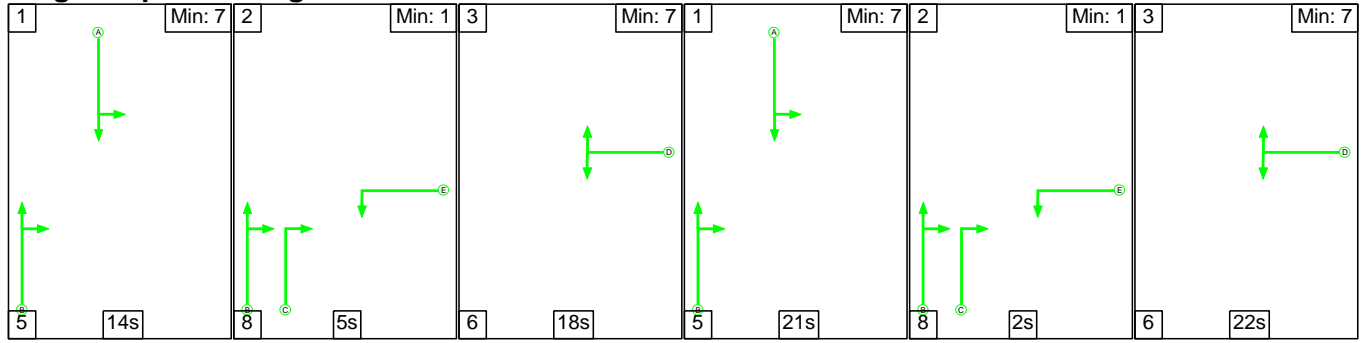
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	-	-	201	452	42	13.8	7.1	1.7	22.6	-	-	-	-
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	87	296	24	8.6	4.5	1.1	14.2	-	-	-	-
1/2+1/1	847	847	-	-	-	3.2	1.0	-	4.3	18.1	6.5	1.0	7.6
2/1	494	494	-	-	-	2.0	1.0	-	3.0	22.2	7.3	1.0	8.3
2/2	299	299	-	-	-	1.8	1.0	-	2.8	34.1	5.2	1.0	6.3
3/1	555	555	-	-	-	0.8	0.4	-	1.3	8.2	3.0	0.4	3.5
3/2	408	408	87	296	24	0.8	1.0	1.1	2.8	24.5	3.7	1.0	4.7
4/1	854	854	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	889	889	-	-	-	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
7/1	338	338	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	-	-	114	156	17	5.2	2.6	0.6	8.4	-	-	-	-
1/1+1/2	860	860	114	156	17	0.6	0.5	0.6	1.7	7.1	19.5	0.5	20.0
2/1+2/2	191	191	-	-	-	2.6	1.0	-	3.6	67.9	5.8	1.0	6.8
3/1	837	837	-	-	-	2.0	1.1	-	3.1	13.3	12.8	1.1	13.9
C1			PRC for Signalled Lanes (%):		32.8	Total Delay for Signalled Lanes (pcuHr):		14.17	Cycle Time (s): 120				
C2			PRC for Signalled Lanes (%):		31.5	Total Delay for Signalled Lanes (pcuHr):		8.40	Cycle Time (s): 120				
			PRC Over All Lanes (%):		31.5	Total Delay Over All Lanes(pcuHr):		22.57					

Full Input Data And Results

Scenario 9: '2036 WoD AM' (FG9: '2036 WoD AM', Plan 1: 'Network Control Plan 1')

C1

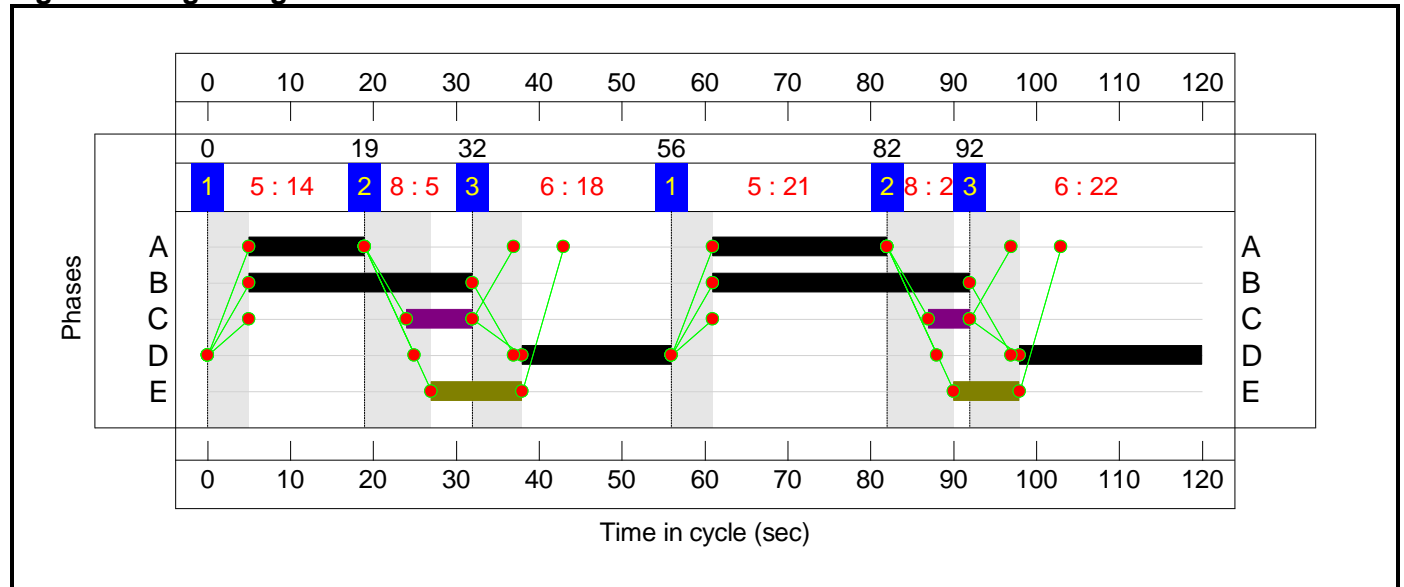
Stage Sequence Diagram



Stage Timings

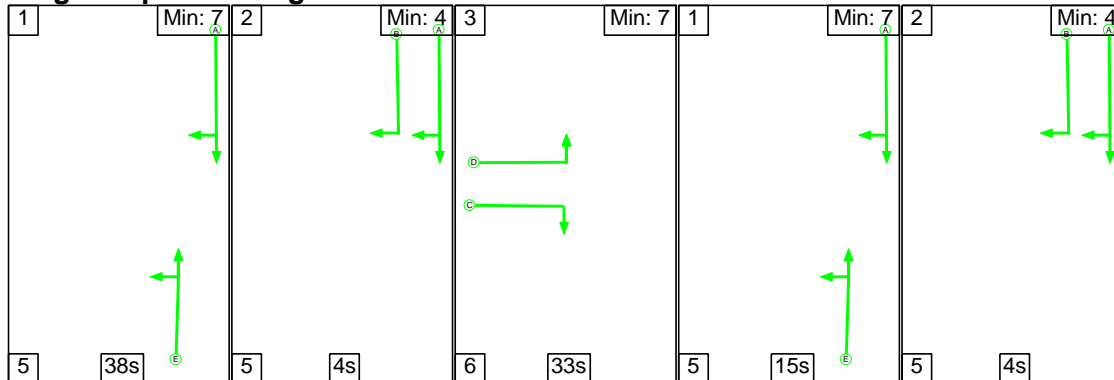
Stage	1	2	3	1	2	3
Duration	14	5	18	21	2	22
Change Point	0	19	32	56	82	92

Signal Timings Diagram



C2

Stage Sequence Diagram

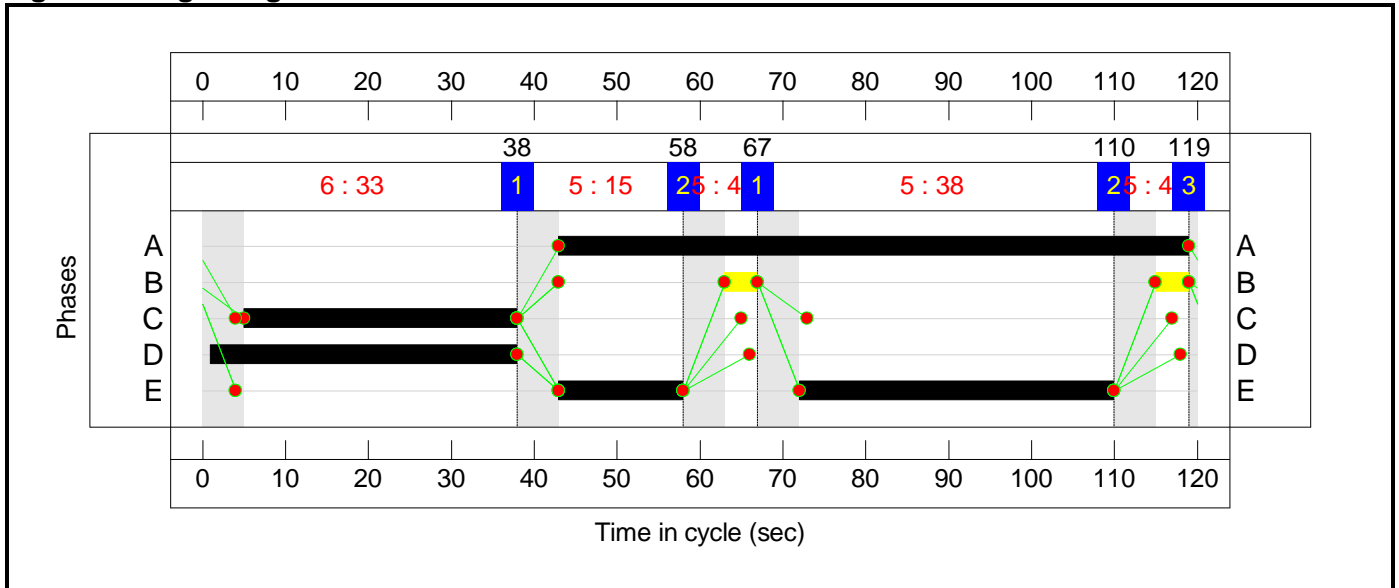


Full Input Data And Results

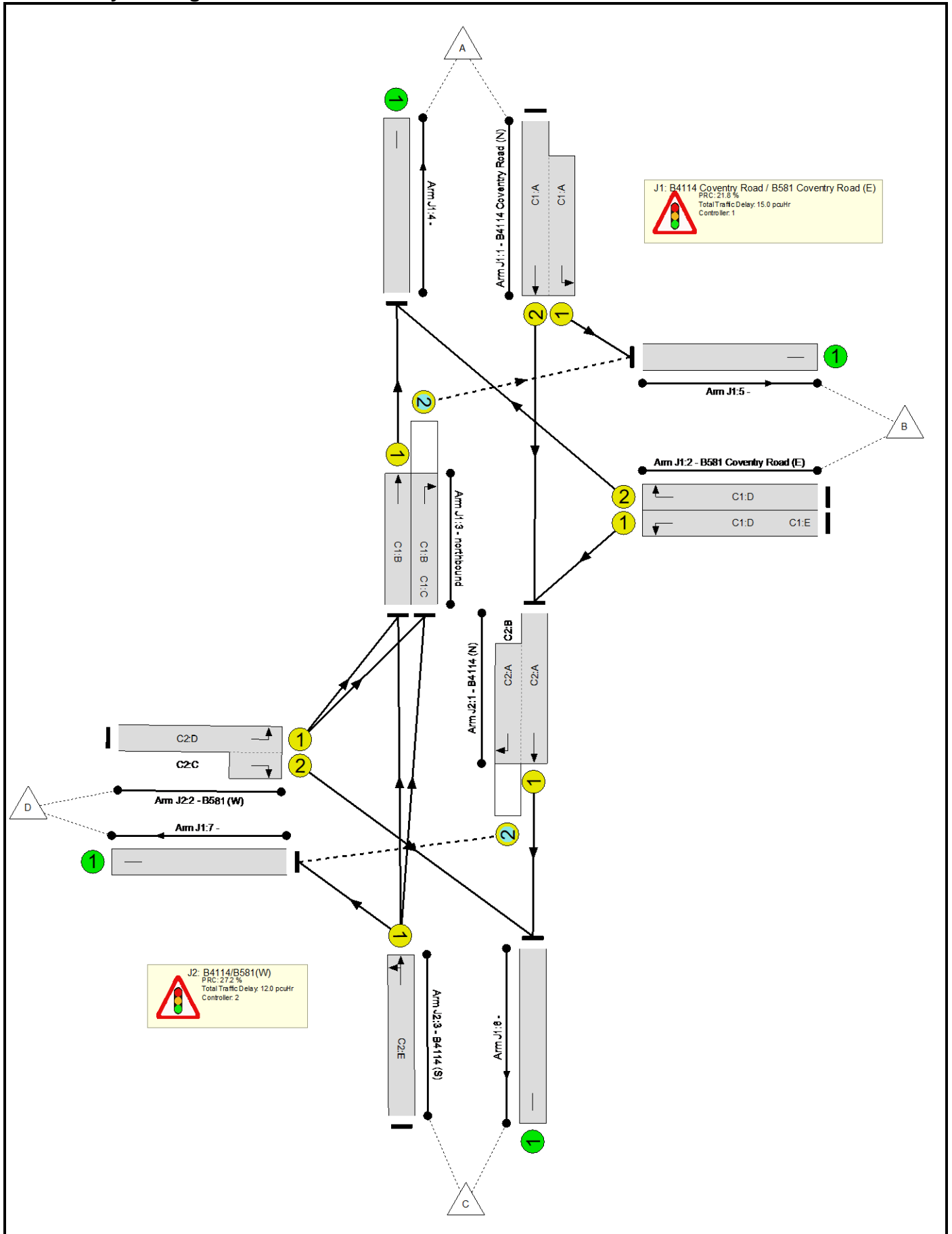
Stage Timings

Stage	1	2	3	1	2
Duration	38	4	33	15	4
Change Point	67	110	119	38	58

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: B4114 Coventry Road / B581 Coventry Road	-	-	N/A	-	-		-	-	-	-	-	-	73.9%
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	N/A	-	-		-	-	-	-	-	-	73.9%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	35	-	803	2080:1791	624+552	67.9 : 68.6%
2/1	B581 Coventry Road (E) Left	U	N/A	N/A	C1:D	C1:E	2	59	19	443	1791	910	48.7%
2/2	B581 Coventry Road (E) Right	U	N/A	N/A	C1:D		2	40	-	510	1972	690	73.9%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	58	-	442	1965	982	45.0%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	58	13	401	1914	544	73.7%
4/1		U	N/A	N/A	-		-	-	-	952	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	780	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	678	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	269	Inf	Inf	0.0%
J2: B4114/B581(W)	-	-	N/A	-	-		-	-	-	-	-	-	70.8%
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	76	8	867	1965:1871	1031+402	60.5 : 60.5%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	37:33	-	419	1828:1868	516+76	70.8 : 70.8%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	53	-	504	1957	897	56.2%

Full Input Data And Results

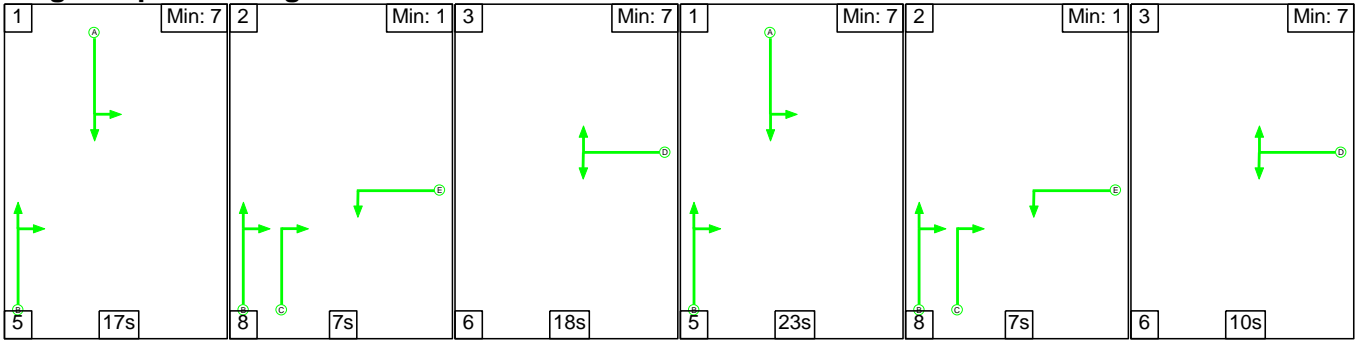
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	-	-	142	452	50	18.4	7.3	1.3	27.0	-	-	-	-
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	61	294	46	9.4	4.7	0.9	15.0	-	-	-	-
1/2+1/1	803	803	-	-	-	4.0	1.1	-	5.1	22.9	6.1	1.1	7.2
2/1	443	443	-	-	-	1.2	0.5	-	1.7	13.6	5.3	0.5	5.8
2/2	510	510	-	-	-	2.4	1.4	-	3.8	27.0	7.8	1.4	9.2
3/1	442	442	-	-	-	0.9	0.4	-	1.3	10.3	5.6	0.4	6.0
3/2	401	401	61	294	46	0.8	1.4	0.9	3.1	27.9	5.2	1.4	6.6
4/1	952	952	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	780	780	-	-	-	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
7/1	269	269	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	-	-	81	158	4	9.0	2.6	0.4	12.0	-	-	-	-
1/1+1/2	867	867	81	158	4	2.5	0.8	0.4	3.7	15.2	21.1	0.8	21.9
2/1+2/2	419	419	-	-	-	4.2	1.2	-	5.4	46.0	11.8	1.2	13.0
3/1	504	504	-	-	-	2.4	0.6	-	3.0	21.5	9.5	0.6	10.2
C1			PRC for Signalled Lanes (%):		21.8	Total Delay for Signalled Lanes (pcuHr):		14.97	Cycle Time (s): 120				
C2			PRC for Signalled Lanes (%):		27.2	Total Delay for Signalled Lanes (pcuHr):		12.03	Cycle Time (s): 120				
			PRC Over All Lanes (%):		21.8	Total Delay Over All Lanes (pcuHr):		27.00					

Full Input Data And Results

Scenario 10: '2036 WoD PM' (FG10: '2036 WoD PM', Plan 1: 'Network Control Plan 1')

C1

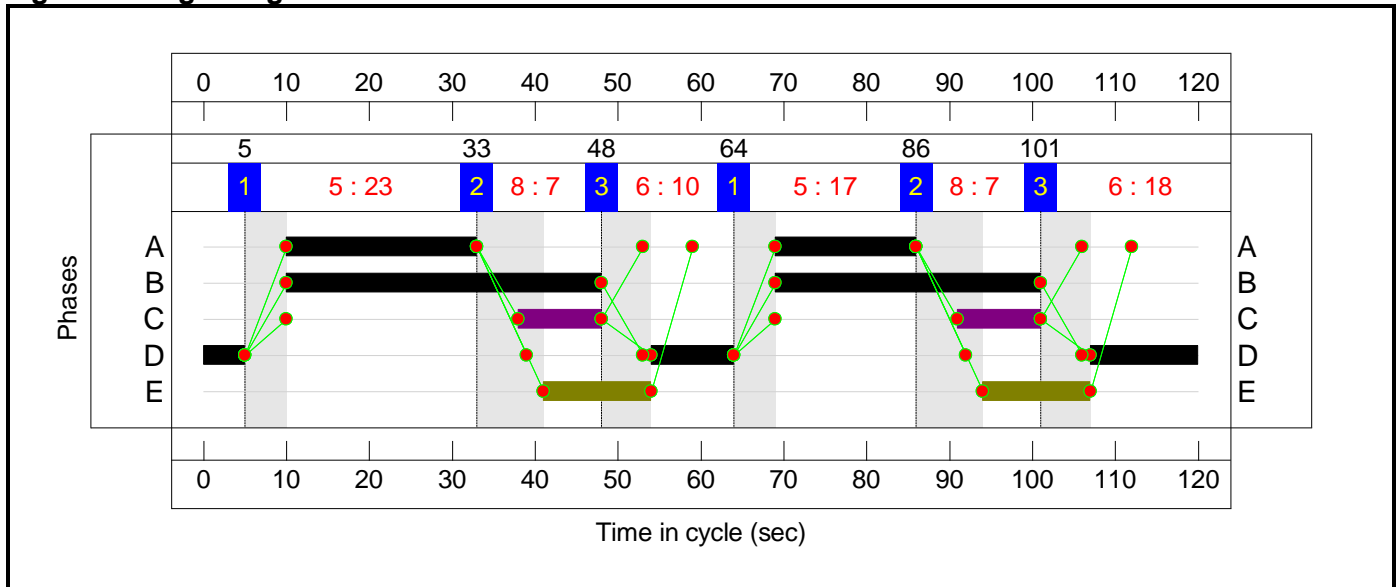
Stage Sequence Diagram



Stage Timings

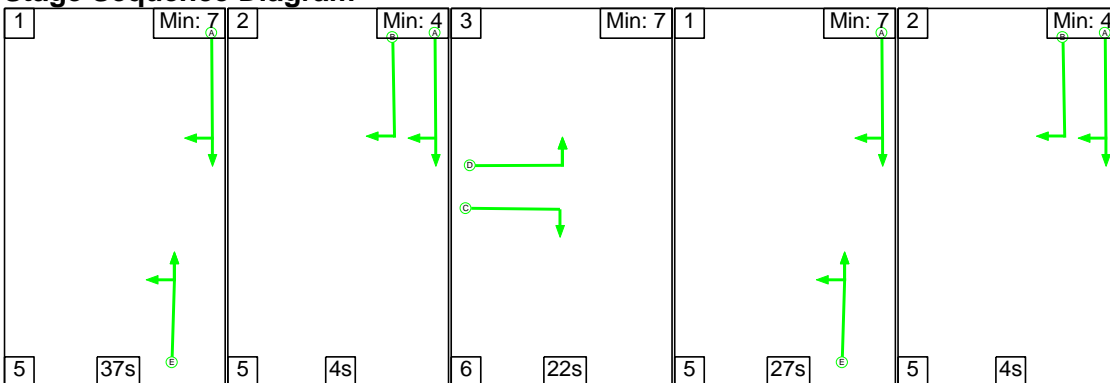
Stage	1	2	3	1	2	3
Duration	17	7	18	23	7	10
Change Point	64	86	101	5	33	48

Signal Timings Diagram



C2

Stage Sequence Diagram

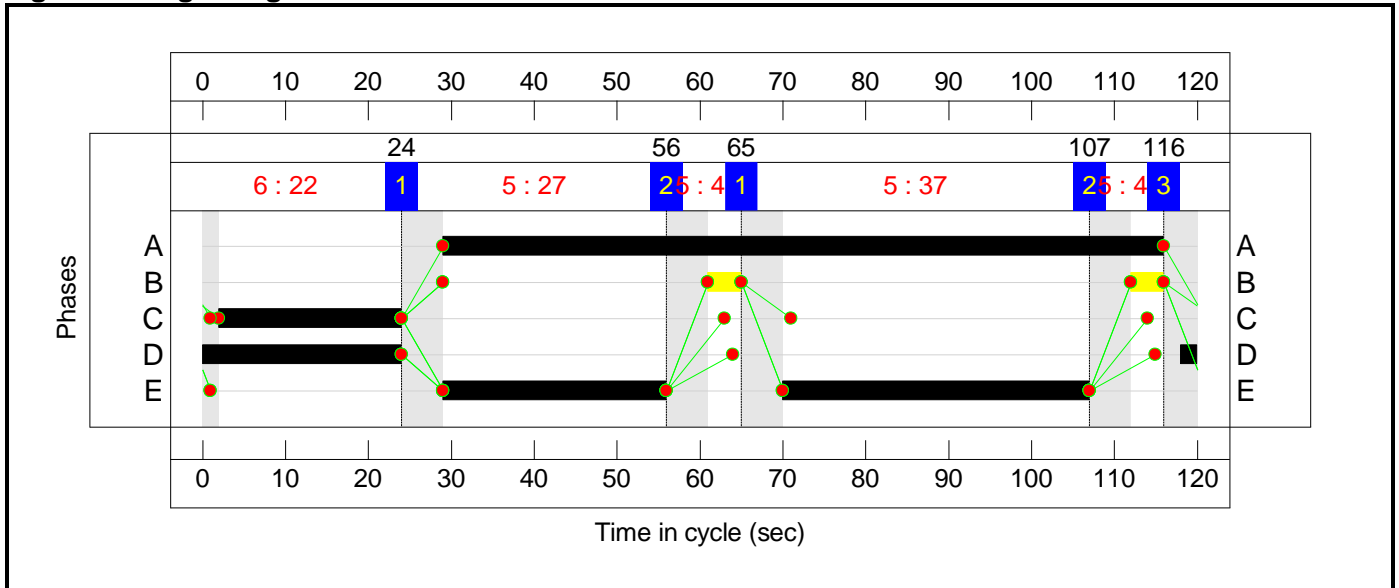


Full Input Data And Results

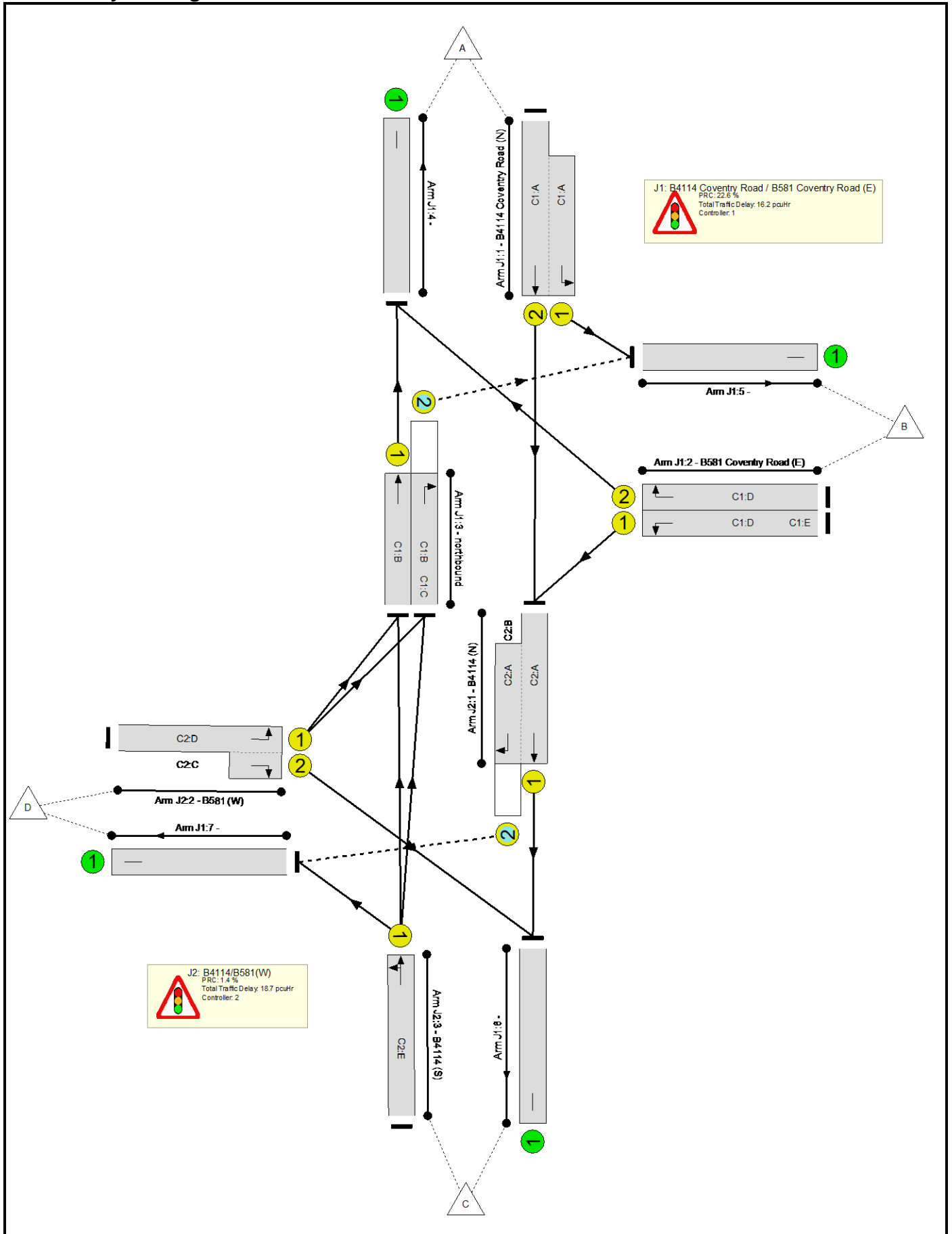
Stage Timings

Stage	1	2	3	1	2
Duration	37	4	22	27	4
Change Point	65	107	116	24	56

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: B4114 Coventry Road / B581 Coventry Road	-	-	N/A	-	-		-	-	-	-	-	-	88.7%
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	N/A	-	-		-	-	-	-	-	-	73.4%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	40	-	826	2080:1791	504+627	73.1 : 73.1%
2/1	B581 Coventry Road (E) Left	U	N/A	N/A	C1:D	C1:E	2	54	26	432	1791	836	51.7%
2/2	B581 Coventry Road (E) Right	U	N/A	N/A	C1:D		2	28	-	362	1972	493	73.4%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	70	-	792	1965	1179	67.2%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	70	20	456	1914	656	69.5%
4/1		U	N/A	N/A	-		-	-	-	1154	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	914	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	552	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	318	Inf	Inf	0.0%
J2: B4114/B581(W)	-	-	N/A	-	-		-	-	-	-	-	-	88.7%
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	87	8	800	1965:1871	839+414	63.4 : 64.8%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	26:22	-	363	1828:1868	393+23	87.4 : 87.4%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	64	-	955	1957	1076	88.7%

Full Input Data And Results

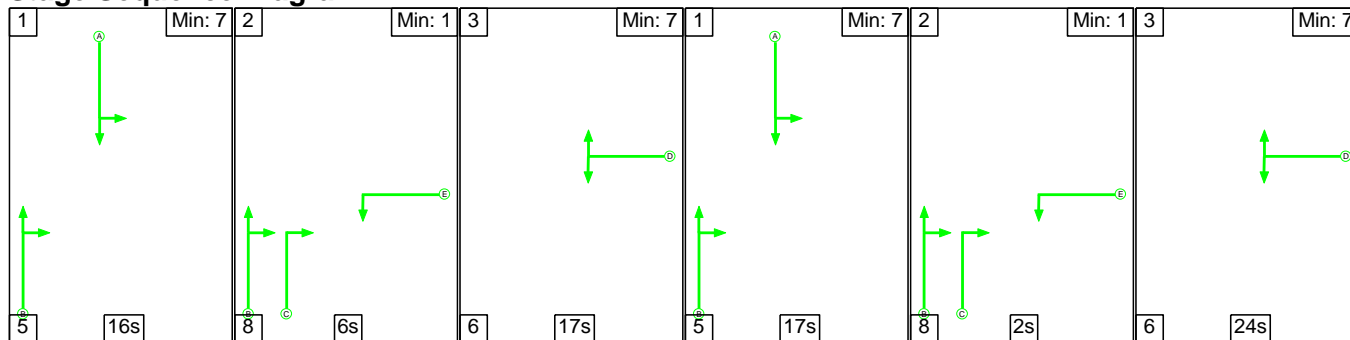
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	-	-	108	554	63	19.9	13.1	2.0	34.9	-	-	-	-
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	61	349	45	9.8	5.4	1.0	16.2	-	-	-	-
1/2+1/1	826	826	-	-	-	3.8	1.3	-	5.1	22.3	7.3	1.3	8.6
2/1	432	432	-	-	-	1.4	0.5	-	1.9	15.8	5.5	0.5	6.1
2/2	362	362	-	-	-	2.1	1.4	-	3.4	34.2	5.8	1.4	7.2
3/1	792	792	-	-	-	1.4	1.0	-	2.4	11.0	7.7	1.0	8.7
3/2	456	456	61	349	45	1.2	1.1	1.0	3.4	26.5	8.6	1.1	9.7
4/1	1154	1154	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	914	914	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	552	552	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	318	318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	-	-	46	204	17	10.1	7.7	0.9	18.7	-	-	-	-
1/1+1/2	800	800	46	204	17	0.9	0.9	0.9	2.7	12.3	19.4	0.9	20.3
2/1+2/2	363	363	-	-	-	4.5	3.1	-	7.6	75.4	11.4	3.1	14.5
3/1	955	955	-	-	-	4.6	3.7	-	8.4	31.5	18.3	3.7	22.0
C1			PRC for Signalled Lanes (%):		22.6	Total Delay for Signalled Lanes (pcuHr):		16.24	Cycle Time (s): 120				
C2			PRC for Signalled Lanes (%):		1.4	Total Delay for Signalled Lanes (pcuHr):		18.70	Cycle Time (s): 120				
			PRC Over All Lanes (%):		1.4	Total Delay Over All Lanes(pcuHr):		34.95					

Full Input Data And Results

Scenario 11: '2036 WoDWS AM' (FG11: '2036 WoDWS AM', Plan 1: 'Network Control Plan 1')

C1

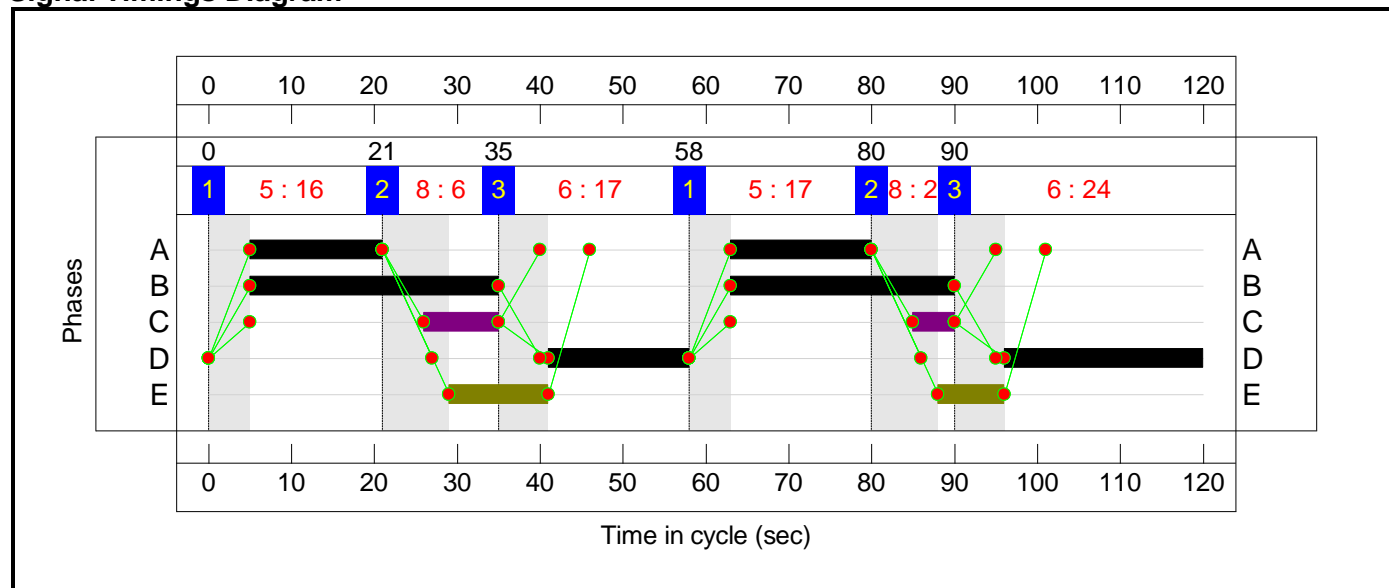
Stage Sequence Diagram



Stage Timings

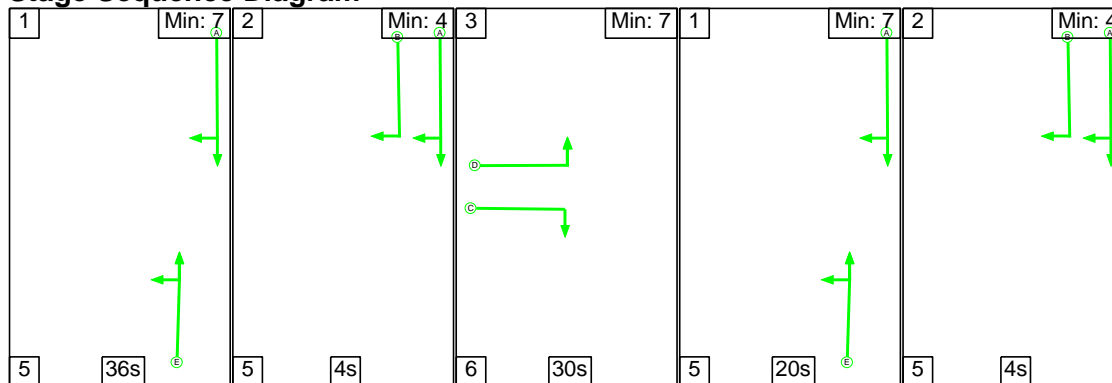
Stage	1	2	3	1	2	3
Duration	16	6	17	17	2	24
Change Point	0	21	35	58	80	90

Signal Timings Diagram



C2

Stage Sequence Diagram

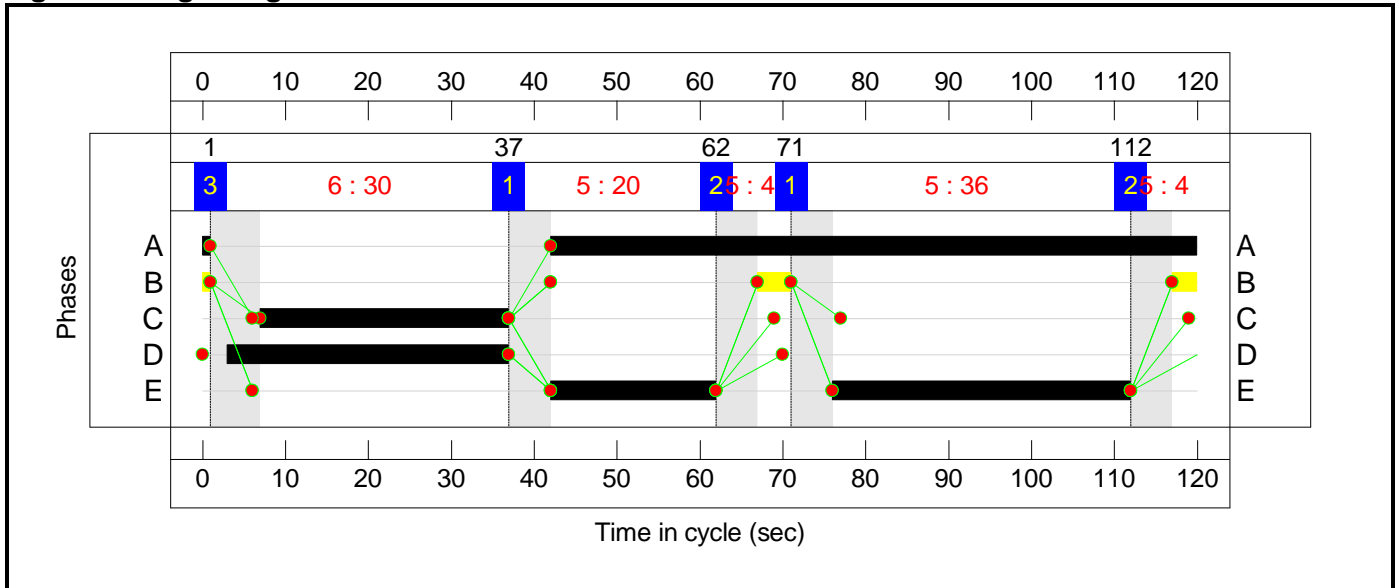


Full Input Data And Results

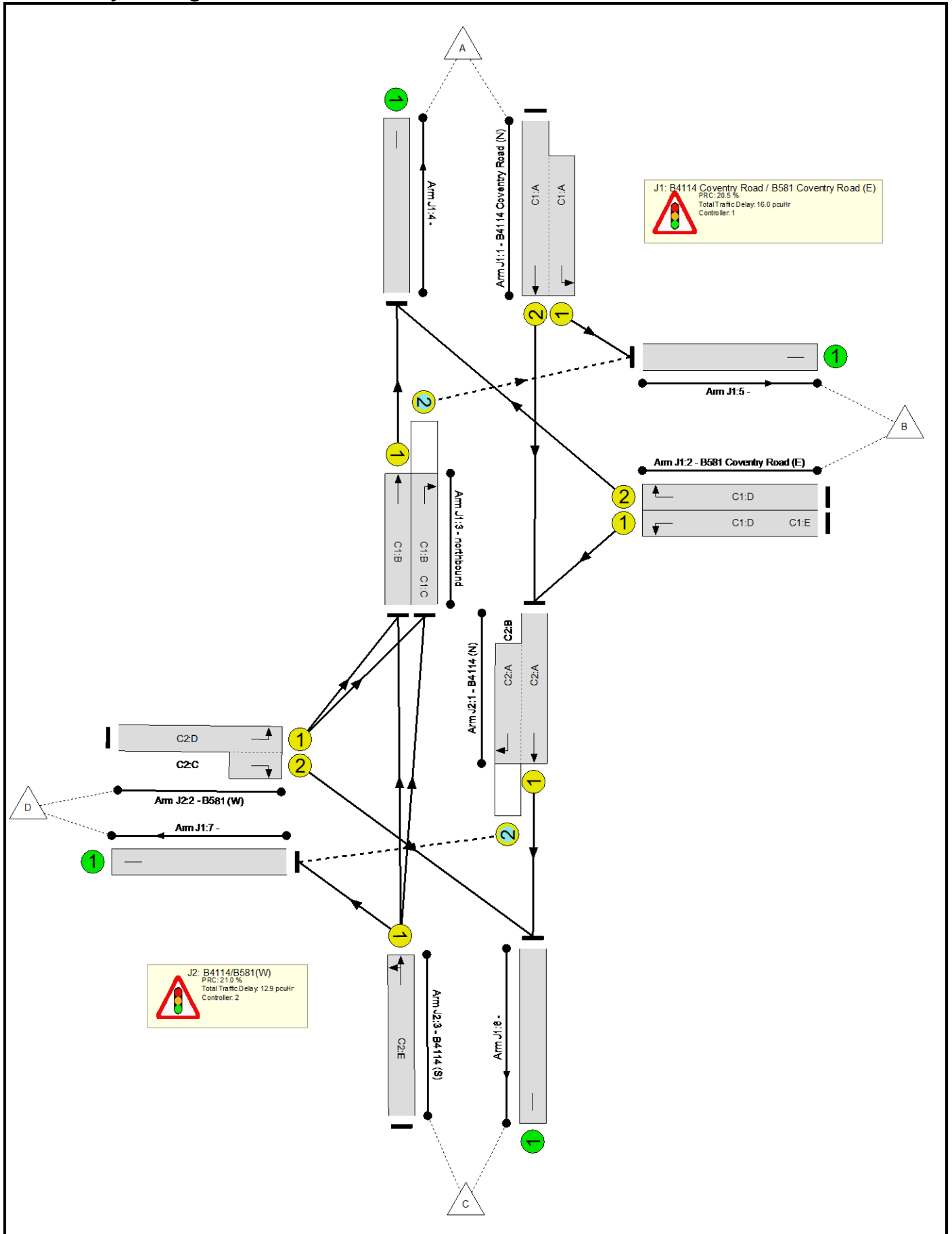
Stage Timings

Stage	1	2	3	1	2
Duration	36	4	30	20	4
Change Point	71	112	1	37	62

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: B4114 Coventry Road / B581 Coventry Road	-	-	N/A	-	-		-	-	-	-	-	-	74.7%
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	N/A	-	-		-	-	-	-	-	-	74.7%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	33	-	803	2080:1791	607+522	72.7 : 69.3%
2/1	B581 Coventry Road (E) Left	U	N/A	N/A	C1:D	C1:E	2	61	20	434	1791	940	46.2%
2/2	B581 Coventry Road (E) Right	U	N/A	N/A	C1:D		2	41	-	527	1972	707	74.6%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	57	-	518	1965	966	53.6%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	57	14	411	1914	550	74.7%
4/1		U	N/A	N/A	-		-	-	-	1045	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	773	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	779	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	174	Inf	Inf	0.0%
J2: B4114/B581(W)	-	-	N/A	-	-		-	-	-	-	-	-	74.4%
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	79	8	875	1965:1871	1162+242	62.3 : 62.3%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	34:30	-	407	1828:1868	473+74	74.4 : 74.4%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	56	-	600	1959	947	63.4%

Full Input Data And Results

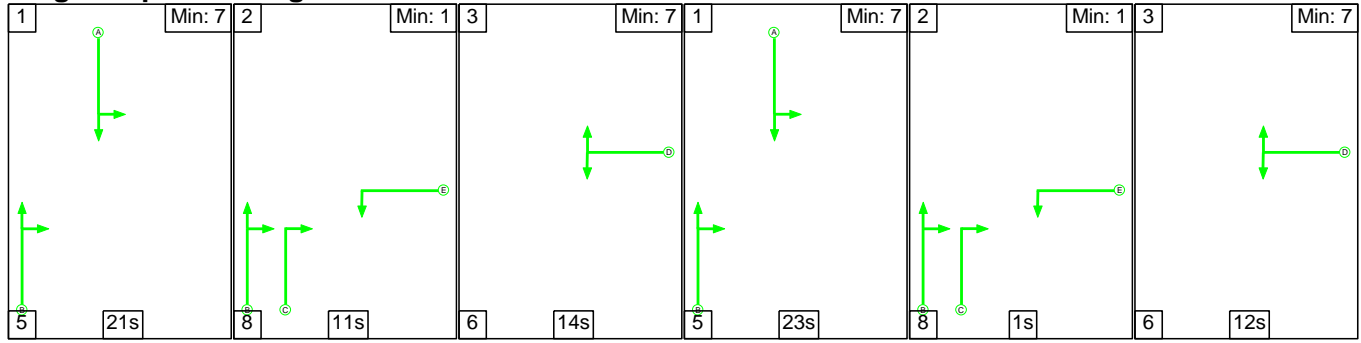
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	-	-	110	409	43	19.4	8.2	1.3	28.9	-	-	-	-
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	51	319	41	10.1	5.1	0.9	16.0	-	-	-	-
1/2+1/1	803	803	-	-	-	4.2	1.2	-	5.5	24.5	6.7	1.2	8.0
2/1	434	434	-	-	-	1.1	0.4	-	1.5	12.5	4.6	0.4	5.0
2/2	527	527	-	-	-	2.5	1.4	-	3.9	26.8	7.9	1.4	9.3
3/1	518	518	-	-	-	1.3	0.6	-	1.9	13.0	7.4	0.6	8.0
3/2	411	411	51	319	41	1.0	1.4	0.9	3.3	28.7	4.8	1.4	6.2
4/1	1045	1045	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	773	773	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	779	779	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	174	174	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	-	-	59	90	2	9.4	3.1	0.4	12.9	-	-	-	-
1/1+1/2	875	875	59	90	2	2.5	0.8	0.4	3.7	15.1	21.4	0.8	22.2
2/1+2/2	407	407	-	-	-	4.3	1.4	-	5.7	50.7	11.7	1.4	13.2
3/1	600	600	-	-	-	2.6	0.9	-	3.5	20.8	11.7	0.9	12.5
C1			PRC for Signalled Lanes (%):		20.5	Total Delay for Signalled Lanes (pcuHr):		16.04	Cycle Time (s): 120				
C2			PRC for Signalled Lanes (%):		21.0	Total Delay for Signalled Lanes (pcuHr):		12.88	Cycle Time (s): 120				
			PRC Over All Lanes (%):		20.5	Total Delay Over All Lanes (pcuHr):		28.91					

Full Input Data And Results

Scenario 12: '2036 WoDWS PM' (FG12: '2036 WoDWS PM', Plan 1: 'Network Control Plan 1')

C1

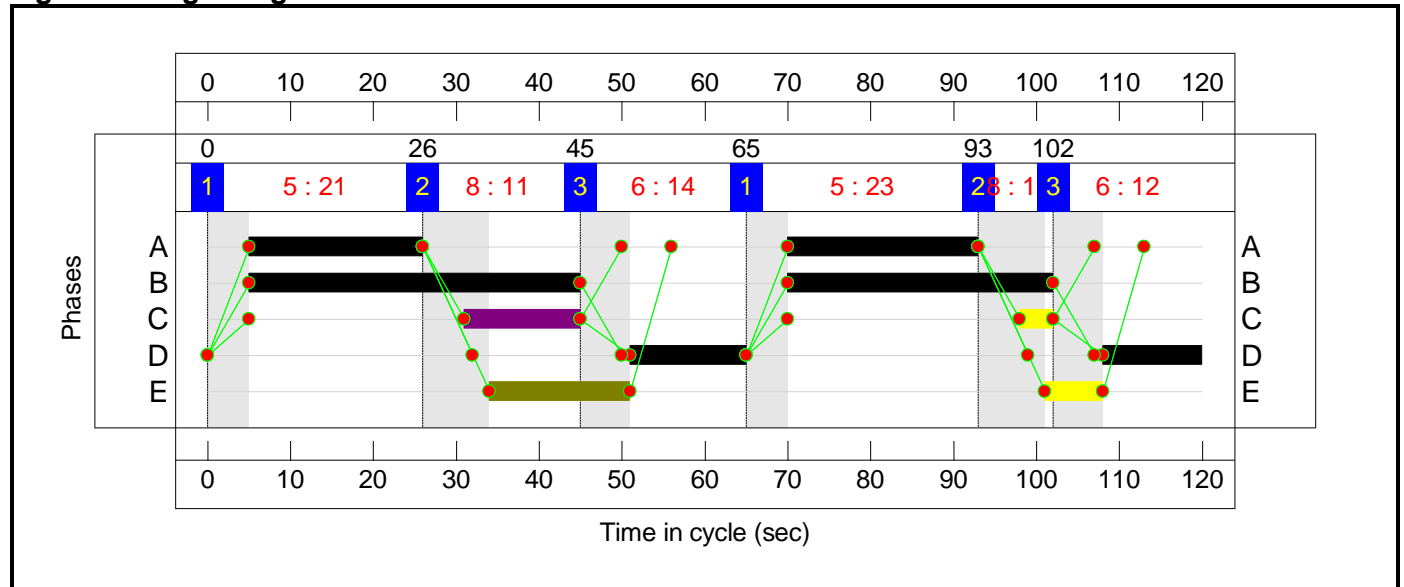
Stage Sequence Diagram



Stage Timings

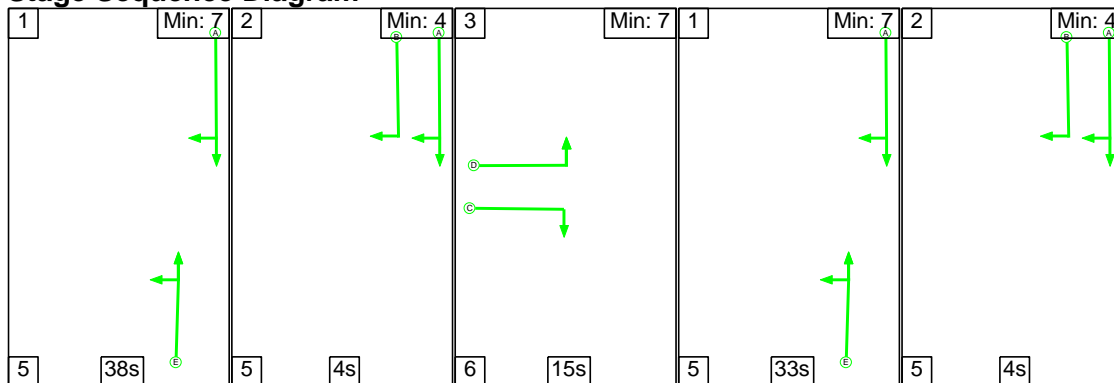
Stage	1	2	3	1	2	3
Duration	21	11	14	23	1	12
Change Point	0	26	45	65	93	102

Signal Timings Diagram



C2

Stage Sequence Diagram

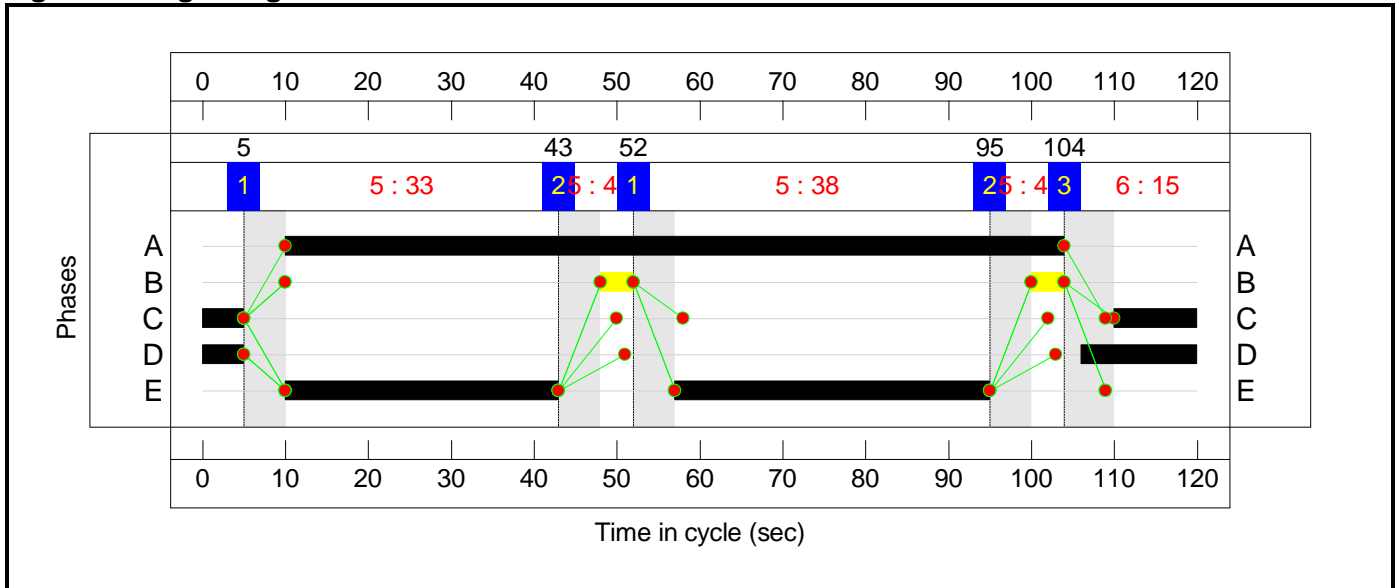


Full Input Data And Results

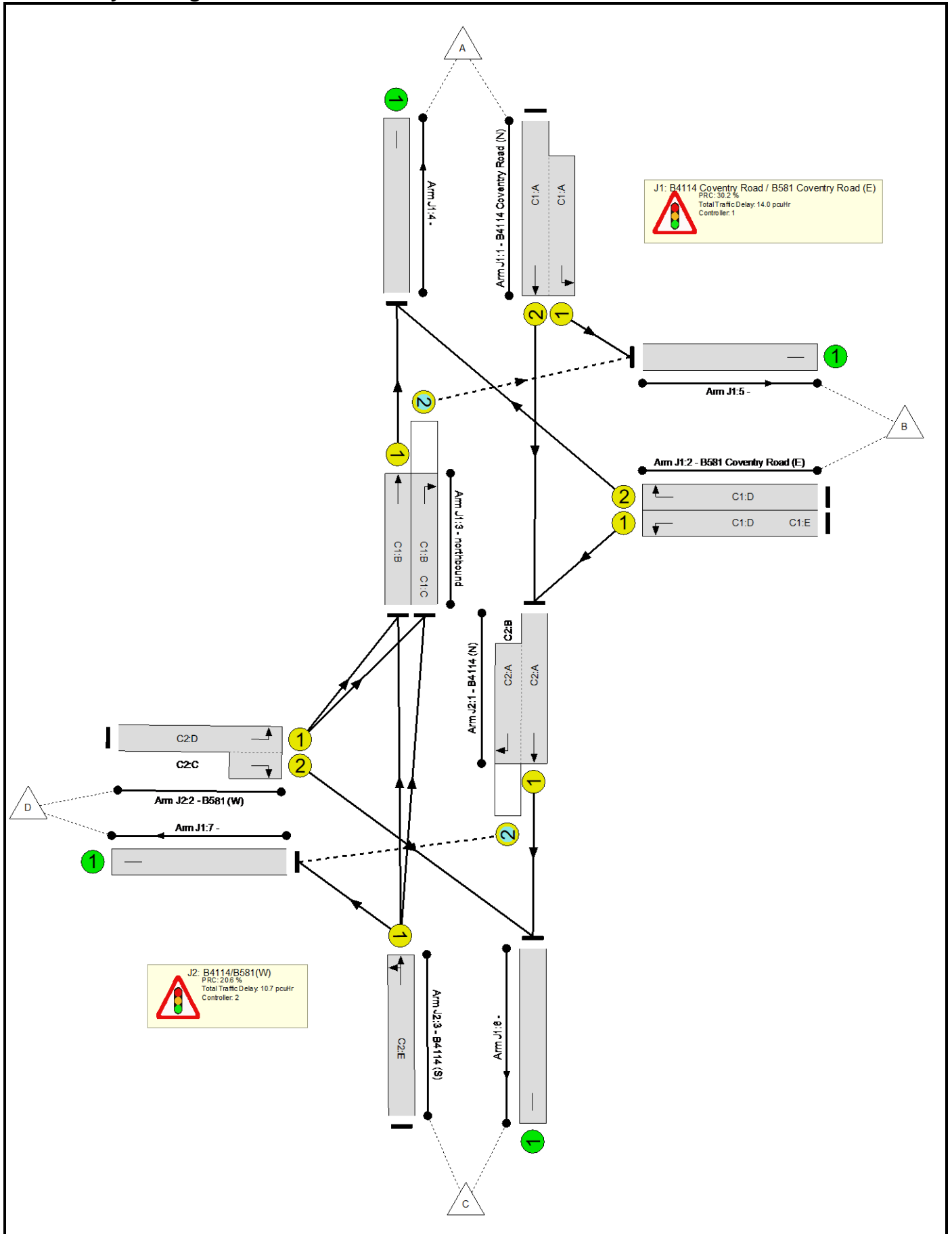
Stage Timings

Stage	1	2	3	1	2
Duration	38	4	15	33	4
Change Point	52	95	104	5	43

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: B4114 Coventry Road / B581 Coventry Road	-	-	N/A	-	-		-	-	-	-	-	-	74.6%
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	N/A	-	-		-	-	-	-	-	-	69.1%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	44	-	840	2080:1791	556+687	67.6 : 67.6%
2/1	B581 Coventry Road (E) Left	U	N/A	N/A	C1:D	C1:E	2	50	24	486	1791	776	62.6%
2/2	B581 Coventry Road (E) Right	U	N/A	N/A	C1:D		2	26	-	318	1972	460	69.1%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	72	-	621	1965	1212	51.2%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	72	18	420	1914	642	65.5%
4/1		U	N/A	N/A	-		-	-	-	939	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	884	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	334	Inf	Inf	0.0%
J2: B4114/B581(W)	-	-	N/A	-	-		-	-	-	-	-	-	74.6%
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	94	8	862	1965:1871	1188+501	48.9 : 56.0%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	19:15	-	221	1828:1868	289+21	71.3 : 71.3%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	71	-	888	1956	1190	74.6%

Full Input Data And Results

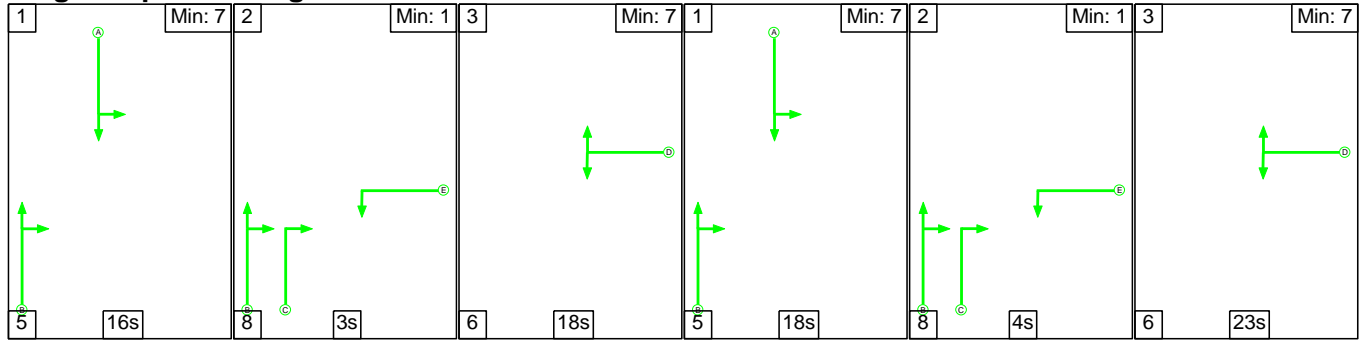
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	-	-	208	474	19	14.9	7.6	2.1	24.7	-	-	-	-
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	79	324	17	8.5	4.4	1.1	14.0	-	-	-	-
1/2+1/1	840	840	-	-	-	3.5	1.0	-	4.6	19.6	7.5	1.0	8.5
2/1	486	486	-	-	-	1.8	0.8	-	2.6	19.4	6.5	0.8	7.3
2/2	318	318	-	-	-	1.9	1.1	-	3.0	33.7	5.2	1.1	6.3
3/1	621	621	-	-	-	0.5	0.5	-	1.0	6.0	5.1	0.5	5.6
3/2	420	420	79	324	17	0.8	0.9	1.1	2.8	24.1	7.4	0.9	8.3
4/1	939	939	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	884	884	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	596	596	-	-	-	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
J2: B4114/B581(W)	-	-	130	149	2	6.4	3.2	1.0	10.7	-	-	-	-
1/1+1/2	862	862	130	149	2	1.0	0.5	1.0	2.6	10.9	20.5	0.5	21.1
2/1+2/2	221	221	-	-	-	2.9	1.2	-	4.1	66.8	6.7	1.2	7.9
3/1	888	888	-	-	-	2.5	1.5	-	4.0	16.0	15.3	1.5	16.7
C1			PRC for Signalled Lanes (%):		30.2	Total Delay for Signalled Lanes (pcuHr):		14.02	Cycle Time (s): 120				
C2			PRC for Signalled Lanes (%):		20.6	Total Delay for Signalled Lanes (pcuHr):		10.66	Cycle Time (s): 120				
			PRC Over All Lanes (%):		20.6	Total Delay Over All Lanes (pcuHr):		24.68					

Full Input Data And Results

Scenario 13: '2036 WD AM' (FG13: '2036 WD AM', Plan 1: 'Network Control Plan 1')

C1

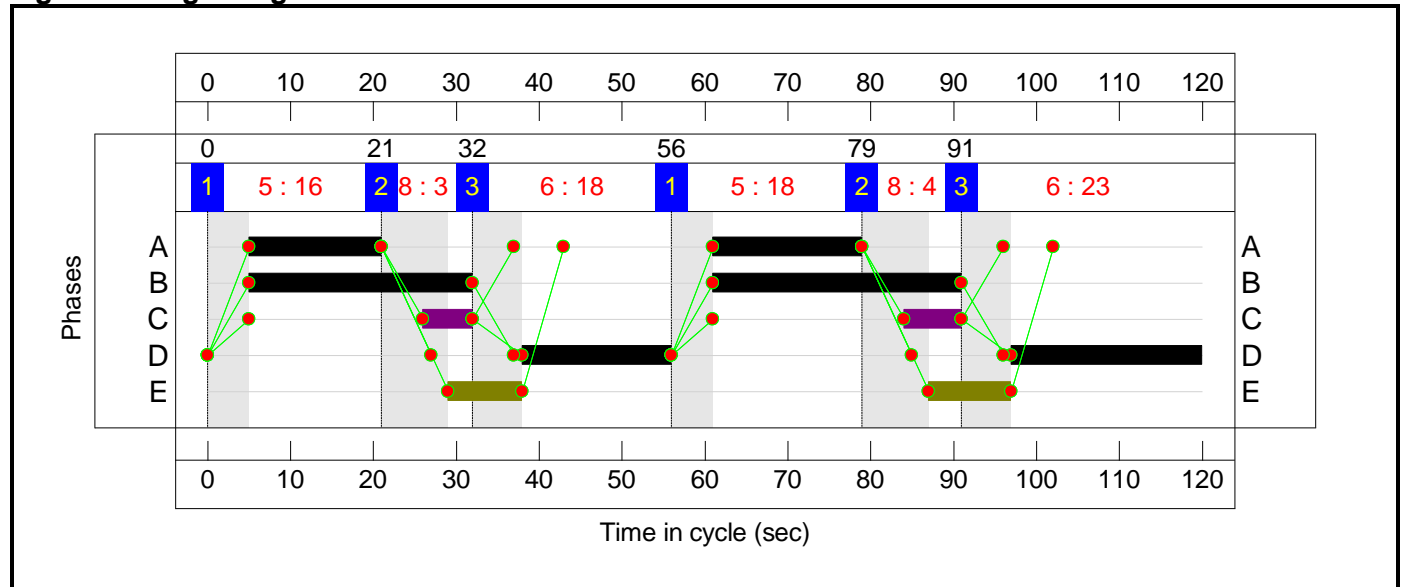
Stage Sequence Diagram



Stage Timings

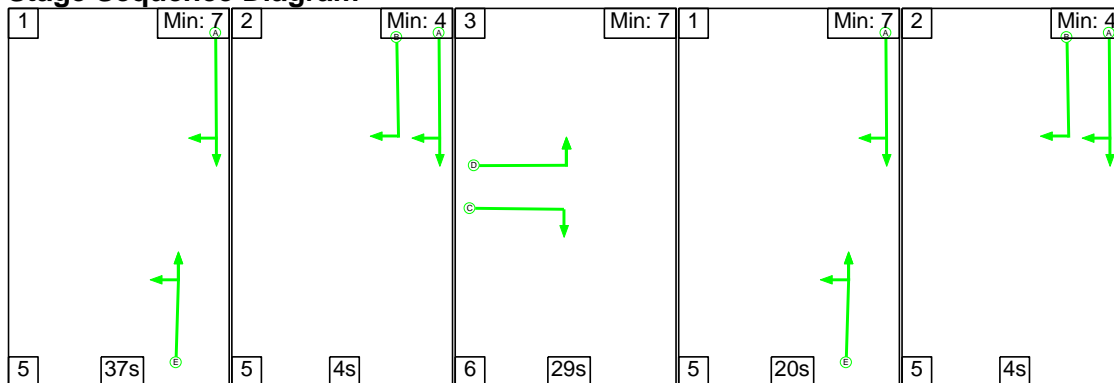
Stage	1	2	3	1	2	3
Duration	16	3	18	18	4	23
Change Point	0	21	32	56	79	91

Signal Timings Diagram



C2

Stage Sequence Diagram

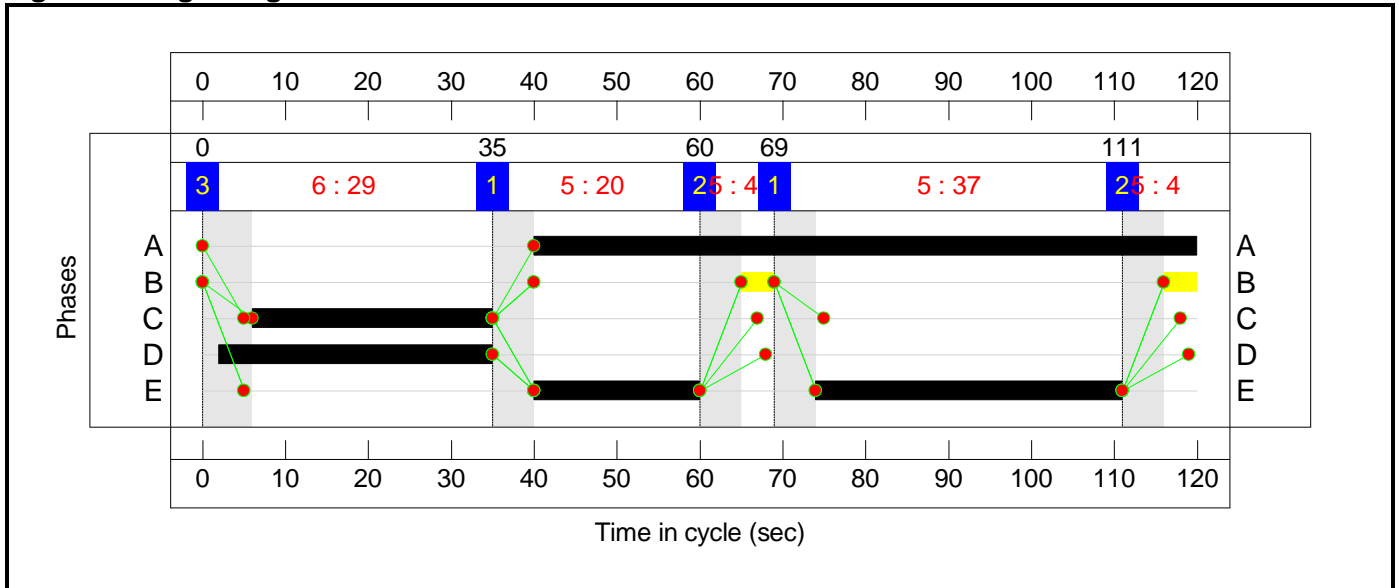


Full Input Data And Results

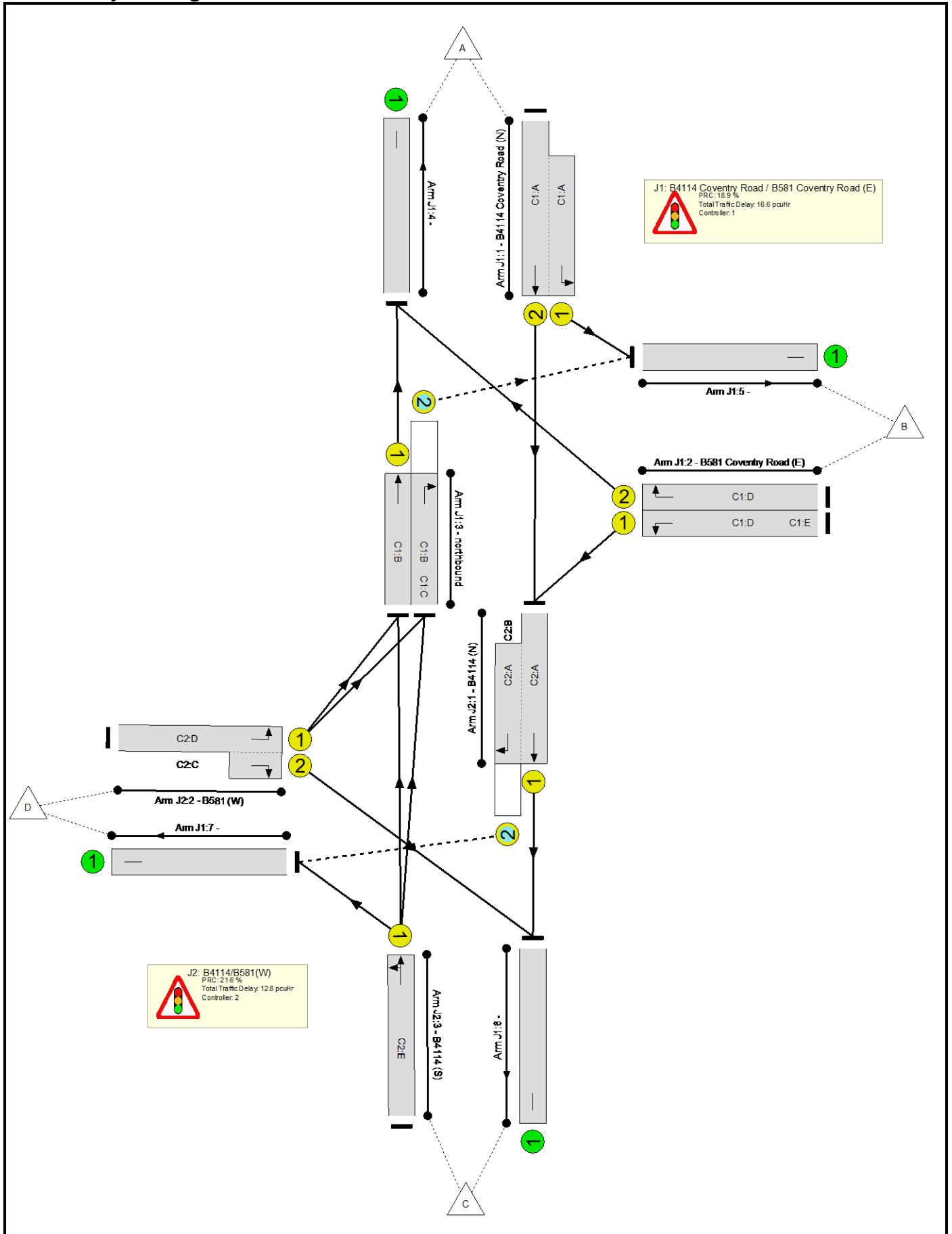
Stage Timings

Stage	1	2	3	1	2
Duration	37	4	29	20	4
Change Point	69	111	0	35	60

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: B4114 Coventry Road / B581 Coventry Road	-	-	N/A	-	-		-	-	-	-	-	-	75.7%
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	N/A	-	-		-	-	-	-	-	-	75.7%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	34	-	821	2080:1791	624+487	73.9 : 73.9%
2/1	B581 Coventry Road (E) Left	U	N/A	N/A	C1:D	C1:E	2	60	19	448	1791	925	48.4%
2/2	B581 Coventry Road (E) Right	U	N/A	N/A	C1:D		2	41	-	535	1972	707	75.7%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	57	-	530	1965	966	54.9%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	57	13	398	1914	531	75.0%
4/1		U	N/A	N/A	-		-	-	-	1065	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	758	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	827	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	158	Inf	Inf	0.0%
J2: B4114/B581(W)	-	-	N/A	-	-		-	-	-	-	-	-	74.0%
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	80	8	909	1965:1871	1195+212	64.6 : 64.6%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	33:29	-	394	1828:1868	458+74	74.0 : 74.0%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	57	-	610	1960	964	63.3%

Full Input Data And Results

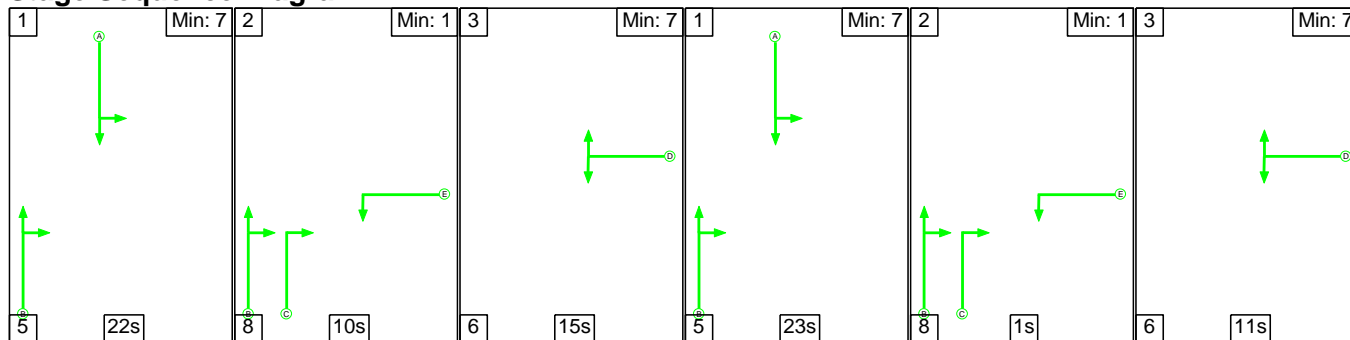
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	-	-	102	363	70	19.5	8.6	1.2	29.4	-	-	-	-
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	48	282	68	10.2	5.5	0.9	16.6	-	-	-	-
1/2+1/1	821	821	-	-	-	4.3	1.4	-	5.7	24.9	7.3	1.4	8.7
2/1	448	448	-	-	-	1.2	0.5	-	1.6	13.1	5.0	0.5	5.4
2/2	535	535	-	-	-	2.5	1.5	-	4.1	27.3	8.0	1.5	9.6
3/1	530	530	-	-	-	1.3	0.6	-	1.9	13.0	7.7	0.6	8.3
3/2	398	398	48	282	68	1.0	1.5	0.9	3.3	30.1	4.9	1.5	6.4
4/1	1065	1065	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	758	758	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	827	827	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	158	158	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	-	-	54	81	2	9.3	3.2	0.3	12.8	-	-	-	-
1/1+1/2	909	909	54	81	2	2.5	0.9	0.3	3.7	14.8	21.5	0.9	22.4
2/1+2/2	394	394	-	-	-	4.2	1.4	-	5.6	51.4	11.3	1.4	12.7
3/1	610	610	-	-	-	2.6	0.9	-	3.4	20.3	11.7	0.9	12.5
C1			PRC for Signalled Lanes (%):		18.9	Total Delay for Signalled Lanes (pcuHr):		16.60	Cycle Time (s): 120				
C2			PRC for Signalled Lanes (%):		21.6	Total Delay for Signalled Lanes (pcuHr):		12.80	Cycle Time (s): 120				
			PRC Over All Lanes (%):		18.9	Total Delay Over All Lanes (pcuHr):		29.41					

Full Input Data And Results

Scenario 14: '2036 WD PM' (FG14: '2036 WD PM', Plan 1: 'Network Control Plan 1')

C1

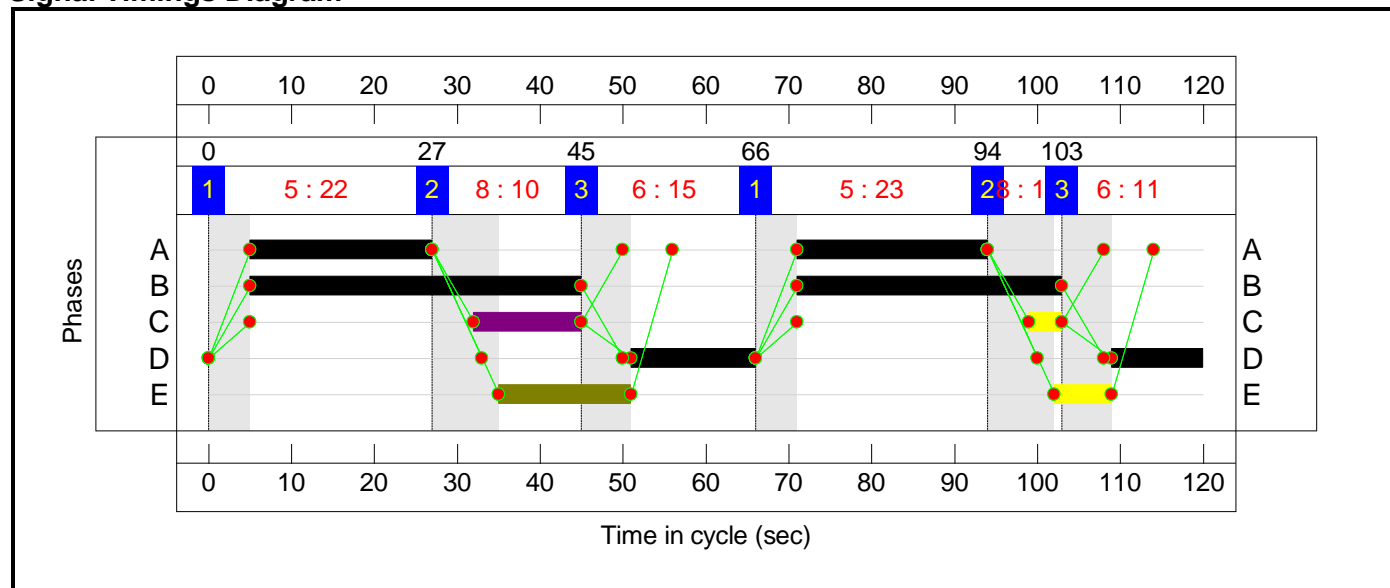
Stage Sequence Diagram



Stage Timings

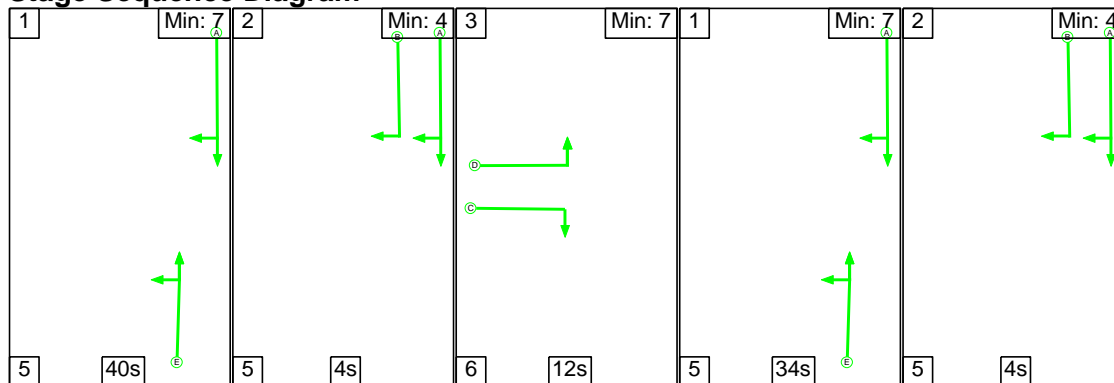
Stage	1	2	3	1	2	3
Duration	22	10	15	23	1	11
Change Point	0	27	45	66	94	103

Signal Timings Diagram



C2

Stage Sequence Diagram

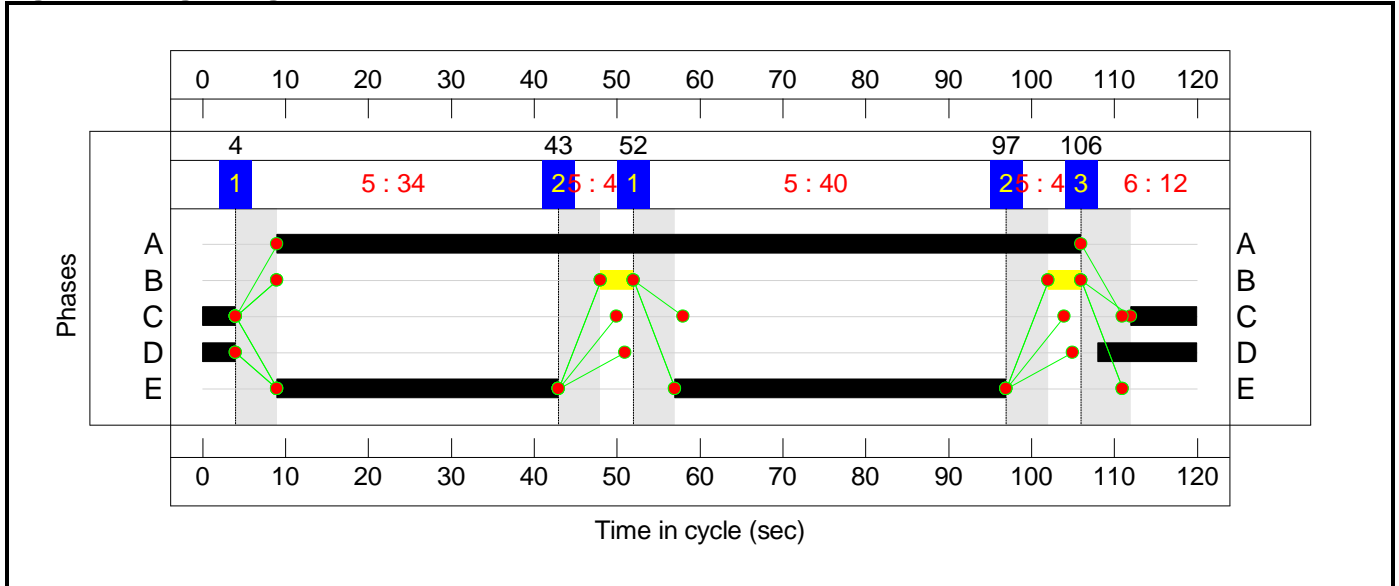


Full Input Data And Results

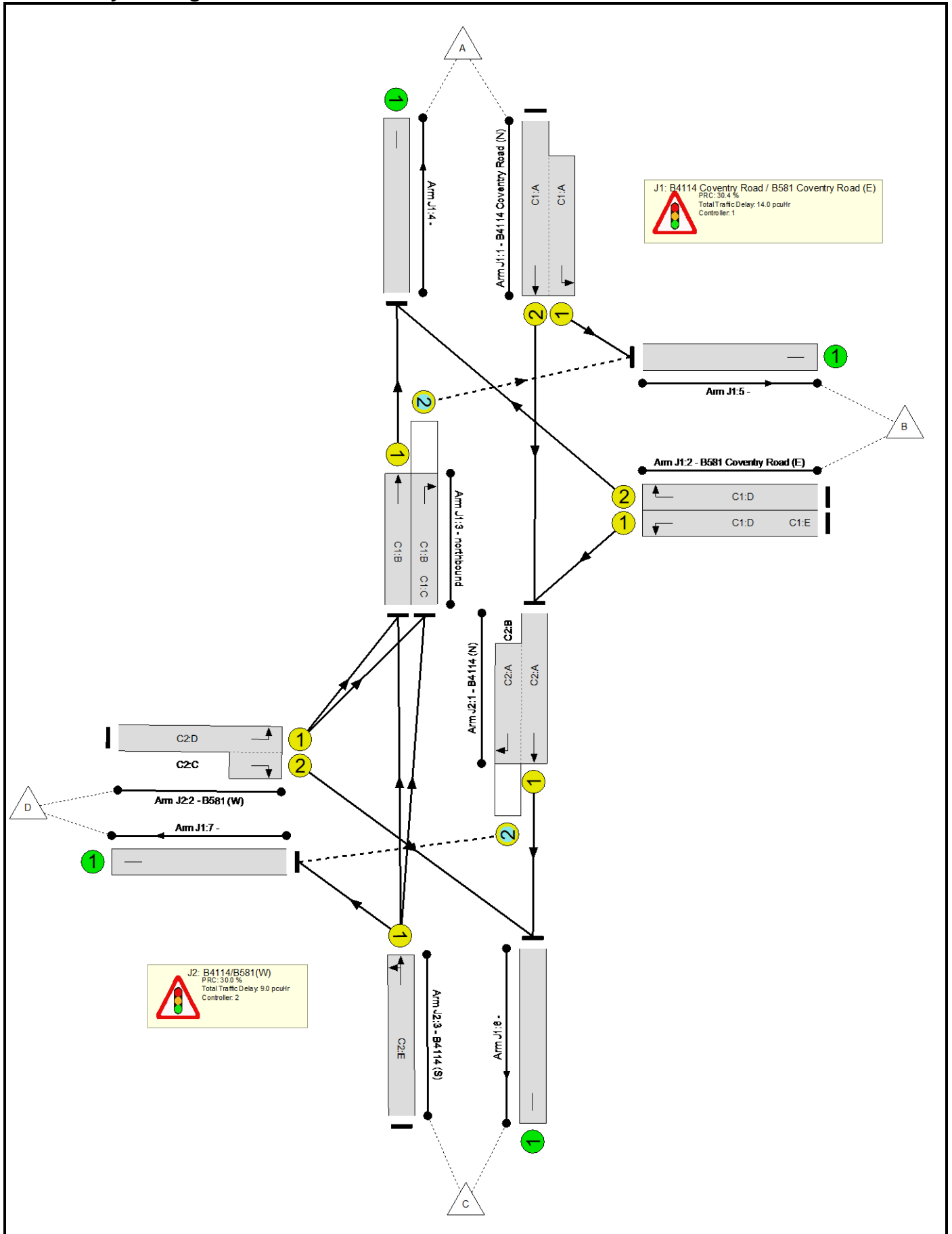
Stage Timings

Stage	1	2	3	1	2
Duration	40	4	12	34	4
Change Point	52	97	106	4	43

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: B4114 Coventry Road / B581 Coventry Road	-	-	N/A	-	-		-	-	-	-	-	-	69.2%
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	N/A	-	-		-	-	-	-	-	-	69.0%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	45	-	843	2080:1791	520+701	69.0 : 69.0%
2/1	B581 Coventry Road (E) Left	U	N/A	N/A	C1:D	C1:E	2	49	23	498	1791	761	65.4%
2/2	B581 Coventry Road (E) Right	U	N/A	N/A	C1:D		2	26	-	311	1972	460	67.6%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	72	-	556	1965	1212	45.9%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	72	17	412	1914	624	66.0%
4/1		U	N/A	N/A	-		-	-	-	867	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	896	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	588	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	336	Inf	Inf	0.0%
J2: B4114/B581(W)	-	-	N/A	-	-		-	-	-	-	-	-	69.2%
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	97	8	857	1965:1871	1215+549	47.2 : 51.7%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	16:12	-	184	1828:1868	244+22	69.2 : 69.2%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	74	-	851	1956	1239	68.7%

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: B4114 Coventry Road / B581 Coventry Road	-	-	243	436	17	13.7	7.1	2.2	23.0	-	-	-	-
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	77	320	15	8.4	4.5	1.1	14.0	-	-	-	-
1/2+1/1	843	843	-	-	-	3.5	1.1	-	4.6	19.6	7.8	1.1	8.9
2/1	498	498	-	-	-	1.9	0.9	-	2.8	20.5	6.6	0.9	7.6
2/2	311	311	-	-	-	1.8	1.0	-	2.9	33.0	5.1	1.0	6.1
3/1	556	556	-	-	-	0.4	0.4	-	0.9	5.6	4.6	0.4	5.0
3/2	412	412	77	320	15	0.7	1.0	1.1	2.8	24.6	7.5	1.0	8.4
4/1	867	867	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	896	896	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	588	588	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	336	336	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	-	-	166	116	2	5.3	2.7	1.0	9.0	-	-	-	-
1/1+1/2	857	857	166	116	2	0.8	0.5	1.0	2.3	9.8	20.2	0.5	20.7
2/1+2/2	184	184	-	-	-	2.5	1.1	-	3.6	70.3	5.6	1.1	6.7
3/1	851	851	-	-	-	2.0	1.1	-	3.1	13.0	12.8	1.1	13.9
C1			PRC for Signalled Lanes (%):		30.4	Total Delay for Signalled Lanes (pcuHr):		13.98	Cycle Time (s): 120				
C2			PRC for Signalled Lanes (%):		30.0	Total Delay for Signalled Lanes (pcuHr):		8.98	Cycle Time (s): 120				
			PRC Over All Lanes (%):		30.0	Total Delay Over All Lanes(pcuHr):		22.96					

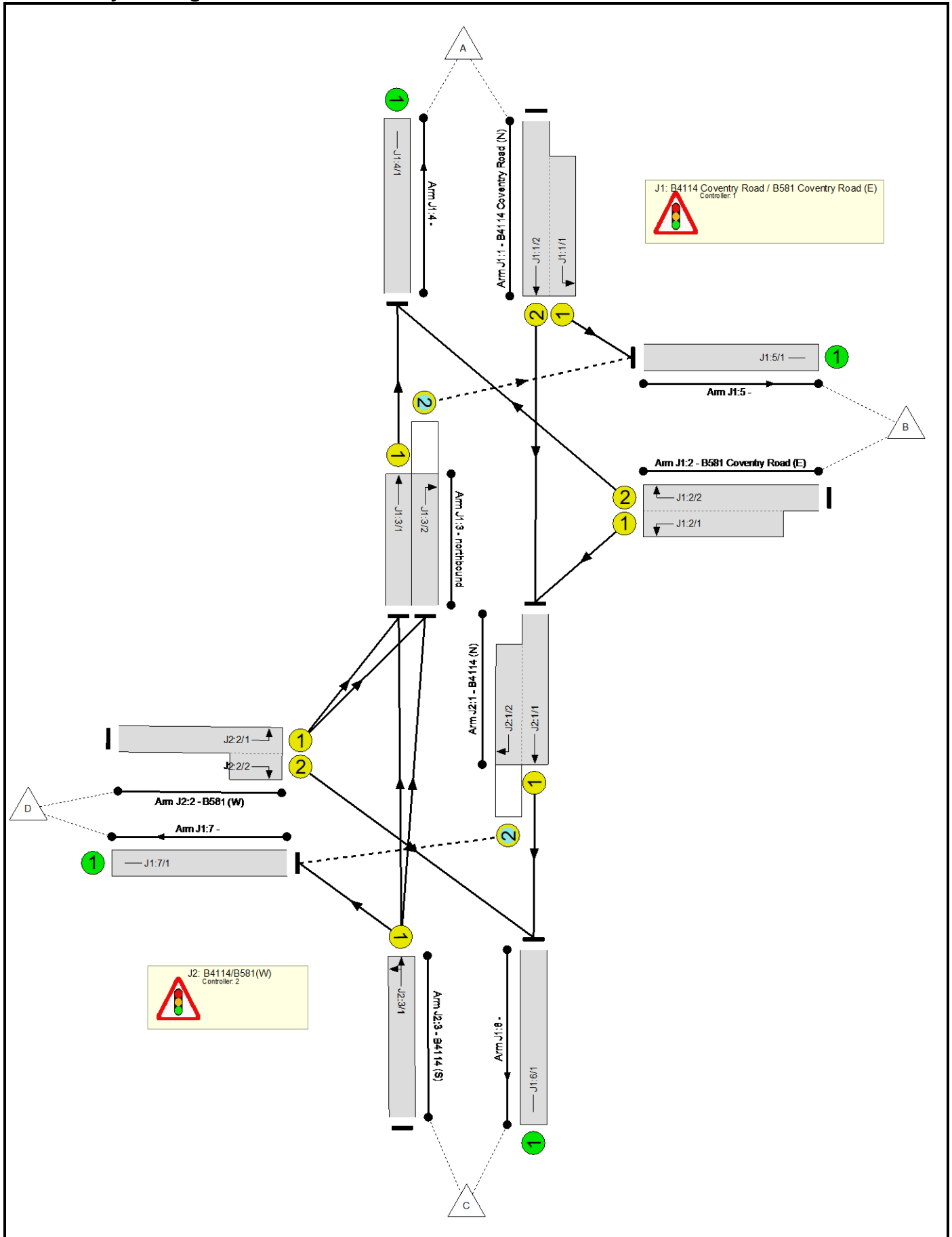
Appendix 5: B581/B4114 Coventry Road Alternative Junction Results

Full Input Data And Results

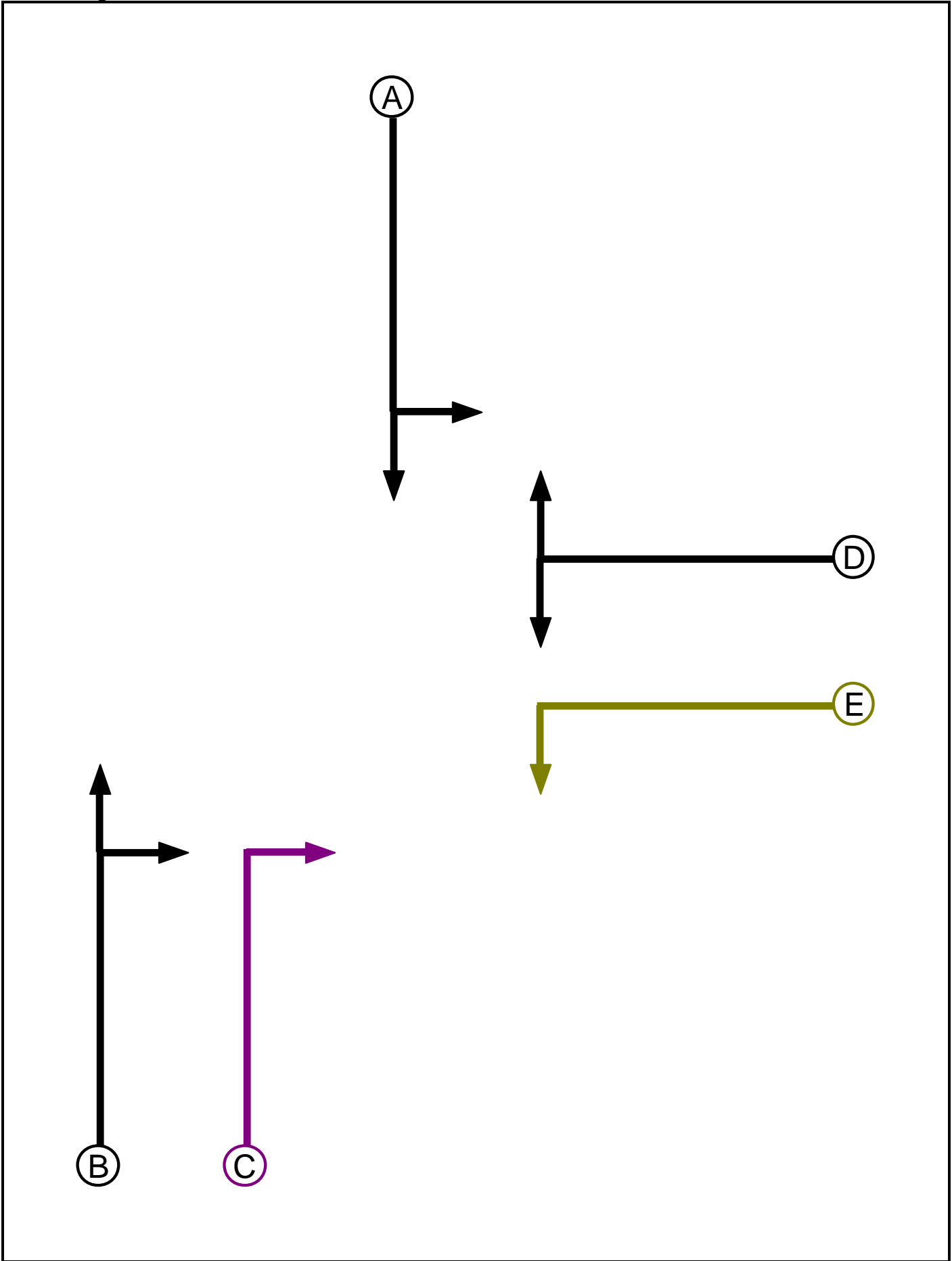
User and Project Details

Project:	Hinckley Rail Freight Interchange
Title:	B4114 Coventry Road / B581 Coventry Road
Location:	
Additional detail:	Alternative Scheme improvements Updated with 2023 Flows
File name:	J3_231211 B581_B4114 Model (Alternative) 2023 Sens.lsg3x
Author:	AJ Oakes
Company:	BWB Consulting Ltd
Address:	Nottingham

Network Layout Diagram



C1
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	Ind. Arrow	B	4	4
D	Traffic		7	7
E	Filter	D	7	1

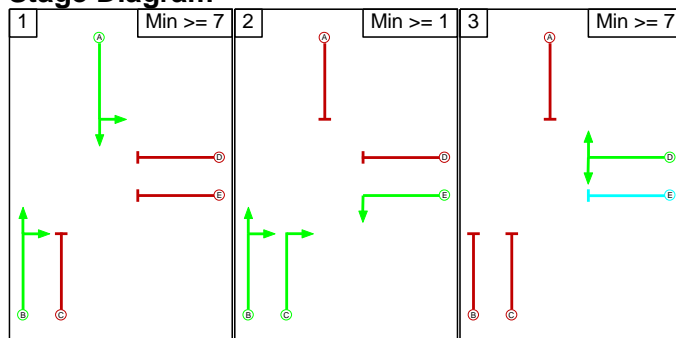
Phase Intergreens Matrix

		Starting Phase				
		A	B	C	D	E
Terminating Phase	A	-	5	6	8	
	B	-	-	5	-	
	C	5	-	-	6	-
	D	5	5	5	-	-
	E	5	-	-	-	-

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	B C E
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	-	8	X
	2	X	-	6
	3	5	X	-

Full Input Data And Results

C2

Phase Diagram

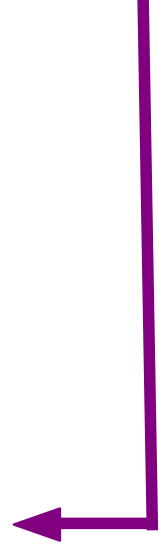
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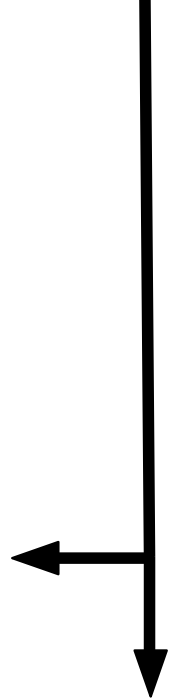
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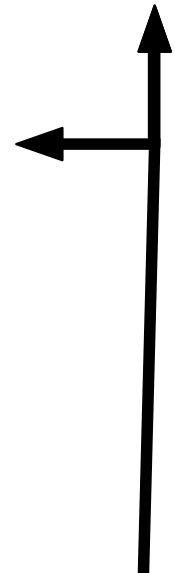
Ⓑ



Ⓐ



Ⓔ



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Ind. Arrow	A	4	4
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7

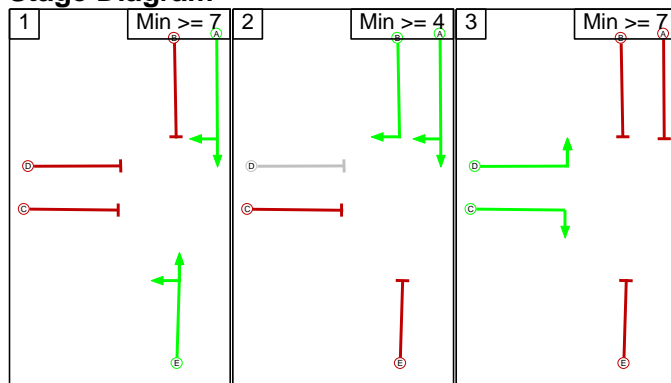
Phase Intergreens Matrix

		Starting Phase				
		A	B	C	D	E
Terminating Phase	A	-	5	-	-	-
	B	-	6	-	5	-
	C	5	5	-	5	-
	D	-	-	-	5	-
	E	-	5	7	8	-

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	A	Losing	2	2

Full Input Data And Results

Prohibited Stage Change

From Stage	To Stage		
	1	2	3
1			
2			
3			

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)											
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)
J1:3/2 (northbound)	J1:5/1 (Right)	1400	0	J1:1/2	1.10	All	3.00	-	0.50	3	3.00
				J1:1/1	1.10	All					

Junction: J2: B4114/B581(W)											
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)
J2:1/2 (B4114 (N))	J1:7/1 (Right)	1439	0	J2:3/1	1.09	All	3.00	-	0.50	3	3.00

Full Input Data And Results

Lane Input Data

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)												
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)
J1:1/1 (B4114 Coventry Road (N))	U	A	2	3	12.0	Geom	-	3.25	0.00	Y	Arm J1:5 Left	18.00
J1:1/2 (B4114 Coventry Road (N))	U	A	2	3	60.0	Geom	-	3.25	0.00	N	Arm J2:1 Ahead	Inf
J1:2/1 (B581 Coventry Road (E))	U	D E	2	3	16.0	Geom	-	4.00	0.00	Y	Arm J2:1 Left	10.00
J1:2/2 (B581 Coventry Road (E))	U	D	2	3	60.0	Geom	-	3.65	0.00	N	Arm J1:4 Right	20.00
J1:3/1 (northbound)	U	B	2	3	20.0	Geom	-	3.50	0.00	Y	Arm J1:4 Ahead	Inf
J1:3/2 (northbound)	O	B C	2	3	20.0	Geom	-	3.50	0.00	N	Arm J1:5 Right	15.00
J1:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:7/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J2: B4114/B581(W)												
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)
J2:1/1 (B4114 (N))	U	A	2	3	20.0	Geom	-	3.50	0.00	Y	Arm J1:6 Ahead	Inf
J2:1/2 (B4114 (N))	O	A B	2	3	15.0	Geom	-	3.50	0.00	N	Arm J1:7 Right	12.00
J2:2/1 (B581 (W))	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:3 Left	20.00
J2:2/2 (B581 (W))	U	C	2	3	3.0	Geom	-	3.00	0.00	N	Arm J1:6 Right	15.00
J2:3/1 (B4114 (S))	U	E	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:3 Ahead	Inf
											Arm J1:7 Left	20.00

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 Base AM'	08:00	09:00	01:00	
2: '2023 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	

Full Input Data And Results

Scenario 1: '2023 Base AM' (FG1: '2023 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	321	326	145	792
	B	493	0	252	215	960
	C	335	159	0	40	534
	D	207	236	59	0	502
	Tot.	1035	716	637	400	2788

Traffic Lane Flows

Lane	Scenario 1: 2023 Base AM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	321
J1:1/2 (with short)	792(In) 471(Out)
J1:2/1 (short)	467
J1:2/2 (with short)	960(In) 493(Out)
J1:3/1	542
J1:3/2	395
J1:4/1	1035
J1:5/1	716
J1:6/1	637
J1:7/1	400
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	938(In) 578(Out)
J2:1/2 (short)	360
J2:2/1 (with short)	502(In) 443(Out)
J2:2/2 (short)	59
J2:3/1	534

Full Input Data And Results

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	10.00	100.0 %	1752	1752
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: B4114/B581(W)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	92.5 %	1954	1954
				Arm J1:7 Left	20.00	7.5 %		

Scenario 2: '2023 Base PM' (FG2: '2023 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	423	268	144	835
	B	286	0	252	223	761
	C	512	234	0	63	809
	D	123	172	16	0	311
	Tot.	921	829	536	430	2716

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2023 Base PM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	423
J1:1/2 (with short)	835(In) 412(Out)
J1:2/1 (short)	475
J1:2/2 (with short)	761(In) 286(Out)
J1:3/1	635
J1:3/2	406
J1:4/1	921
J1:5/1	829
J1:6/1	536
J1:7/1	430
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	887(In) 520(Out)
J2:1/2 (short)	367
J2:2/1 (with short)	311(In) 295(Out)
J2:2/2 (short)	16
J2:3/1	809

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	10.00	100.0 %	1752	1752
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	92.2 %	1954	1954
				Arm J1:7 Left	20.00	7.8 %		

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	Tot.
Origin	A	0	364	328	89	781
	B	488	0	303	151	942
	C	283	188	0	27	498
	D	146	226	57	0	429
	Tot.	917	778	688	267	2650

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2026 WoD AM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	364
J1:1/2 (with short)	781(In) 417(Out)
J1:2/1 (short)	454
J1:2/2 (with short)	942(In) 488(Out)
J1:3/1	429
J1:3/2	414
J1:4/1	917
J1:5/1	778
J1:6/1	688
J1:7/1	267
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	871(In) 631(Out)
J2:1/2 (short)	240
J2:2/1 (with short)	429(In) 372(Out)
J2:2/2 (short)	57
J2:3/1	498

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	10.00	100.0 %	1752	1752
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	94.6 %	1957	1957
				Arm J1:7 Left	20.00	5.4 %		

Scenario 4: '2026 WoD PM' (FG4: '2026 WoD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
A	0	449	275	103	827	
B	332	0	264	169	765	
C	613	262	0	50	925	
D	139	183	20	0	342	
Tot.	1084	894	559	322	2859	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2026 WoD PM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	449
J1:1/2 (with short)	827(In) 378(Out)
J1:2/1 (short)	433
J1:2/2 (with short)	765(In) 332(Out)
J1:3/1	752
J1:3/2	445
J1:4/1	1084
J1:5/1	894
J1:6/1	559
J1:7/1	322
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	811(In) 539(Out)
J2:1/2 (short)	272
J2:2/1 (with short)	342(In) 322(Out)
J2:2/2 (short)	20
J2:3/1	925

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	10.00	100.0 %	1752	1752
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	94.6 %	1957	1957
				Arm J1:7 Left	20.00	5.4 %		

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	Tot.
Origin	A	0	358	347	70	775
	B	493	0	351	123	967
	C	299	205	0	24	528
	D	131	208	54	0	393
	Tot.	923	771	752	217	2663

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2026 WoDWS AM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	358
J1:1/2 (with short)	775(In) 417(Out)
J1:2/1 (short)	474
J1:2/2 (with short)	967(In) 493(Out)
J1:3/1	430
J1:3/2	413
J1:4/1	923
J1:5/1	771
J1:6/1	752
J1:7/1	217
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	891(In) 698(Out)
J2:1/2 (short)	193
J2:2/1 (with short)	393(In) 339(Out)
J2:2/2 (short)	54
J2:3/1	528

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	10.00	100.0 %	1752	1752
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	95.5 %	1958	1958
				Arm J1:7 Left	20.00	4.5 %		

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	Tot.
Origin	A	0	465	282	100	847
	B	296	0	301	180	777
	C	499	278	0	50	827
	D	80	133	16	0	229
	Tot.	875	876	599	330	2680

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2026 WoDWS PM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	465
J1:1/2 (with short)	847(In) 382(Out)
J1:2/1 (short)	481
J1:2/2 (with short)	777(In) 296(Out)
J1:3/1	579
J1:3/2	411
J1:4/1	875
J1:5/1	876
J1:6/1	599
J1:7/1	330
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	863(In) 583(Out)
J2:1/2 (short)	280
J2:2/1 (with short)	229(In) 213(Out)
J2:2/2 (short)	16
J2:3/1	827

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	10.00	100.0 %	1752	1752
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	94.0 %	1956	1956
				Arm J1:7 Left	20.00	6.0 %		

Scenario 7: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
A	0	352	372	71	795	
B	504	0	355	116	975	
C	322	193	0	24	539	
D	139	200	57	0	396	
Tot.	965	745	784	211	2705	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2026 WD AM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	352
J1:1/2 (with short)	795(In) 443(Out)
J1:2/1 (short)	471
J1:2/2 (with short)	975(In) 504(Out)
J1:3/1	461
J1:3/2	393
J1:4/1	965
J1:5/1	745
J1:6/1	784
J1:7/1	211
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	914(In) 727(Out)
J2:1/2 (short)	187
J2:2/1 (with short)	396(In) 339(Out)
J2:2/2 (short)	57
J2:3/1	539

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	10.00	100.0 %	1752	1752
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	95.5 %	1958	1958
				Arm J1:7 Left	20.00	4.5 %		

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	Tot.
Origin	A	0	481	268	98	847
	B	299	0	305	189	793
	C	493	293	0	51	837
	D	62	115	14	0	191
	Tot.	854	889	587	338	2668

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2026 WD PM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	481
J1:1/2 (with short)	847(In) 366(Out)
J1:2/1 (short)	494
J1:2/2 (with short)	793(In) 299(Out)
J1:3/1	555
J1:3/2	408
J1:4/1	854
J1:5/1	889
J1:6/1	587
J1:7/1	338
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	860(In) 573(Out)
J2:1/2 (short)	287
J2:2/1 (with short)	191(In) 177(Out)
J2:2/2 (short)	14
J2:3/1	837

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	10.00	100.0 %	1752	1752
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	93.9 %	1956	1956
				Arm J1:7 Left	20.00	6.1 %		

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	Tot.
Origin	A	0	379	332	92	803
	B	510	0	292	151	953
	C	295	183	0	26	504
	D	147	218	54	0	419
	Tot.	952	780	678	269	2679

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2036 WoD AM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	379
J1:1/2 (with short)	803(In) 424(Out)
J1:2/1 (short)	443
J1:2/2 (with short)	953(In) 510(Out)
J1:3/1	442
J1:3/2	401
J1:4/1	952
J1:5/1	780
J1:6/1	678
J1:7/1	269
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	867(In) 624(Out)
J2:1/2 (short)	243
J2:2/1 (with short)	419(In) 365(Out)
J2:2/2 (short)	54
J2:3/1	504

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	10.00	100.0 %	1752	1752
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	94.8 %	1957	1957
				Arm J1:7 Left	20.00	5.2 %		

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	Tot.
Origin	A	0	458	267	101	826
	B	362	0	265	167	794
	C	641	264	0	50	955
	D	151	192	20	0	363
	Tot.	1154	914	552	318	2938

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2036 WoD PM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	458
J1:1/2 (with short)	826(In) 368(Out)
J1:2/1 (short)	432
J1:2/2 (with short)	794(In) 362(Out)
J1:3/1	792
J1:3/2	456
J1:4/1	1154
J1:5/1	914
J1:6/1	552
J1:7/1	318
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	800(In) 532(Out)
J2:1/2 (short)	268
J2:2/1 (with short)	363(In) 343(Out)
J2:2/2 (short)	20
J2:3/1	955

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	10.00	100.0 %	1752	1752
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	94.8 %	1957	1957
				Arm J1:7 Left	20.00	5.2 %		

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	Tot.
Origin	A	0	362	382	59	803
	B	527	0	342	92	961
	C	370	207	0	23	600
	D	148	204	55	0	407
	Tot.	1045	773	779	174	2771

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2036 WoDWS AM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	362
J1:1/2 (with short)	803(In) 441(Out)
J1:2/1 (short)	434
J1:2/2 (with short)	961(In) 527(Out)
J1:3/1	518
J1:3/2	411
J1:4/1	1045
J1:5/1	773
J1:6/1	779
J1:7/1	174
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	875(In) 724(Out)
J2:1/2 (short)	151
J2:2/1 (with short)	407(In) 352(Out)
J2:2/2 (short)	55
J2:3/1	600

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	10.00	100.0 %	1752	1752
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	96.2 %	1959	1959
				Arm J1:7 Left	20.00	3.8 %		

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	Tot.
Origin	A	0	464	278	98	840
	B	318	0	303	183	804
	C	543	292	0	53	888
	D	78	128	15	0	221
	Tot.	939	884	596	334	2753

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2036 WoDWS PM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	464
J1:1/2 (with short)	840(In) 376(Out)
J1:2/1 (short)	486
J1:2/2 (with short)	804(In) 318(Out)
J1:3/1	621
J1:3/2	420
J1:4/1	939
J1:5/1	884
J1:6/1	596
J1:7/1	334
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	862(In) 581(Out)
J2:1/2 (short)	281
J2:2/1 (with short)	221(In) 206(Out)
J2:2/2 (short)	15
J2:3/1	888

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	10.00	100.0 %	1752	1752
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	94.0 %	1956	1956
				Arm J1:7 Left	20.00	6.0 %		

Scenario 13: '2036 WD AM' (FG13: '2036 WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
A	0	360	407	54	821	
B	535	0	365	83	983	
C	385	204	0	21	610	
D	145	194	55	0	394	
Tot.	1065	758	827	158	2808	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2036 WD AM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	360
J1:1/2 (with short)	821(In) 461(Out)
J1:2/1 (short)	448
J1:2/2 (with short)	983(In) 535(Out)
J1:3/1	530
J1:3/2	398
J1:4/1	1065
J1:5/1	758
J1:6/1	827
J1:7/1	158
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	909(In) 772(Out)
J2:1/2 (short)	137
J2:2/1 (with short)	394(In) 339(Out)
J2:2/2 (short)	55
J2:3/1	610

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	10.00	100.0 %	1752	1752
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	96.6 %	1960	1960
				Arm J1:7 Left	20.00	3.4 %		

Scenario 14: '2036 WD PM' (FG14: '2036 WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
A	0	484	265	94	843	
B	311	0	308	190	809	
C	497	302	0	52	851	
D	59	110	15	0	184	
Tot.	867	896	588	336	2687	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2036 WD PM
Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)	
J1:1/1 (short)	484
J1:1/2 (with short)	843(In) 359(Out)
J1:2/1 (short)	498
J1:2/2 (with short)	809(In) 311(Out)
J1:3/1	556
J1:3/2	412
J1:4/1	867
J1:5/1	896
J1:6/1	588
J1:7/1	336
Junction: J2: B4114/B581(W)	
J2:1/1 (with short)	857(In) 573(Out)
J2:1/2 (short)	284
J2:2/1 (with short)	184(In) 169(Out)
J2:2/2 (short)	15
J2:3/1	851

Lane Saturation Flows

Junction: J1: B4114 Coventry Road / B581 Coventry Road (E)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm J1:5 Left	18.00	100.0 %	1791	1791
J1:1/2 (B4114 Coventry Road (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (B581 Coventry Road (E))	4.00	0.00	Y	Arm J2:1 Left	10.00	100.0 %	1752	1752
J1:2/2 (B581 Coventry Road (E))	3.65	0.00	N	Arm J1:4 Right	20.00	100.0 %	1972	1972
J1:3/1 (northbound)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (northbound)	3.50	0.00	N	Arm J1:5 Right	15.00	100.0 %	1914	1914
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

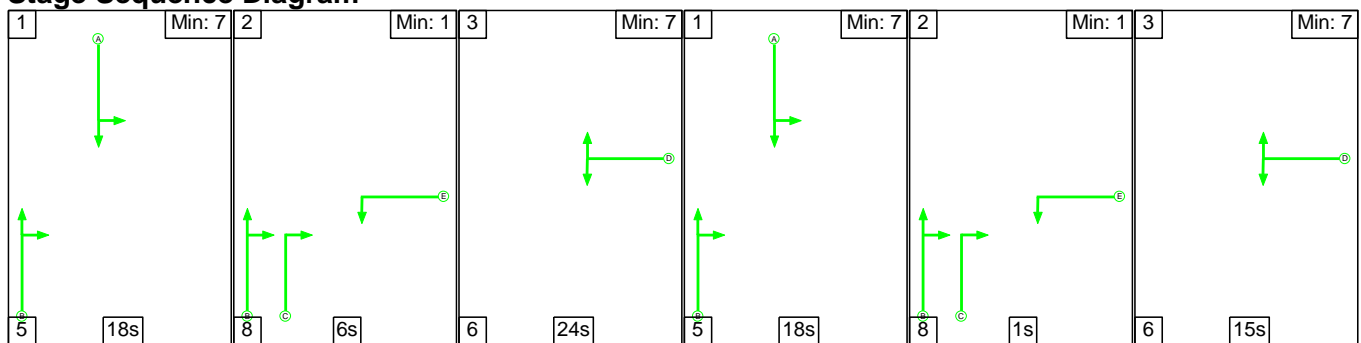
Full Input Data And Results

Junction: J2: B4114/B581(W)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B4114 (N))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (B4114 (N))	3.50	0.00	N	Arm J1:7 Right	12.00	100.0 %	1871	1871
J2:2/1 (B581 (W))	3.50	0.00	Y	Arm J1:3 Left	20.00	100.0 %	1828	1828
J2:2/2 (B581 (W))	3.00	0.00	N	Arm J1:6 Right	15.00	100.0 %	1868	1868
J2:3/1 (B4114 (S))	3.50	0.00	Y	Arm J1:3 Ahead	Inf	93.9 %	1956	1956
				Arm J1:7 Left	20.00	6.1 %		

Scenario 1: '2023 Base AM' (FG1: '2023 Base AM', Plan 1: 'Network Control Plan 1')

C1

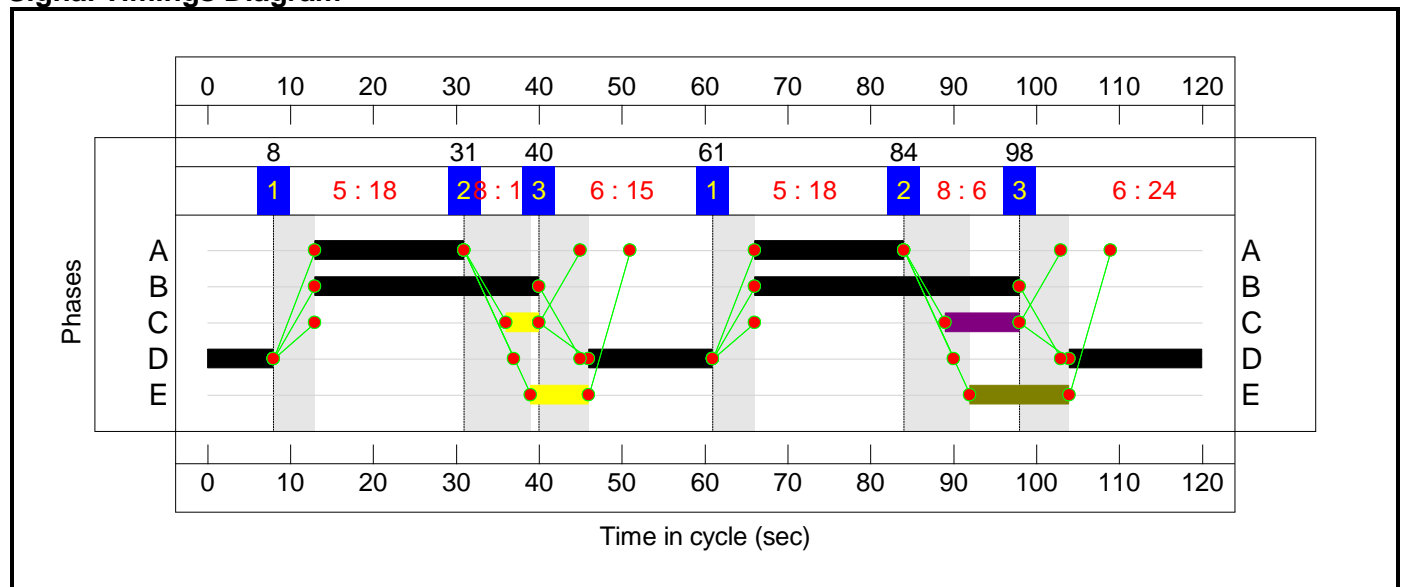
Stage Sequence Diagram



Stage Timings

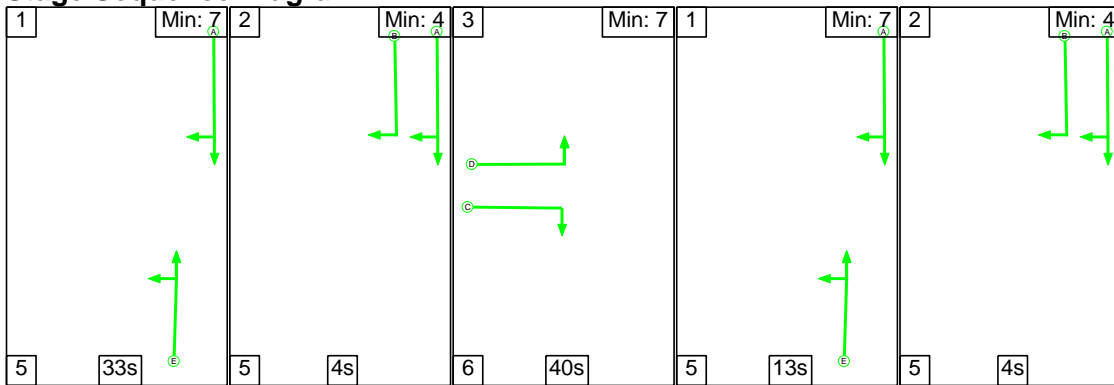
Stage	1	2	3	1	2	3
Duration	18	6	24	18	1	15
Change Point	61	84	98	8	31	40

Signal Timings Diagram



Full Input Data And Results

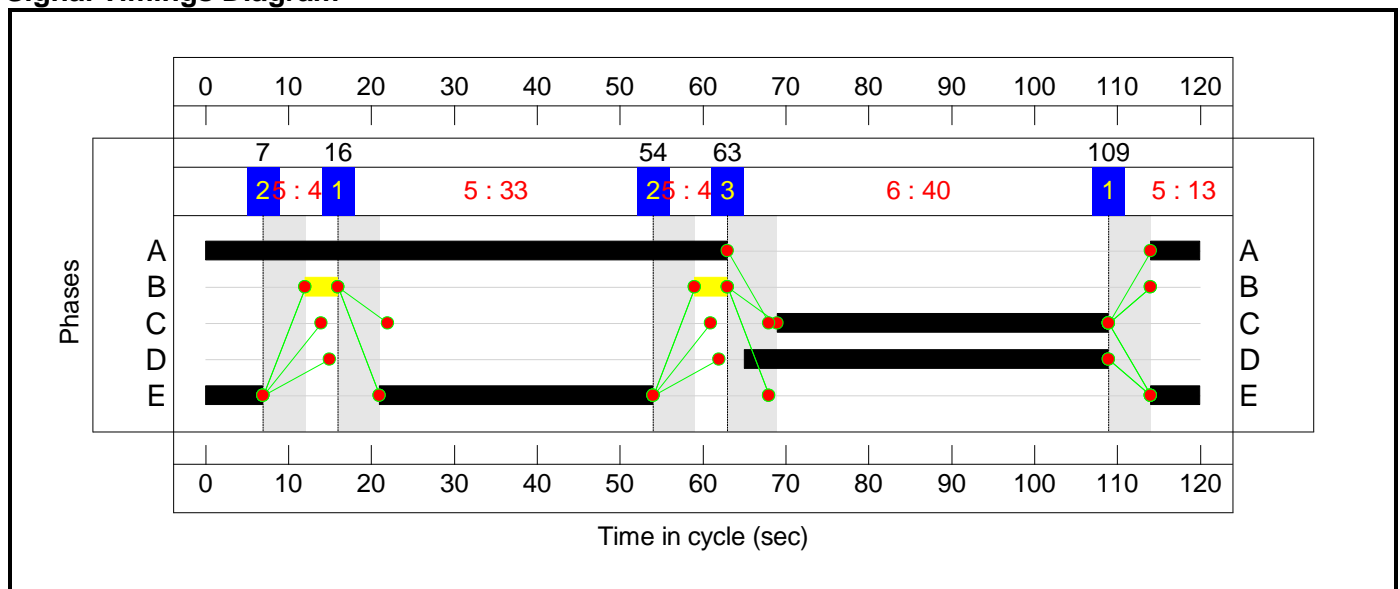
C2
Stage Sequence Diagram



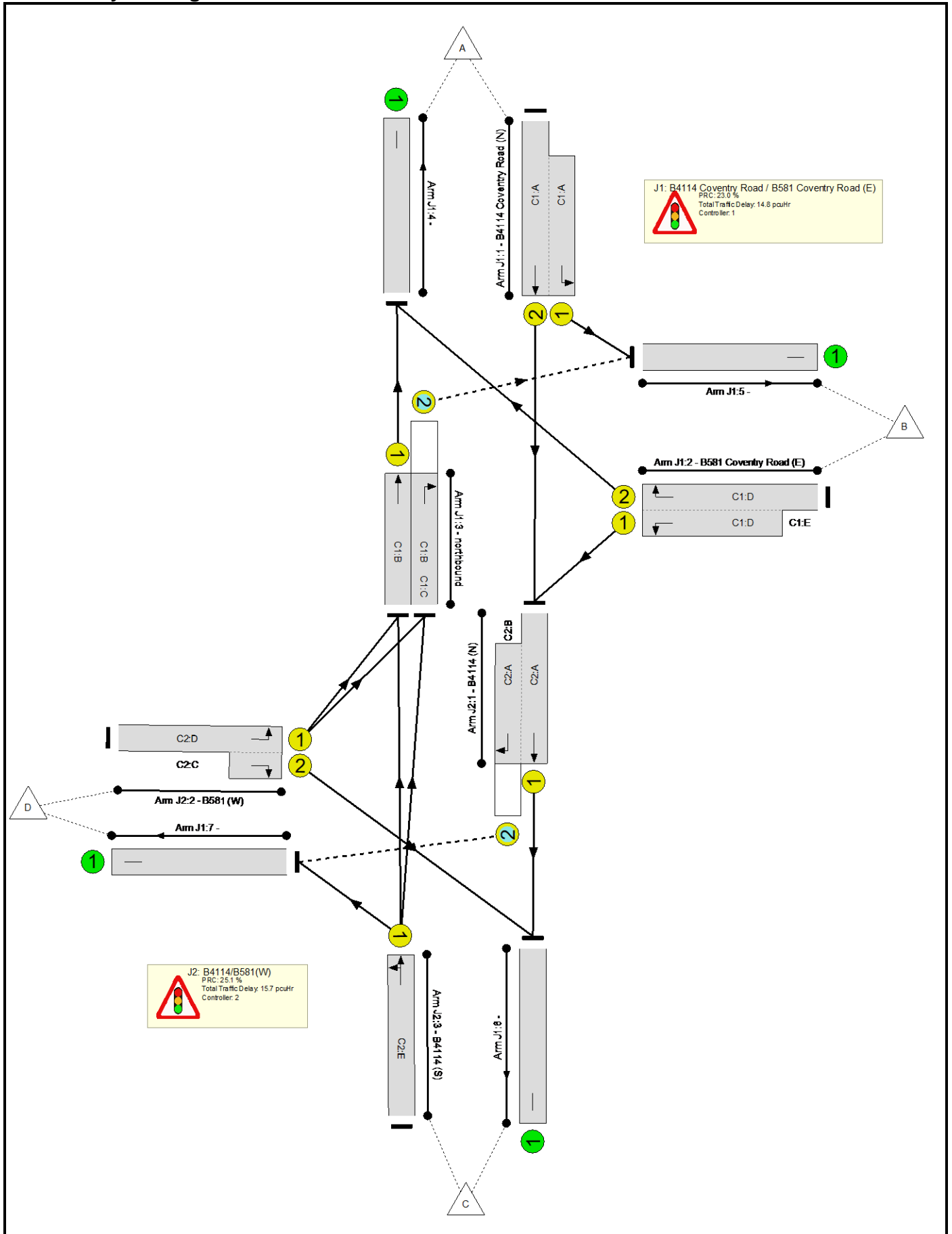
Stage Timings

Stage	1	2	3	1	2
Duration	33	4	40	13	4
Change Point	16	54	63	109	7

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

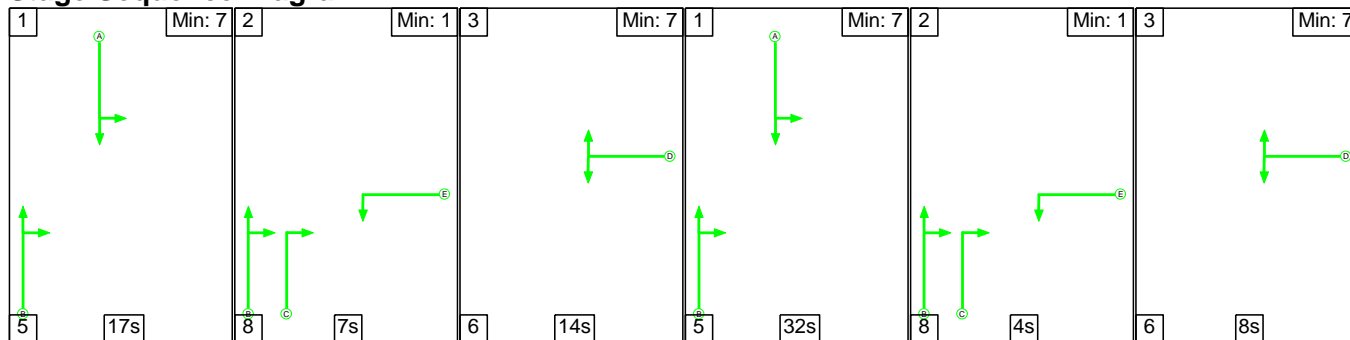
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road / B581 Coventry Road	-	-	N/A	-	-		-	-	-	-	-	-	73.2%
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	N/A	-	-		-	-	-	-	-	-	73.2%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	36	-	792	2080:1791	659+449	71.5 : 71.5%
2/2+2/1	B581 Coventry Road (E) Right Left	U	N/A	N/A	C1:D	C1:E	2	39:58	19	960	1972:1752	674+638	73.2 : 73.2%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	59	-	542	1965	999	54.3%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	59	13	395	1914	544	72.6%
4/1		U	N/A	N/A	-		-	-	-	1035	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	716	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	637	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	400	Inf	Inf	0.0%
J2: B4114/B581(W)	-	-	N/A	-	-		-	-	-	-	-	-	72.0%
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	69	8	938	1965:1871	876+516	66.0 : 69.8%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	44:40	-	502	1828:1868	616+82	72.0 : 72.0%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	46	-	534	1954	782	68.3%

Full Input Data And Results

Scenario 2: '2023 Base PM' (FG2: '2023 Base PM', Plan 1: 'Network Control Plan 1')

C1

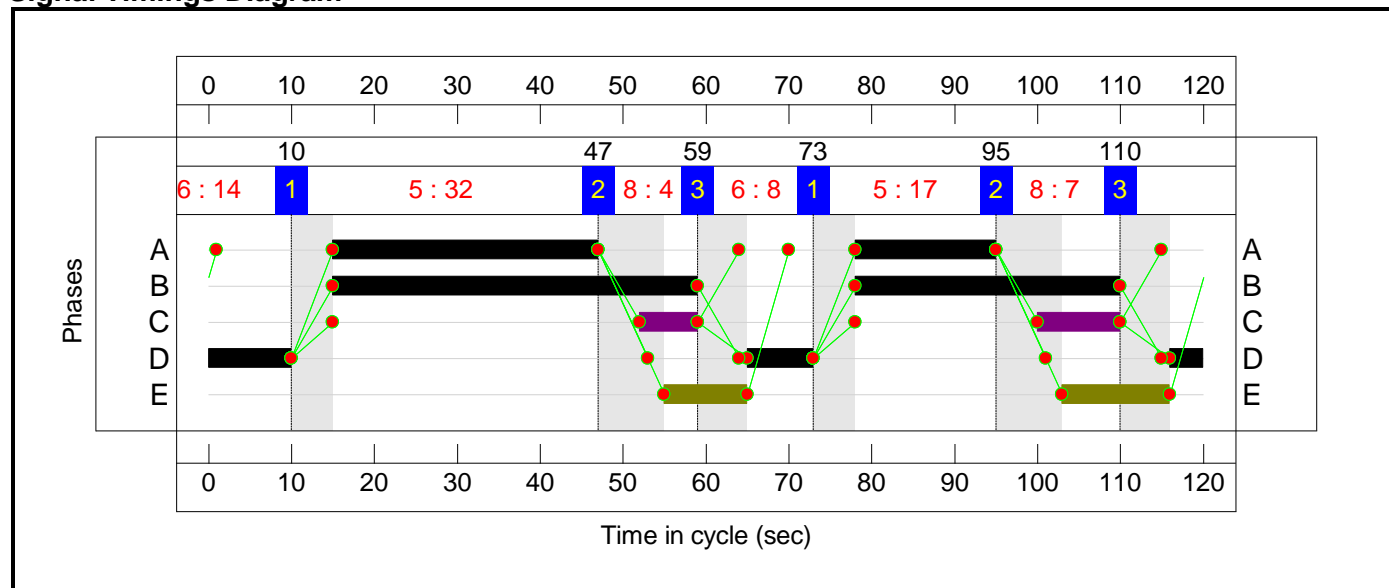
Stage Sequence Diagram



Stage Timings

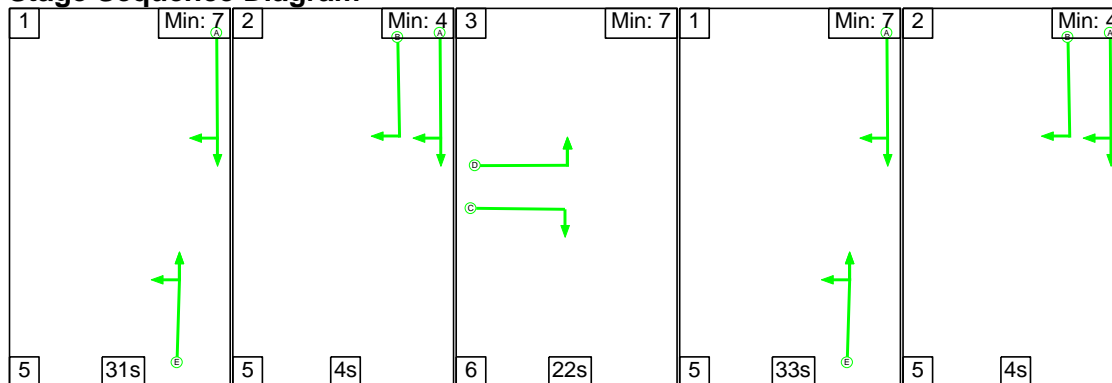
Stage	1	2	3	1	2	3
Duration	17	7	14	32	4	8
Change Point	73	95	110	10	47	59

Signal Timings Diagram



C2

Stage Sequence Diagram

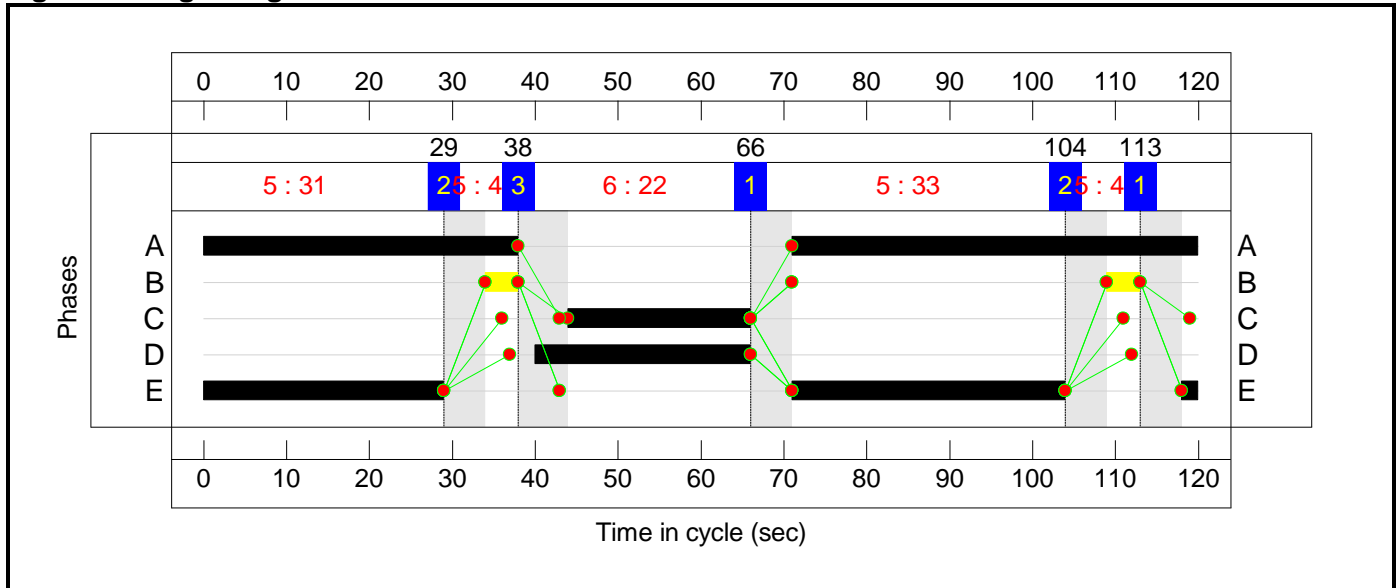


Full Input Data And Results

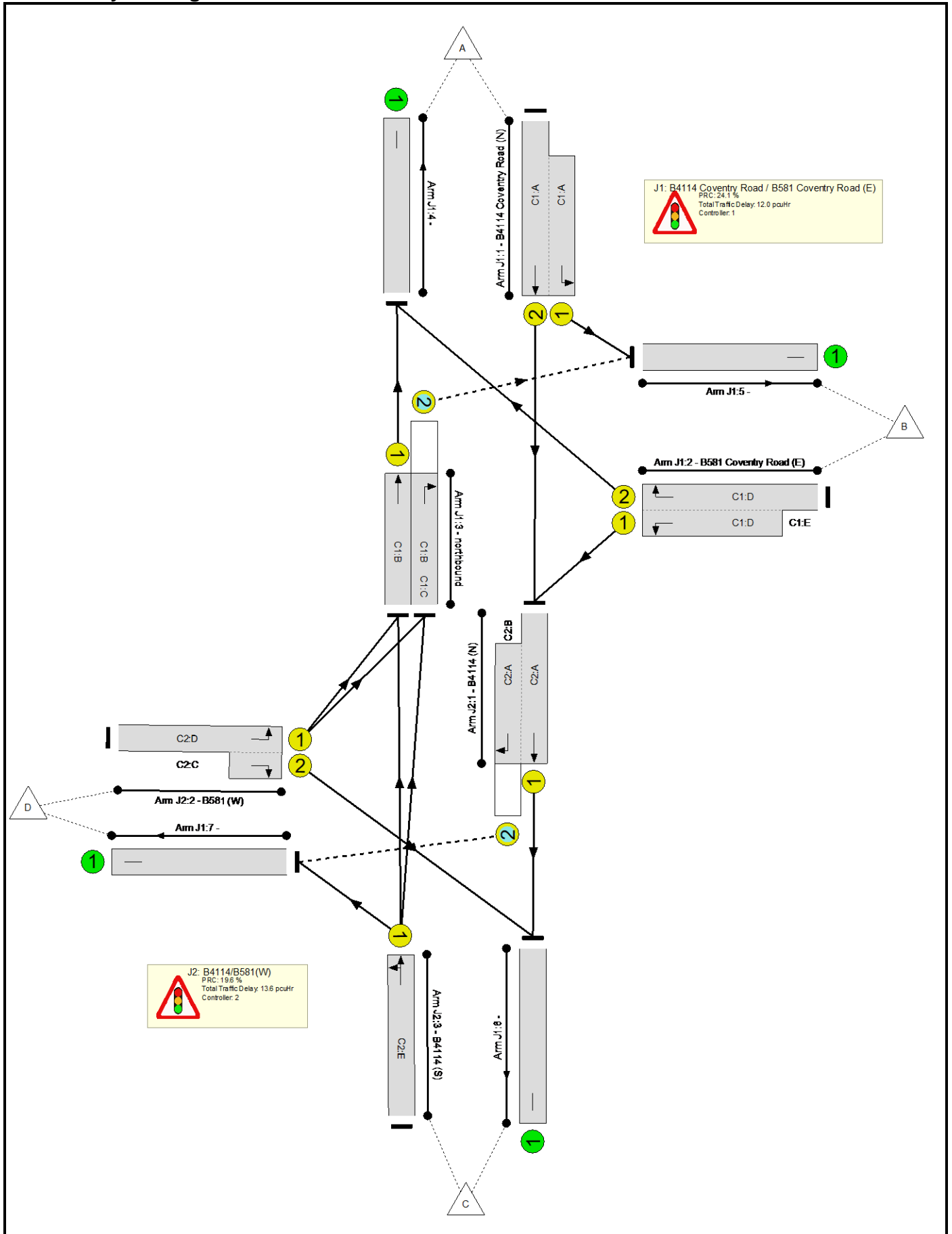
Stage Timings

Stage	1	2	3	1	2
Duration	31	4	22	33	4
Change Point	113	29	38	66	104

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

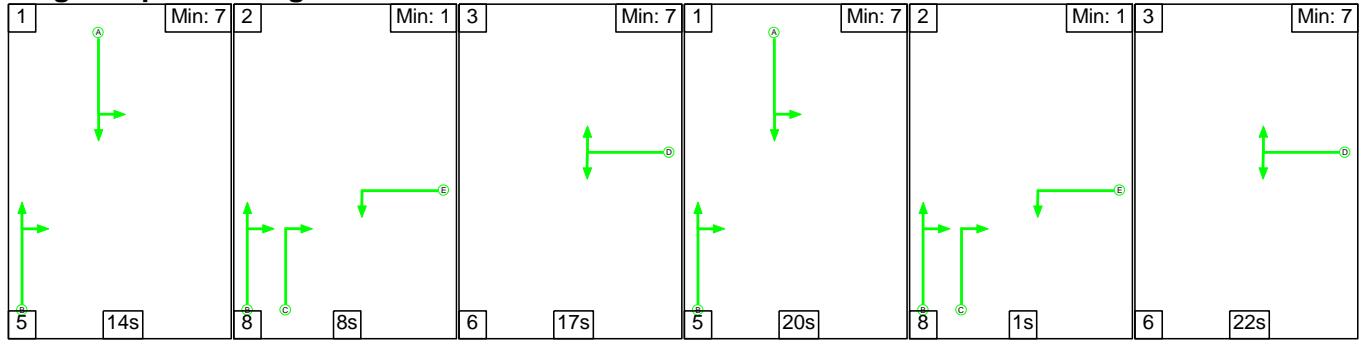
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road / B581 Coventry Road	-	-	N/A	-	-		-	-	-	-	-	-	75.3%
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	N/A	-	-		-	-	-	-	-	-	72.5%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	49	-	835	2080:1791	683+702	60.3 : 60.3%
2/2+2/1	B581 Coventry Road (E) Right Left	U	N/A	N/A	C1:D	C1:E	2	22:45	23	761	1972:1752	394+686	72.5 : 69.2%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	76	-	635	1965	1277	49.7%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	76	17	406	1914	663	61.2%
4/1		U	N/A	N/A	-		-	-	-	921	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	829	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	536	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	430	Inf	Inf	0.0%
J2: B4114/B581(W)	-	-	N/A	-	-		-	-	-	-	-	-	75.3%
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	87	8	887	1965:1871	707+499	73.6 : 73.6%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	26:22	-	311	1828:1868	394+21	74.9 : 74.9%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	64	-	809	1954	1075	75.3%

Full Input Data And Results

Scenario 3: '2026 WoD AM' (FG3: '2026 WoD AM', Plan 1: 'Network Control Plan 1')

C1

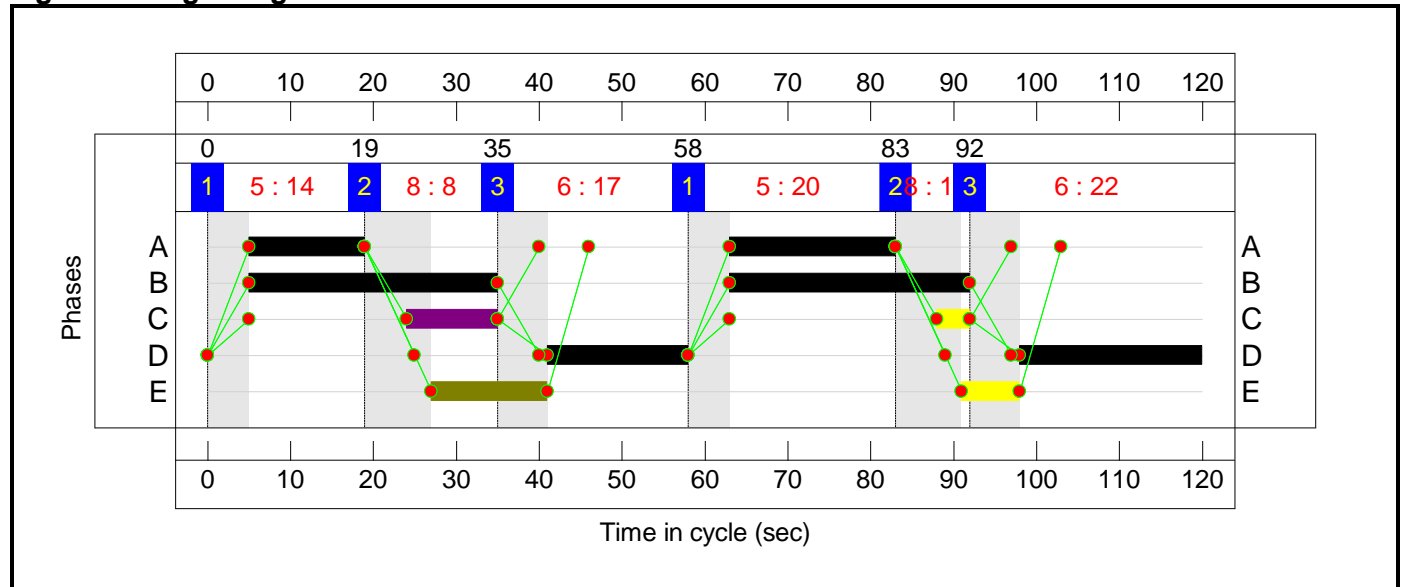
Stage Sequence Diagram



Stage Timings

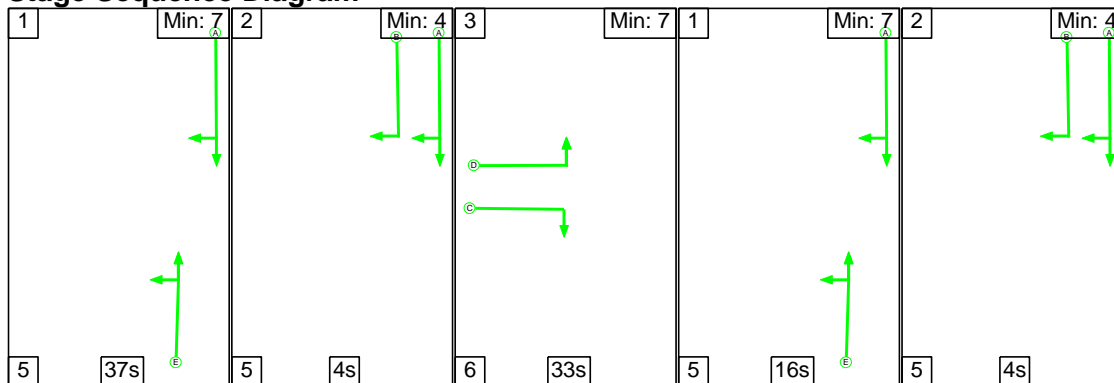
Stage	1	2	3	1	2	3
Duration	14	8	17	20	1	22
Change Point	0	19	35	58	83	92

Signal Timings Diagram



C2

Stage Sequence Diagram

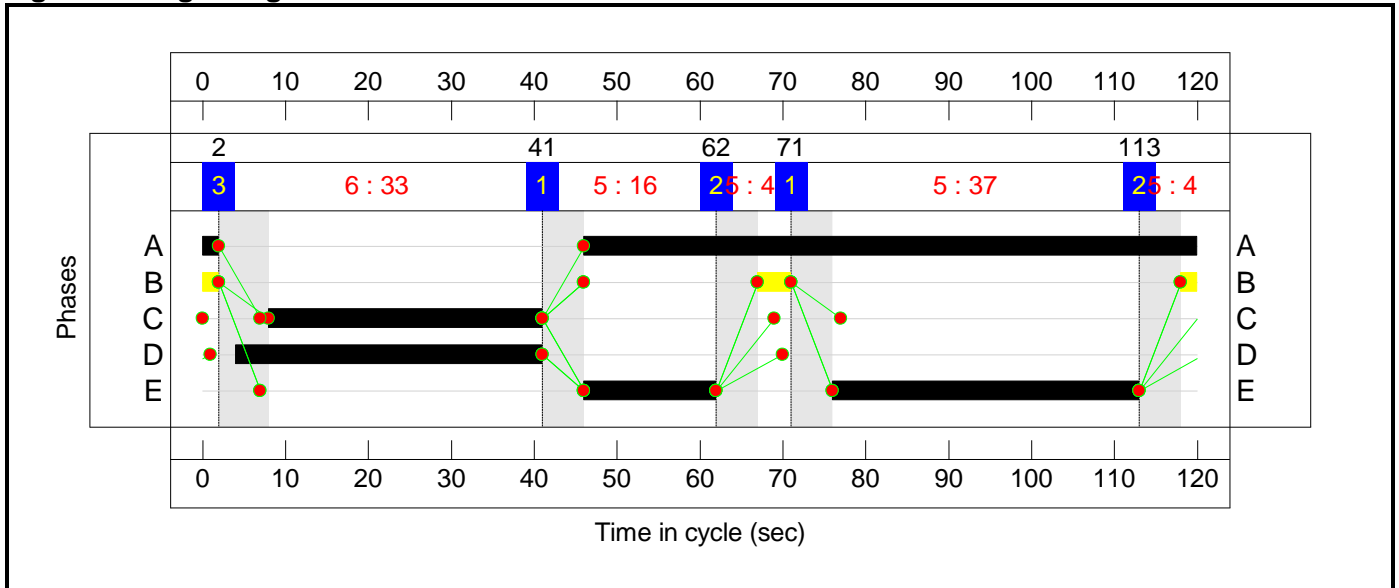


Full Input Data And Results

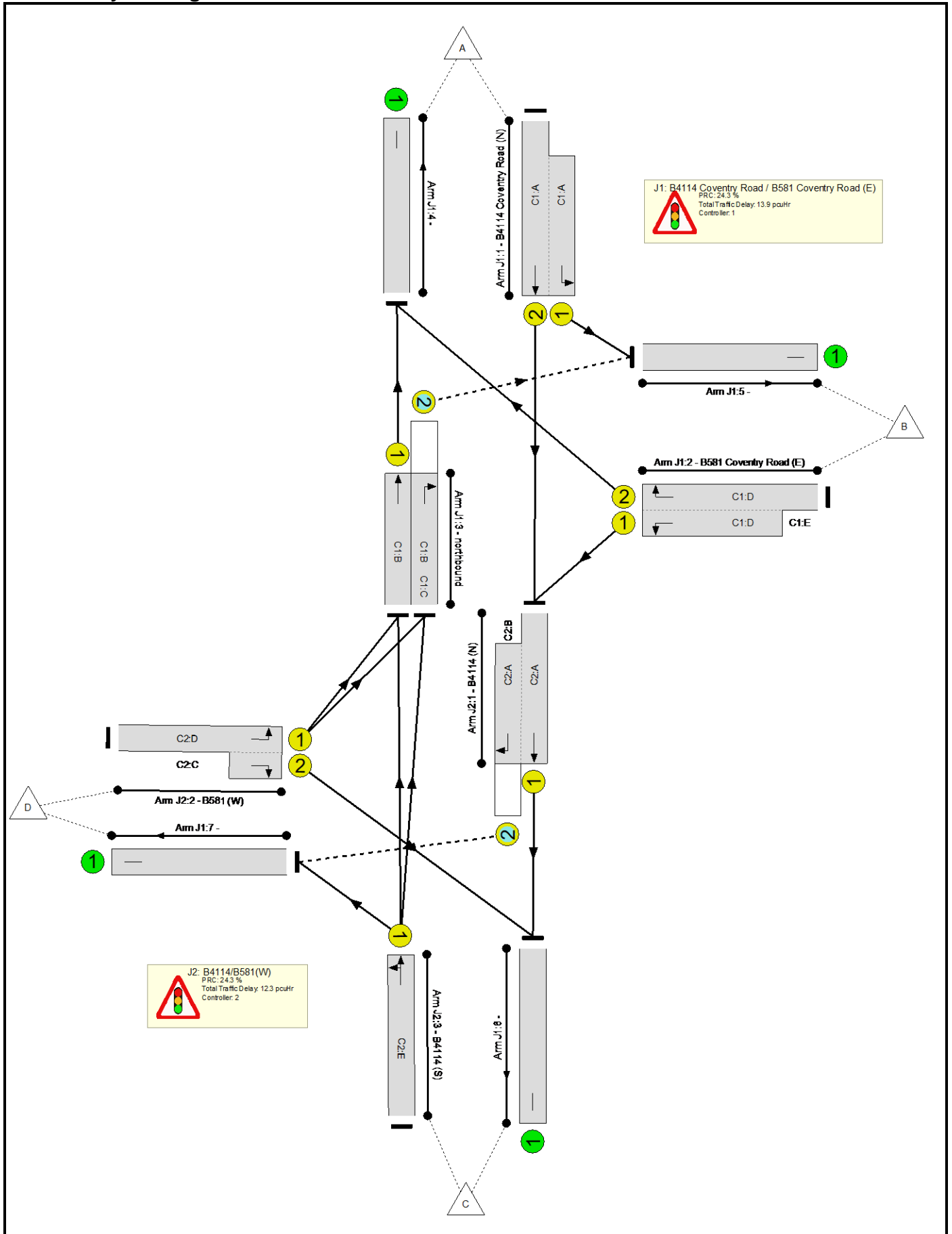
Stage Timings

Stage	1	2	3	1	2
Duration	37	4	33	16	4
Change Point	71	113	2	41	62

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

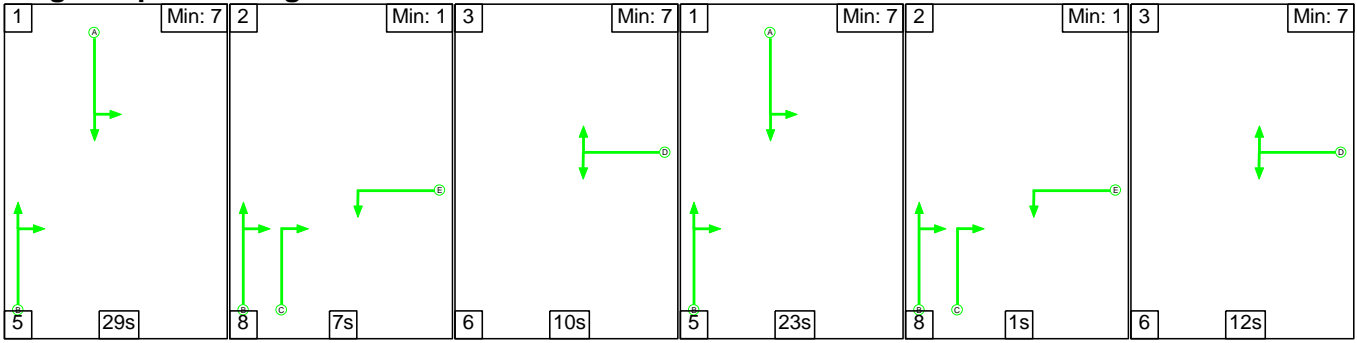
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road / B581 Coventry Road	-	-	N/A	-	-		-	-	-	-	-	-	72.4%
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	N/A	-	-		-	-	-	-	-	-	72.4%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	34	-	781	2080:1791	620+537	67.3 : 67.7%
2/2+2/1	B581 Coventry Road (E) Right Left	U	N/A	N/A	C1:D	C1:E	2	39:60	21	942	1972:1752	674+627	72.4 : 72.4%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	59	-	429	1965	999	42.9%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	59	15	414	1914	576	71.9%
4/1		U	N/A	N/A	-		-	-	-	917	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	778	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	688	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	267	Inf	Inf	0.0%
J2: B4114/B581(W)	-	-	N/A	-	-		-	-	-	-	-	-	72.4%
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	76	8	871	1965:1871	1035+394	61.0 : 61.0%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	37:33	-	429	1828:1868	514+79	72.4 : 72.4%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	53	-	498	1957	897	55.5%

Full Input Data And Results

Scenario 4: '2026 WoD PM' (FG4: '2026 WoD PM', Plan 1: 'Network Control Plan 1')

C1

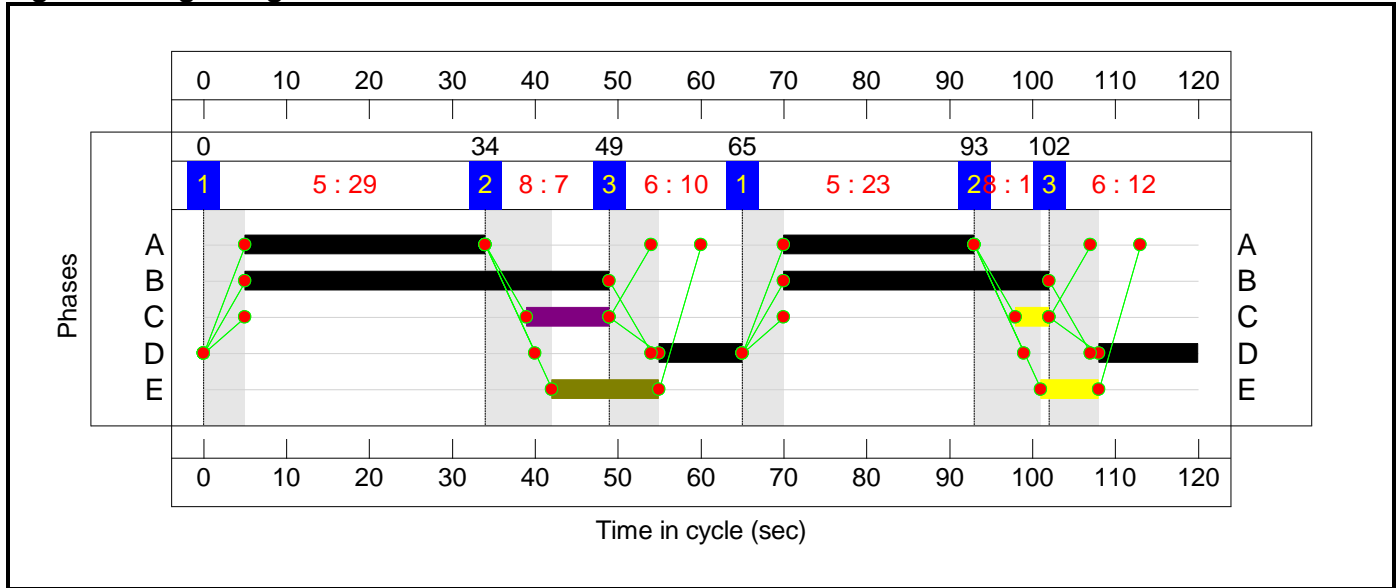
Stage Sequence Diagram



Stage Timings

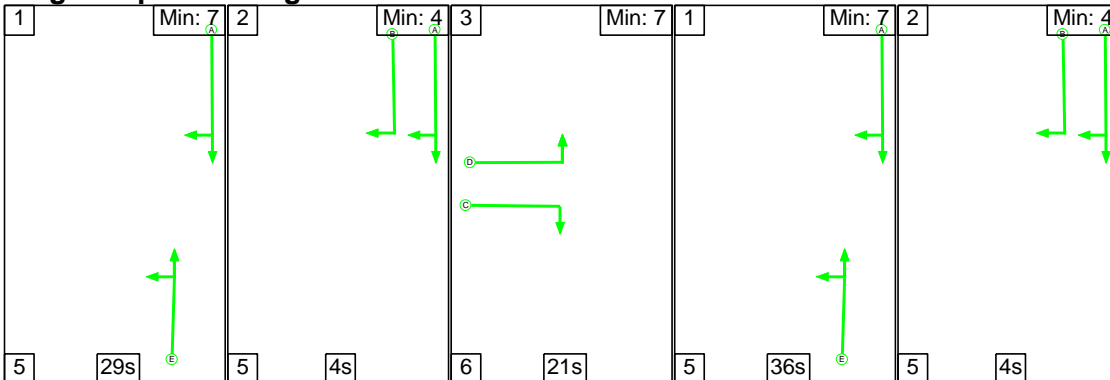
Stage	1	2	3	1	2	3
Duration	29	7	10	23	1	12
Change Point	0	34	49	65	93	102

Signal Timings Diagram



C2

Stage Sequence Diagram

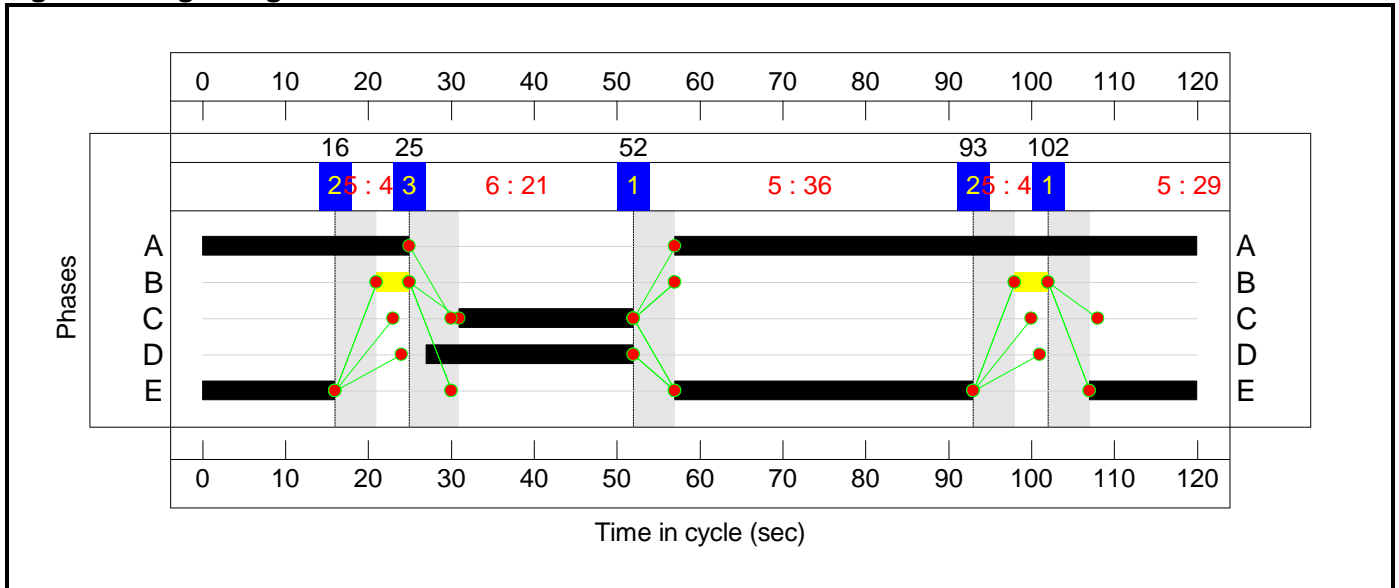


Full Input Data And Results

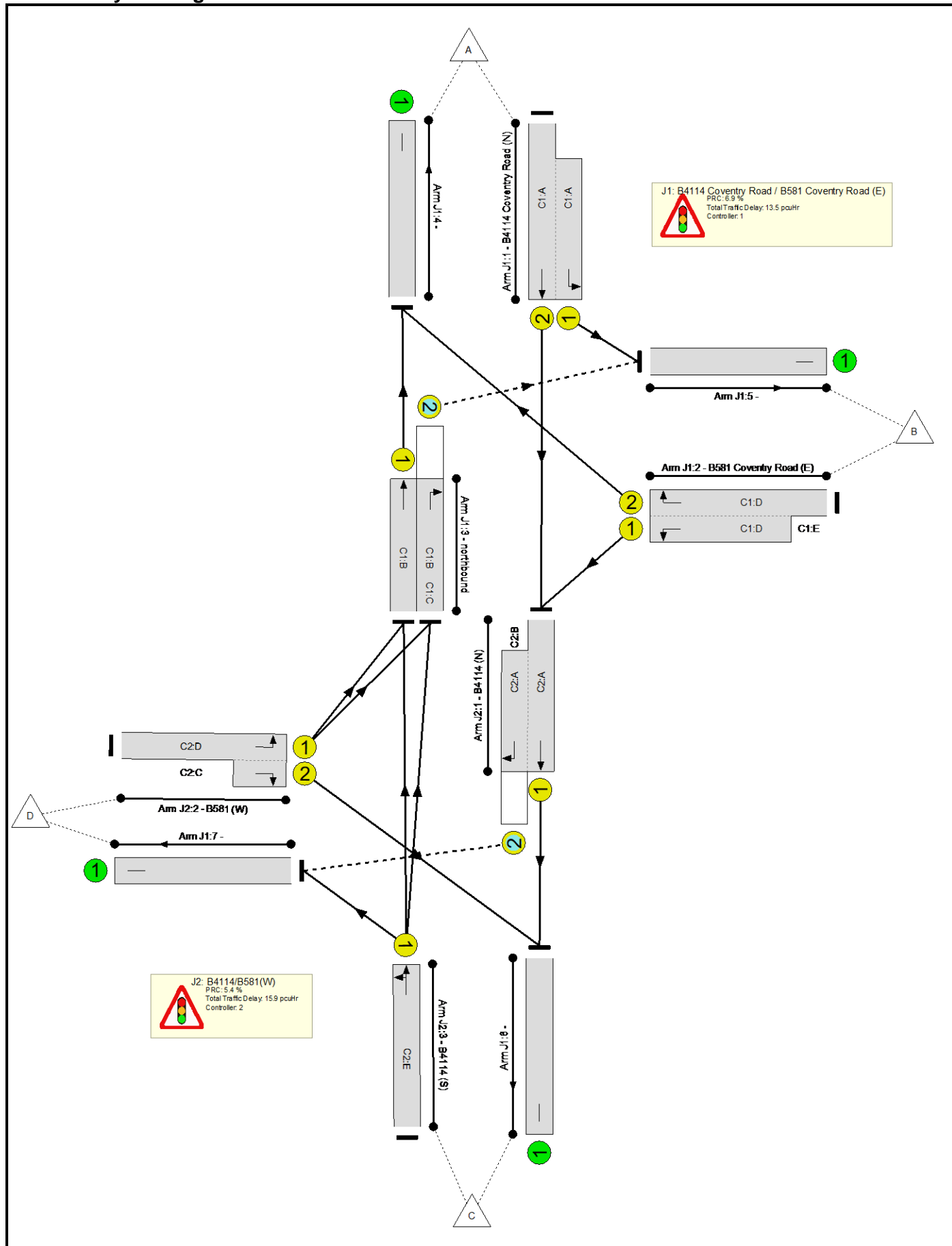
Stage Timings

Stage	1	2	3	1	2
Duration	29	4	21	36	4
Change Point	102	16	25	52	93

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

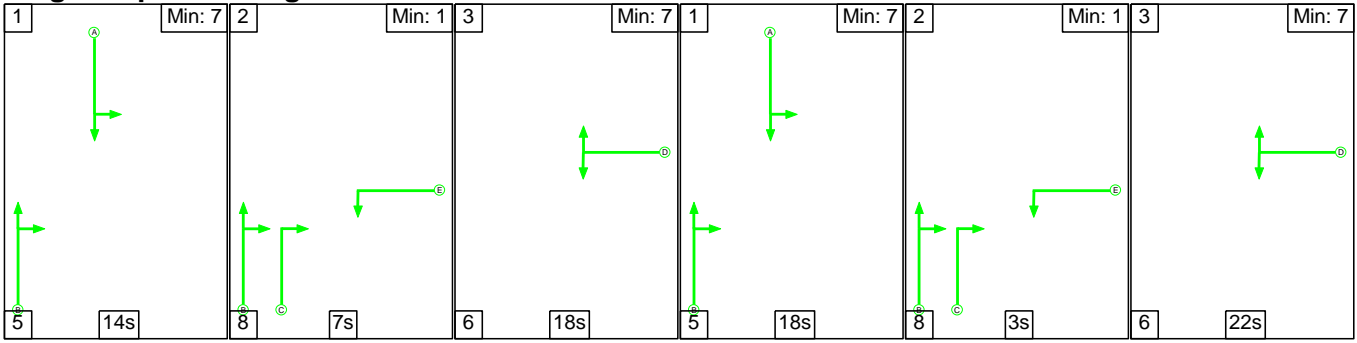
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road / B581 Coventry Road	-	-	N/A	-	-		-	-	-	-	-	-	85.4%
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	N/A	-	-		-	-	-	-	-	-	84.2%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	52	-	827	2080:1791	648+770	58.3 : 58.3%
2/2+2/1	B581 Coventry Road (E) Right Left	U	N/A	N/A	C1:D	C1:E	2	22:42	20	765	1972:1752	394+642	84.2 : 67.4%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	76	-	752	1965	1277	58.9%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	76	14	445	1914	626	71.1%
4/1		U	N/A	N/A	-		-	-	-	1084	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	894	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	559	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	322	Inf	Inf	0.0%
J2: B4114/B581(W)	-	-	N/A	-	-		-	-	-	-	-	-	85.4%
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	88	8	811	1965:1871	871+439	61.9 : 62.0%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	25:21	-	342	1828:1868	377+23	85.4 : 85.4%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	65	-	925	1957	1093	84.7%

Full Input Data And Results

Scenario 5: '2026 WoDWS AM' (FG5: '2026 WoDWS AM', Plan 1: 'Network Control Plan 1')

C1

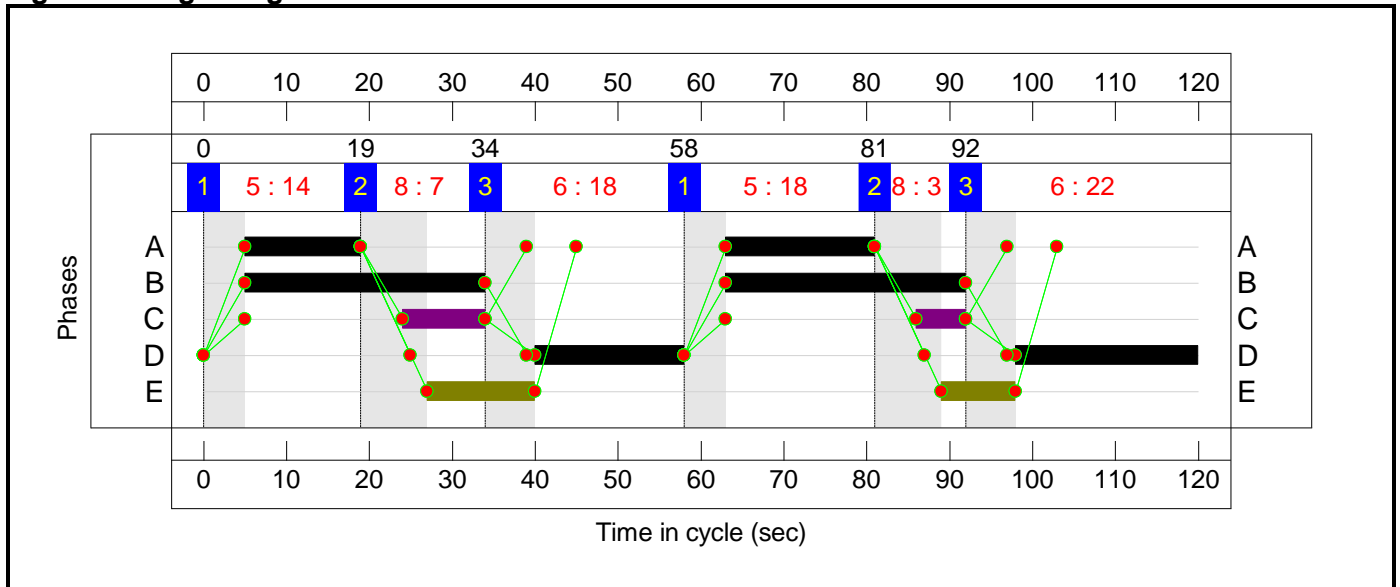
Stage Sequence Diagram



Stage Timings

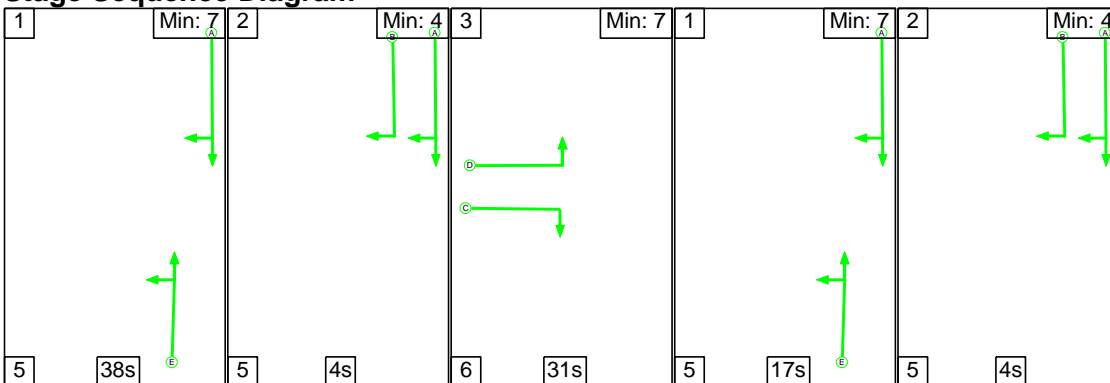
Stage	1	2	3	1	2	3
Duration	14	7	18	18	3	22
Change Point	0	19	34	58	81	92

Signal Timings Diagram



C2

Stage Sequence Diagram

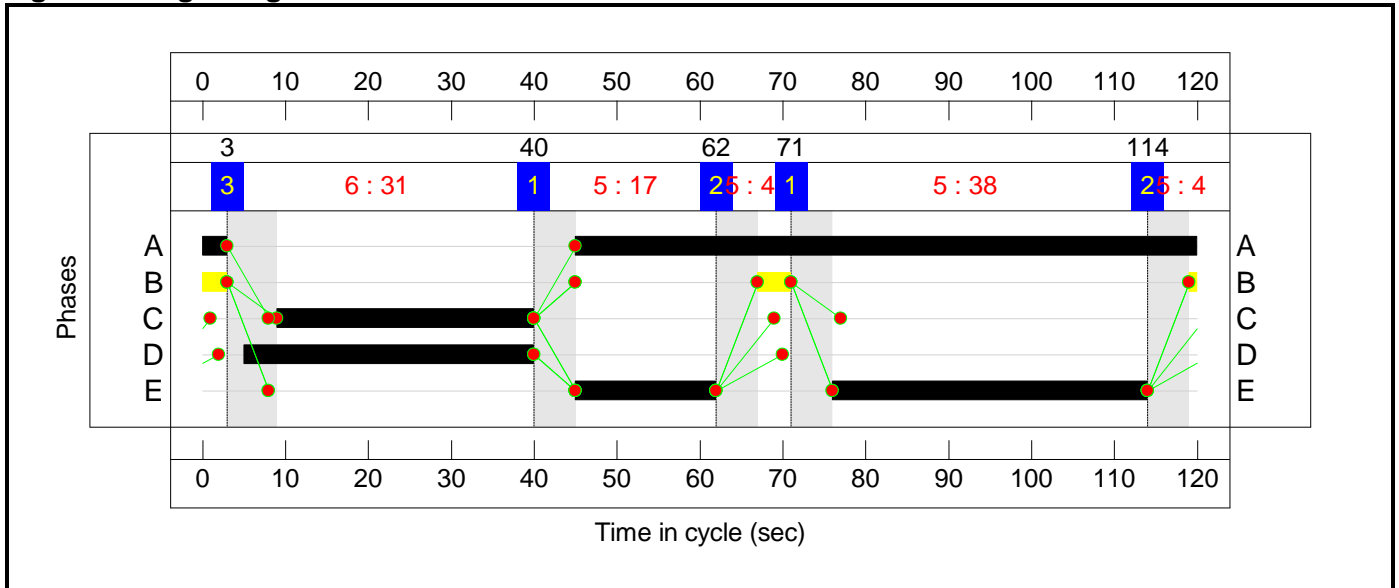


Full Input Data And Results

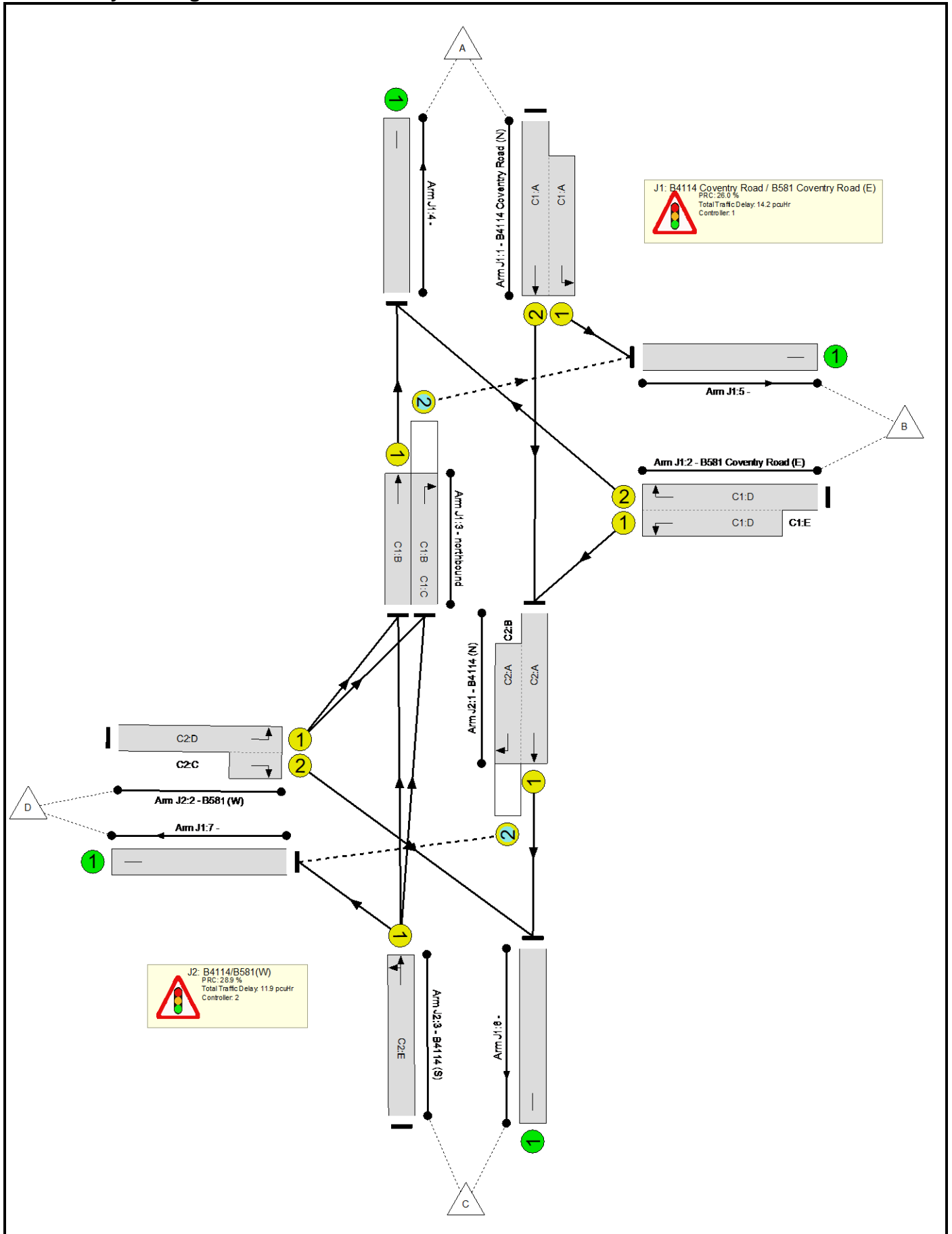
Stage Timings

Stage	1	2	3	1	2
Duration	38	4	31	17	4
Change Point	71	114	3	40	62

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

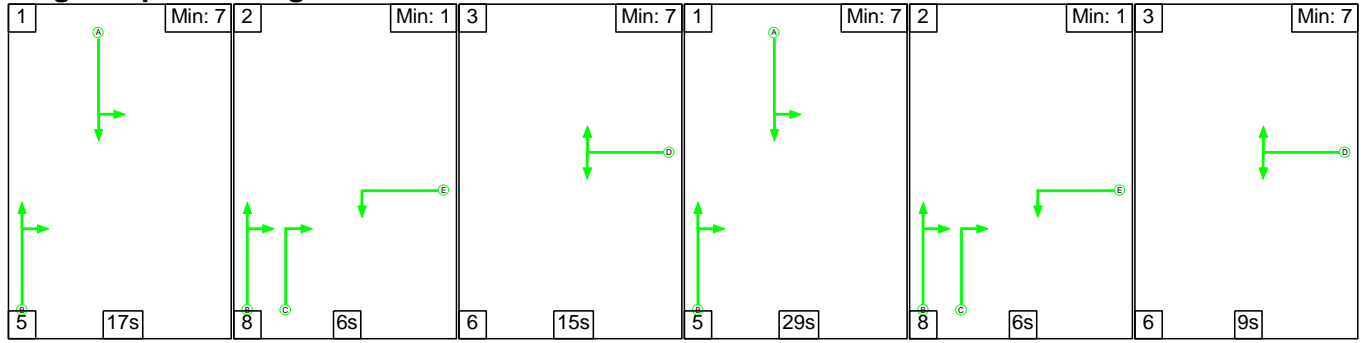
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road / B581 Coventry Road	-	-	N/A	-	-		-	-	-	-	-	-	71.4%
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	N/A	-	-		-	-	-	-	-	-	71.4%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	32	-	775	2080:1791	589+507	70.8 : 70.5%
2/2+2/1	B581 Coventry Road (E) Right Left	U	N/A	N/A	C1:D	C1:E	2	40:62	22	967	1972:1752	690+664	71.4 : 71.4%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	58	-	430	1965	982	43.8%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	58	16	413	1914	583	70.8%
4/1		U	N/A	N/A	-		-	-	-	923	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	771	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	217	Inf	Inf	0.0%
J2: B4114/B581(W)	-	-	N/A	-	-		-	-	-	-	-	-	69.8%
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	78	8	891	1965:1871	1110+307	62.9 : 62.9%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	35:31	-	393	1828:1868	485+77	69.8 : 69.8%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	55	-	528	1958	930	56.8%

Full Input Data And Results

Scenario 6: '2026 WoDWS PM' (FG6: '2026 WoDWS PM', Plan 1: 'Network Control Plan 1')

C1

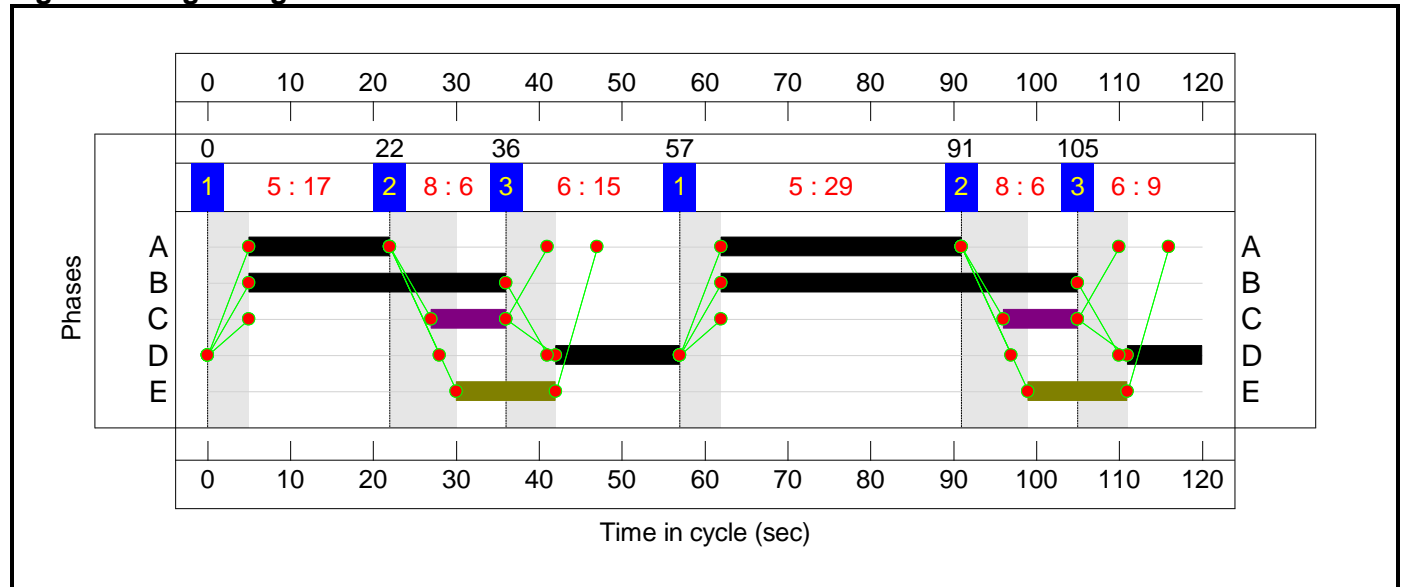
Stage Sequence Diagram



Stage Timings

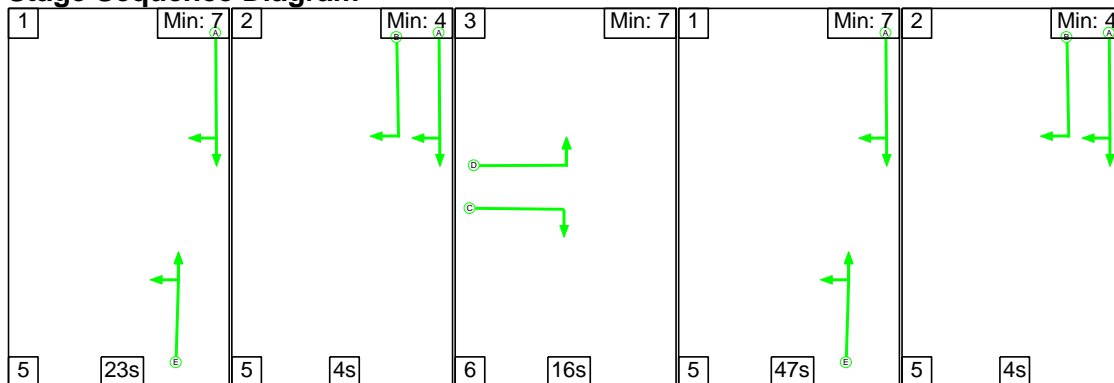
Stage	1	2	3	1	2	3
Duration	17	6	15	29	6	9
Change Point	0	22	36	57	91	105

Signal Timings Diagram



C2

Stage Sequence Diagram

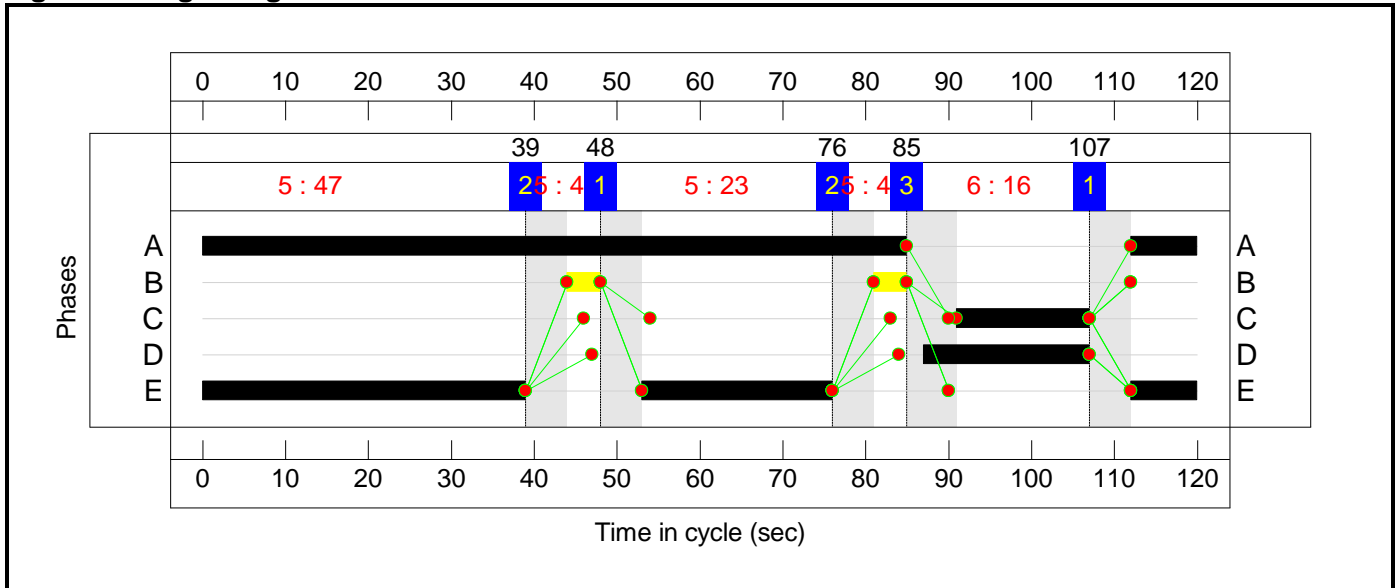


Full Input Data And Results

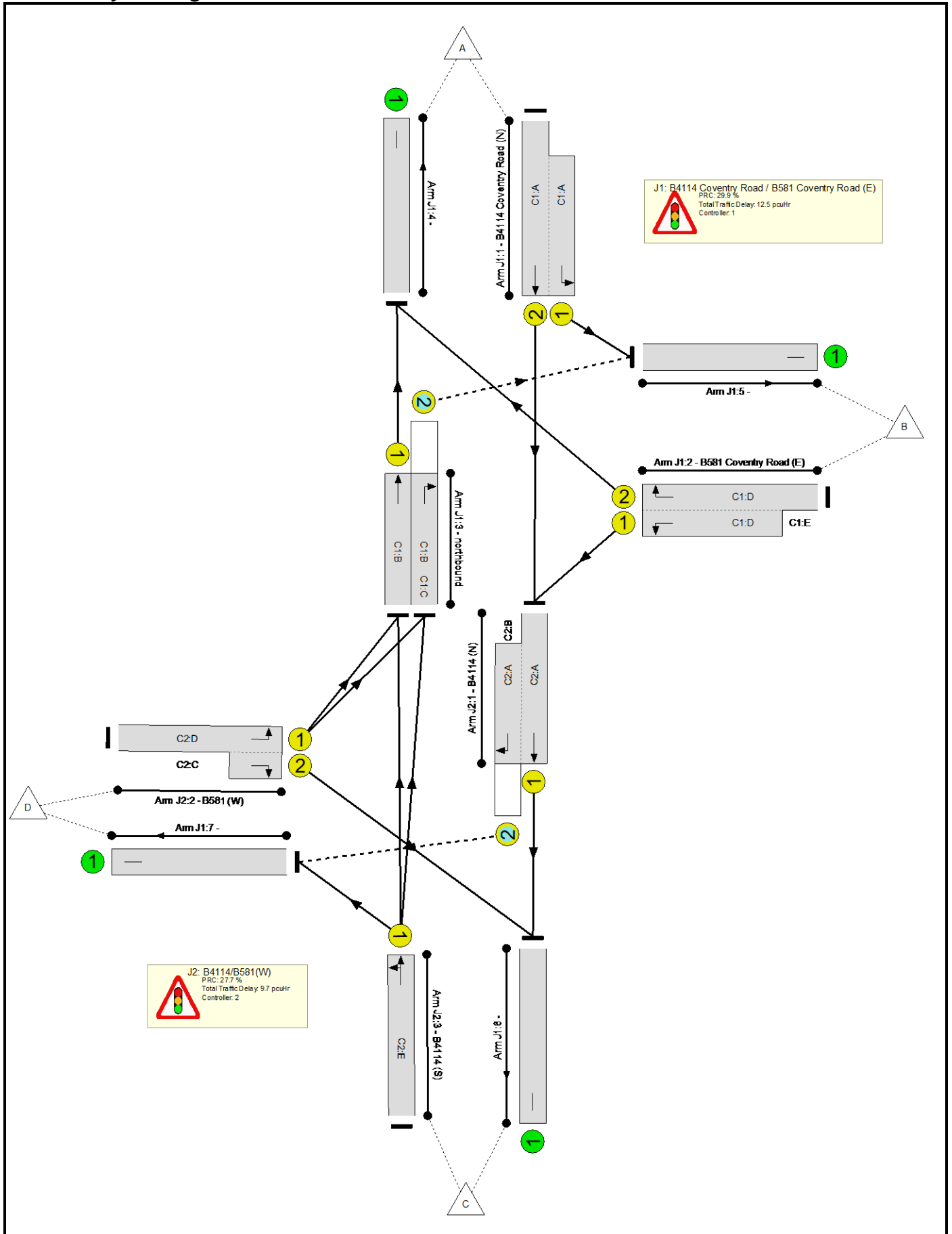
Stage Timings

Stage	1	2	3	1	2
Duration	23	4	16	47	4
Change Point	48	76	85	107	39

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

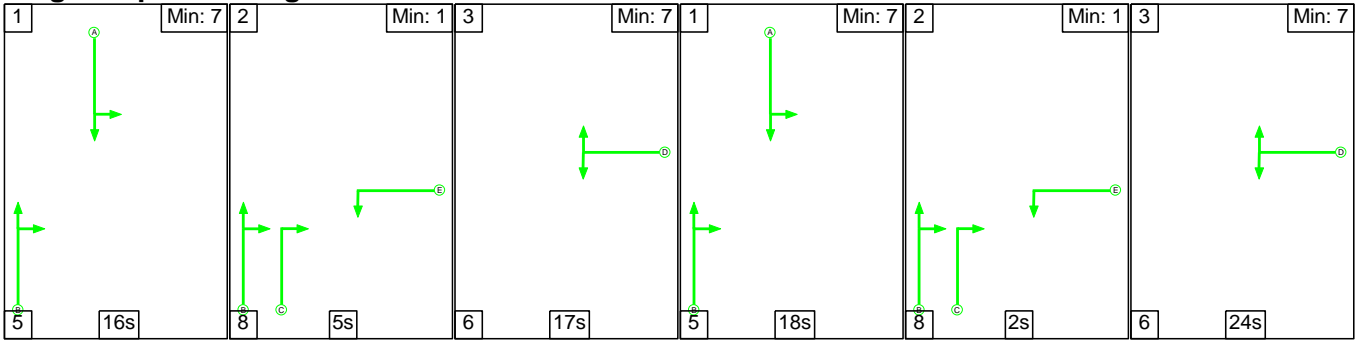
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road / B581 Coventry Road	-	-	N/A	-	-		-	-	-	-	-	-	70.5%
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	N/A	-	-		-	-	-	-	-	-	69.3%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	46	-	847	2080:1791	560+681	68.3 : 68.3%
2/2+2/1	B581 Coventry Road (E) Right Left	U	N/A	N/A	C1:D	C1:E	2	24:48	24	777	1972:1752	427+730	69.3 : 65.9%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	74	-	579	1965	1244	46.5%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	74	18	411	1914	649	63.4%
4/1		U	N/A	N/A	-		-	-	-	875	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	876	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	599	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	330	Inf	Inf	0.0%
J2: B4114/B581(W)	-	-	N/A	-	-		-	-	-	-	-	-	70.5%
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	93	8	863	1965:1871	1179+532	49.4 : 52.6%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	20:16	-	229	1828:1868	303+23	70.3 : 70.3%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	70	-	827	1956	1174	70.5%

Full Input Data And Results

Scenario 7: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'Network Control Plan 1')

C1

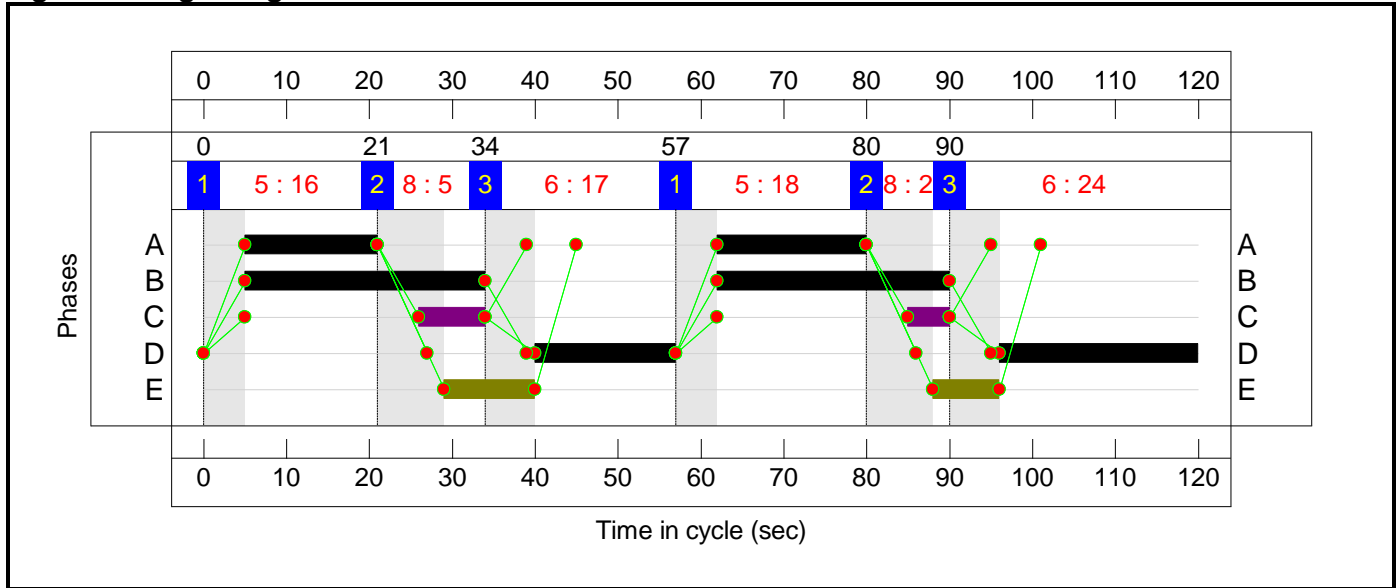
Stage Sequence Diagram



Stage Timings

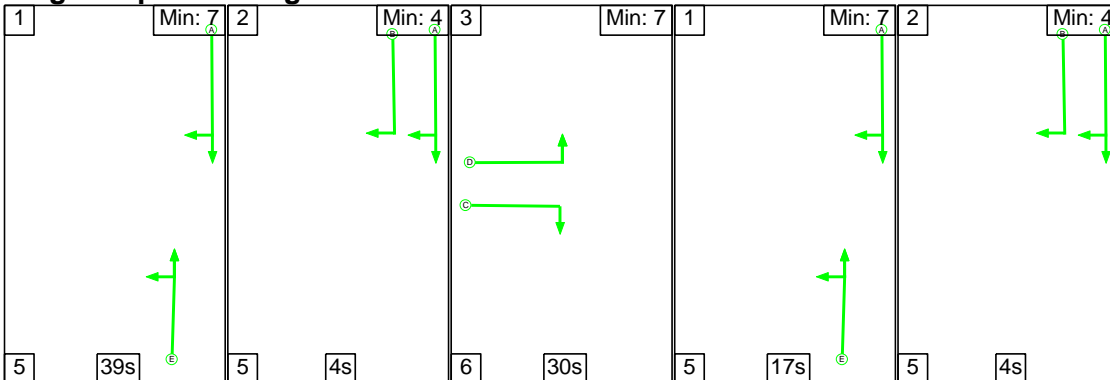
Stage	1	2	3	1	2	3
Duration	16	5	17	18	2	24
Change Point	0	21	34	57	80	90

Signal Timings Diagram



C2

Stage Sequence Diagram

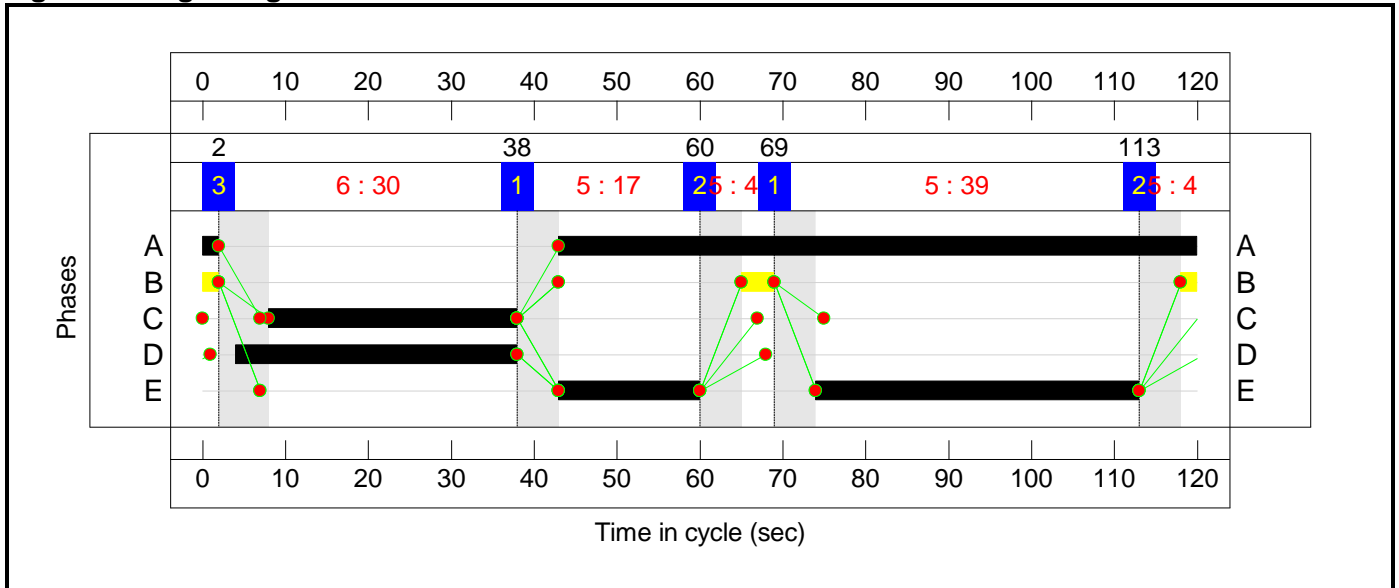


Full Input Data And Results

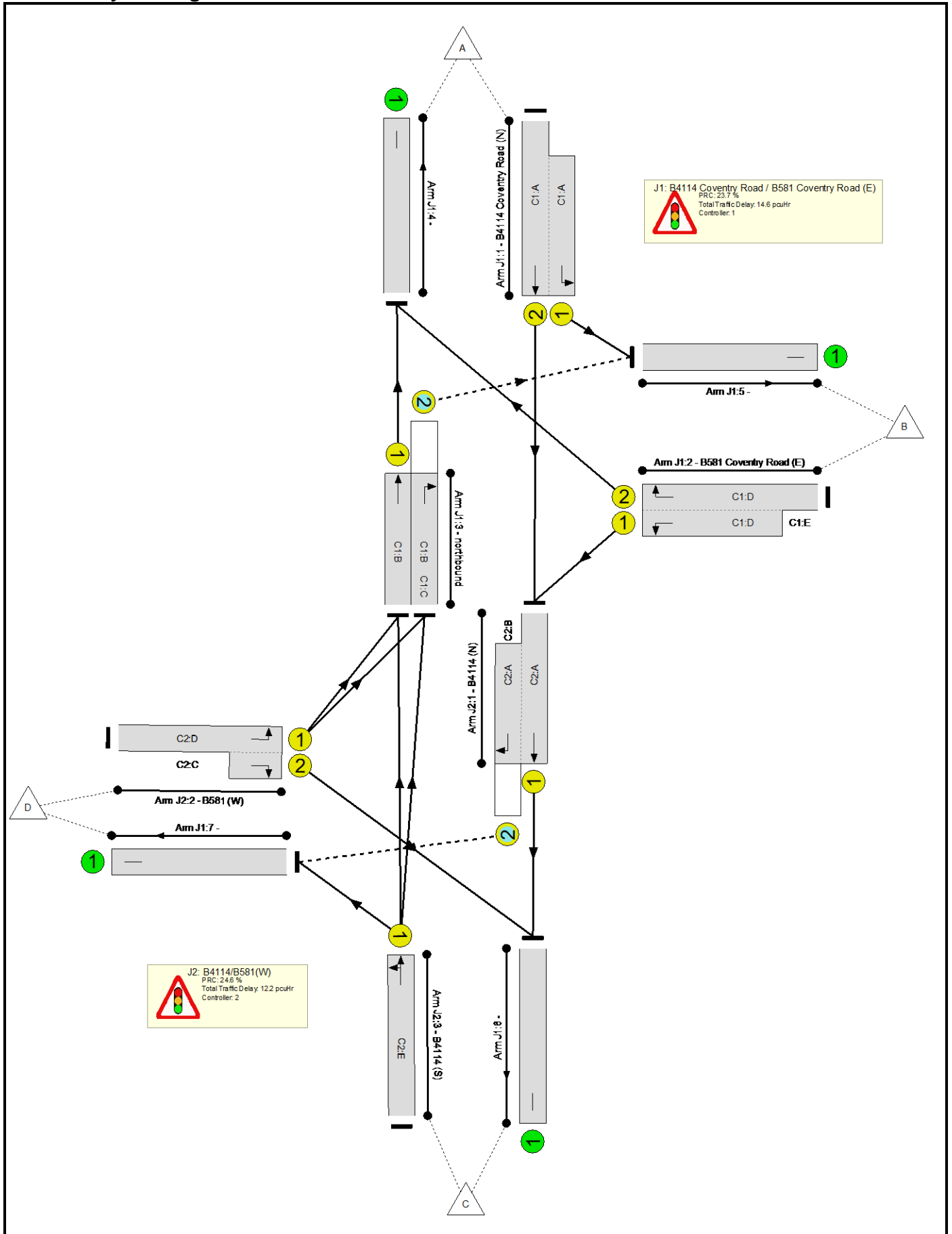
Stage Timings

Stage	1	2	3	1	2
Duration	39	4	30	17	4
Change Point	69	113	2	38	60

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

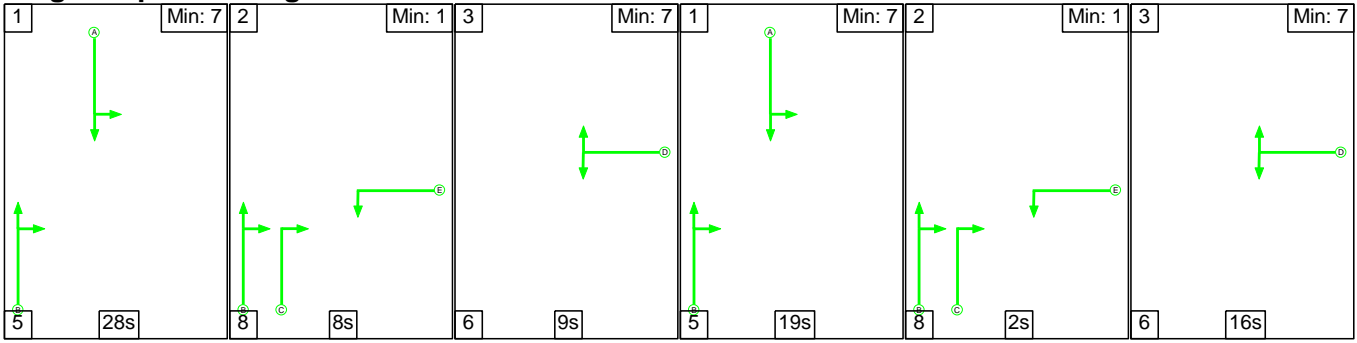
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road / B581 Coventry Road	-	-	N/A	-	-		-	-	-	-	-	-	72.8%
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	N/A	-	-		-	-	-	-	-	-	72.8%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	34	-	795	2080:1791	624+496	71.0 : 71.0%
2/2+2/1	B581 Coventry Road (E) Right Left	U	N/A	N/A	C1:D	C1:E	2	41:60	19	975	1972:1752	707+660	71.3 : 71.3%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	57	-	461	1965	966	47.7%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	57	13	393	1914	540	72.8%
4/1		U	N/A	N/A	-		-	-	-	965	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	745	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	784	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	211	Inf	Inf	0.0%
J2: B4114/B581(W)	-	-	N/A	-	-		-	-	-	-	-	-	72.2%
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	79	8	914	1965:1871	1133+292	64.1 : 64.1%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	34:30	-	396	1828:1868	469+79	72.2 : 72.2%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	56	-	539	1958	946	57.0%

Full Input Data And Results

Scenario 8: '2026 WD PM' (FG8: '2026 WD PM', Plan 1: 'Network Control Plan 1')

C1

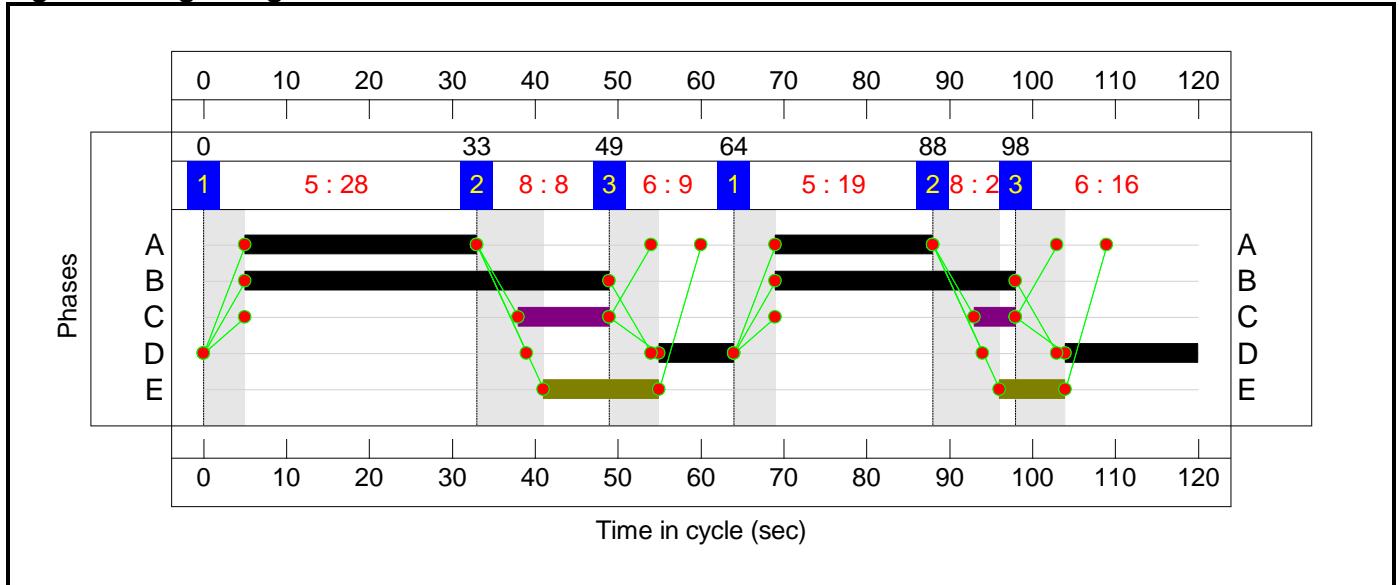
Stage Sequence Diagram



Stage Timings

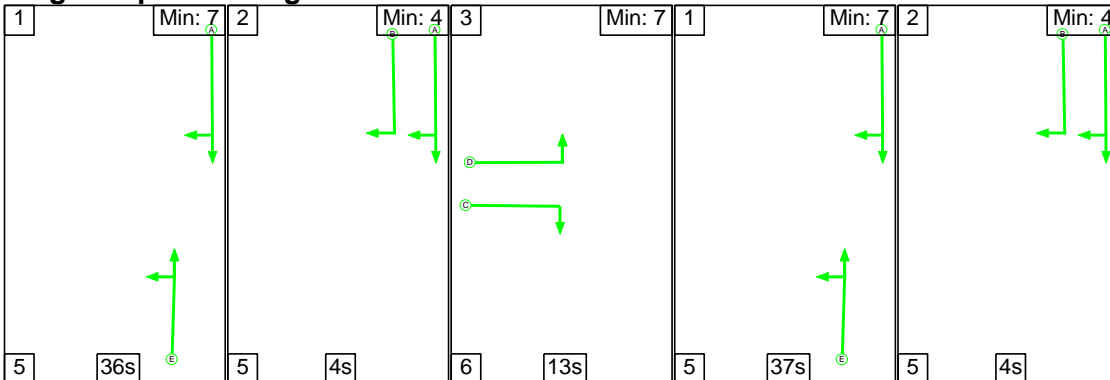
Stage	1	2	3	1	2	3
Duration	28	8	9	19	2	16
Change Point	0	33	49	64	88	98

Signal Timings Diagram



C2

Stage Sequence Diagram

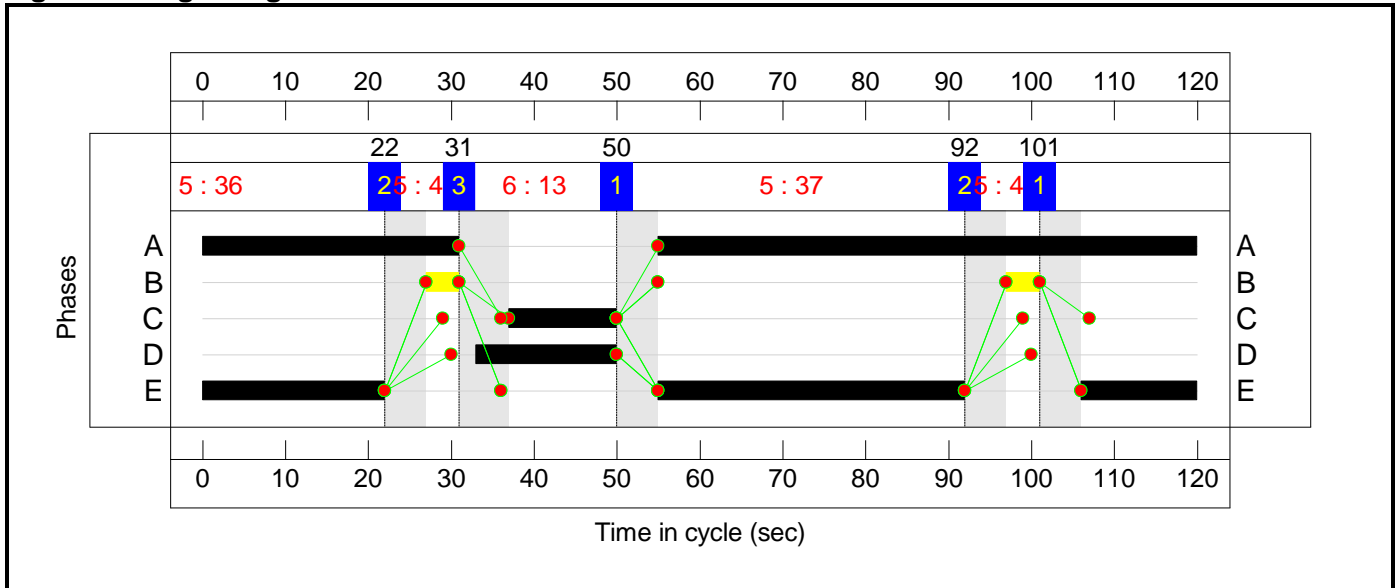


Full Input Data And Results

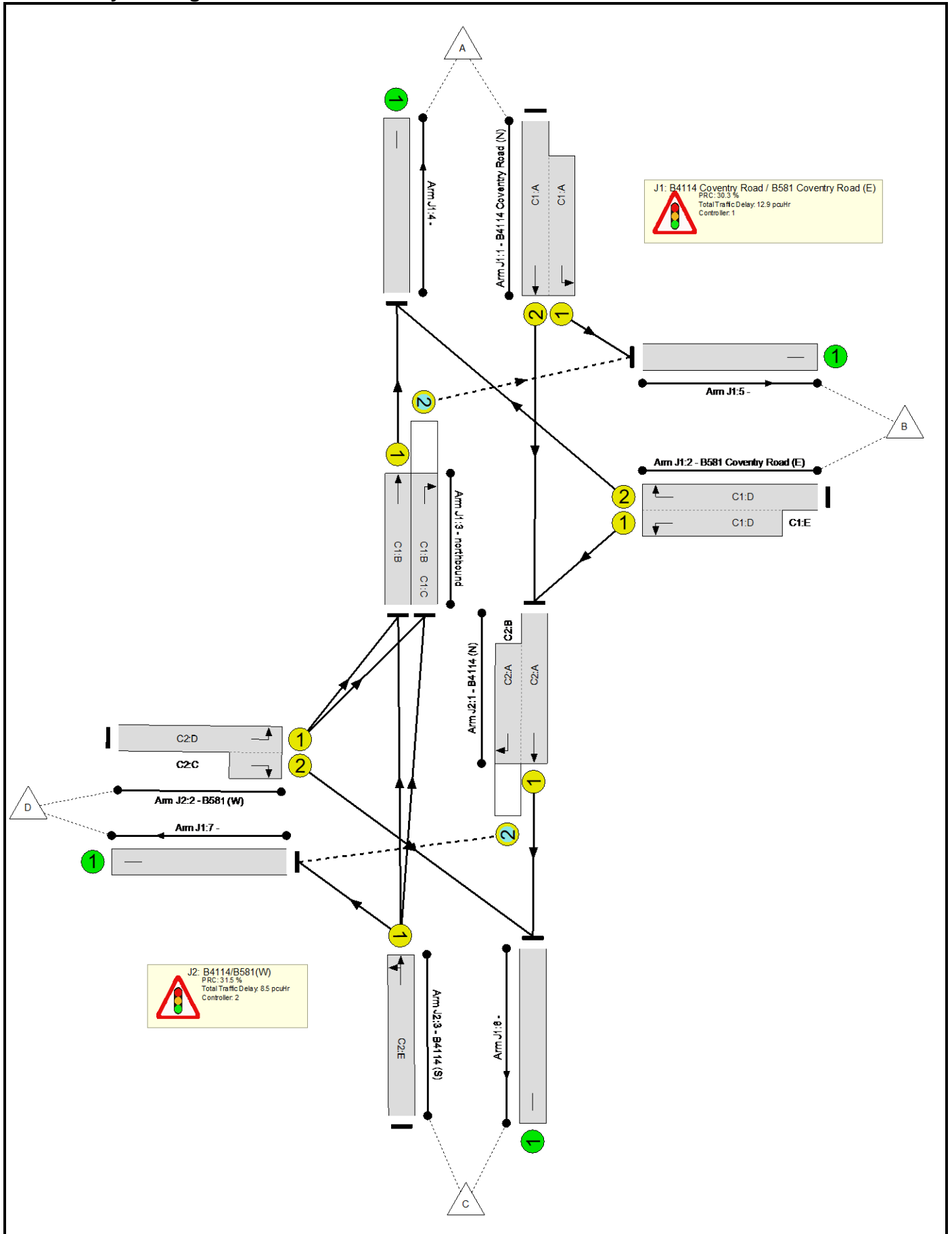
Stage Timings

Stage	1	2	3	1	2
Duration	36	4	13	37	4
Change Point	101	22	31	50	92

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: B4114 Coventry Road / B581 Coventry Road	-	-	N/A	-	-		-	-	-	-	-	-	69.1%
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	N/A	-	-		-	-	-	-	-	-	69.1%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	47	-	847	2080:1791	535+704	68.4 : 68.4%
2/2+2/1	B581 Coventry Road (E) Right Left	U	N/A	N/A	C1:D	C1:E	2	25:47	22	793	1972:1752	444+715	67.4 : 69.1%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	73	-	555	1965	1228	45.2%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	73	16	408	1914	618	66.0%
4/1		U	N/A	N/A	-		-	-	-	854	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	889	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	587	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	338	Inf	Inf	0.0%
J2: B4114/B581(W)	-	-	N/A	-	-		-	-	-	-	-	-	68.5%
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	96	8	860	1965:1871	1201+551	47.7 : 52.1%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	17:13	-	191	1828:1868	260+21	68.2 : 68.2%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	73	-	837	1956	1222	68.5%

Full Input Data And Results

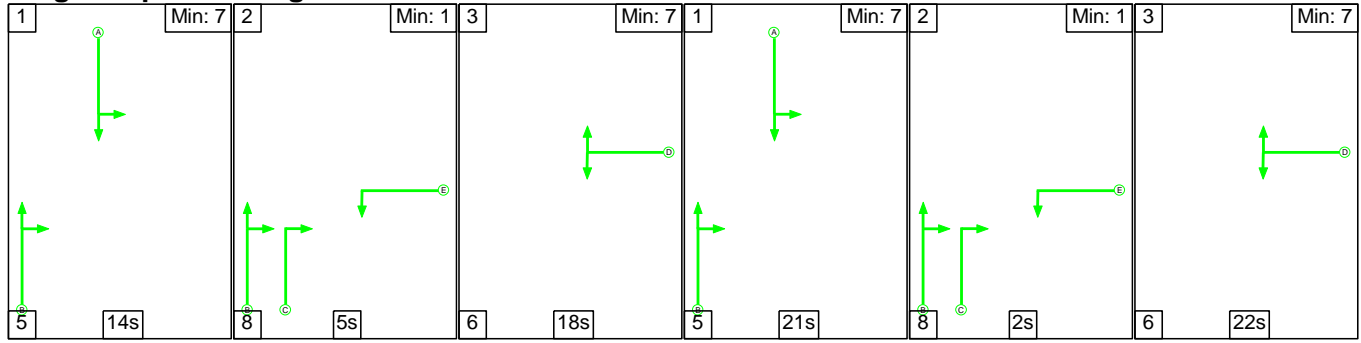
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	-	-	250	385	61	13.2	6.1	2.0	21.4	-	-	-	-
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	87	263	58	8.3	3.5	1.1	12.9	-	-	-	-
1/2+1/1	847	847	-	-	-	3.2	1.1	-	4.3	18.2	6.5	1.1	7.6
2/2+2/1	793	793	-	-	-	3.9	1.1	-	4.9	22.4	7.5	1.1	8.6
3/1	555	555	-	-	-	0.6	0.4	-	1.0	6.7	6.2	0.4	6.6
3/2	408	408	87	263	58	0.6	1.0	1.1	2.7	23.4	5.9	1.0	6.8
4/1	854	854	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	889	889	-	-	-	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
7/1	338	338	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	-	-	163	122	2	5.0	2.6	0.9	8.5	-	-	-	-
1/1+1/2	860	860	163	122	2	0.4	0.5	0.9	1.8	7.6	19.5	0.5	20.0
2/1+2/2	191	191	-	-	-	2.6	1.0	-	3.6	67.9	5.8	1.0	6.8
3/1	837	837	-	-	-	2.0	1.1	-	3.1	13.3	12.8	1.1	13.9
	C1		PRC for Signalled Lanes (%):	30.3		Total Delay for Signalled Lanes (pcuHr):	12.90		Cycle Time (s):	120			
	C2		PRC for Signalled Lanes (%):	31.5		Total Delay for Signalled Lanes (pcuHr):	8.51		Cycle Time (s):	120			
			PRC Over All Lanes (%):	30.3		Total Delay Over All Lanes(pcuHr):	21.41						

Full Input Data And Results

Scenario 9: '2036 WoD AM' (FG9: '2036 WoD AM', Plan 1: 'Network Control Plan 1')

C1

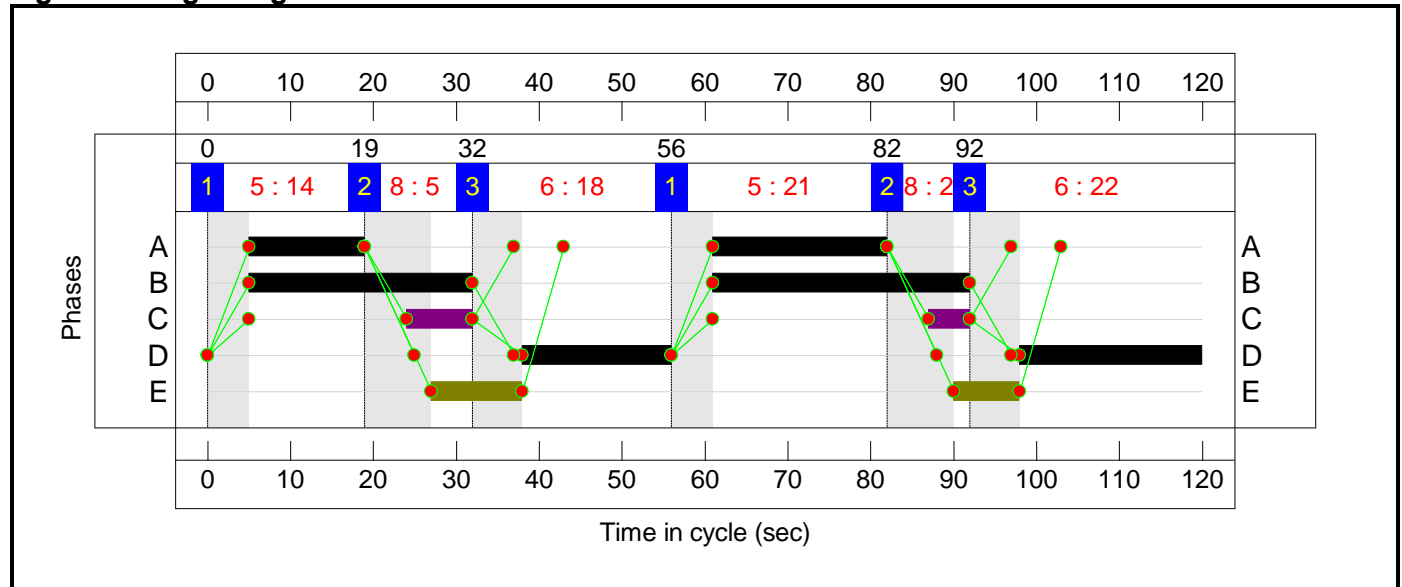
Stage Sequence Diagram



Stage Timings

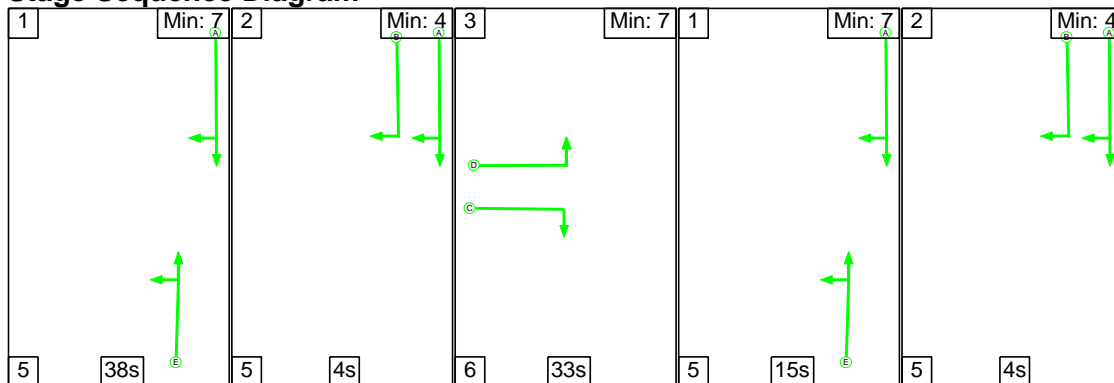
Stage	1	2	3	1	2	3
Duration	14	5	18	21	2	22
Change Point	0	19	32	56	82	92

Signal Timings Diagram



C2

Stage Sequence Diagram

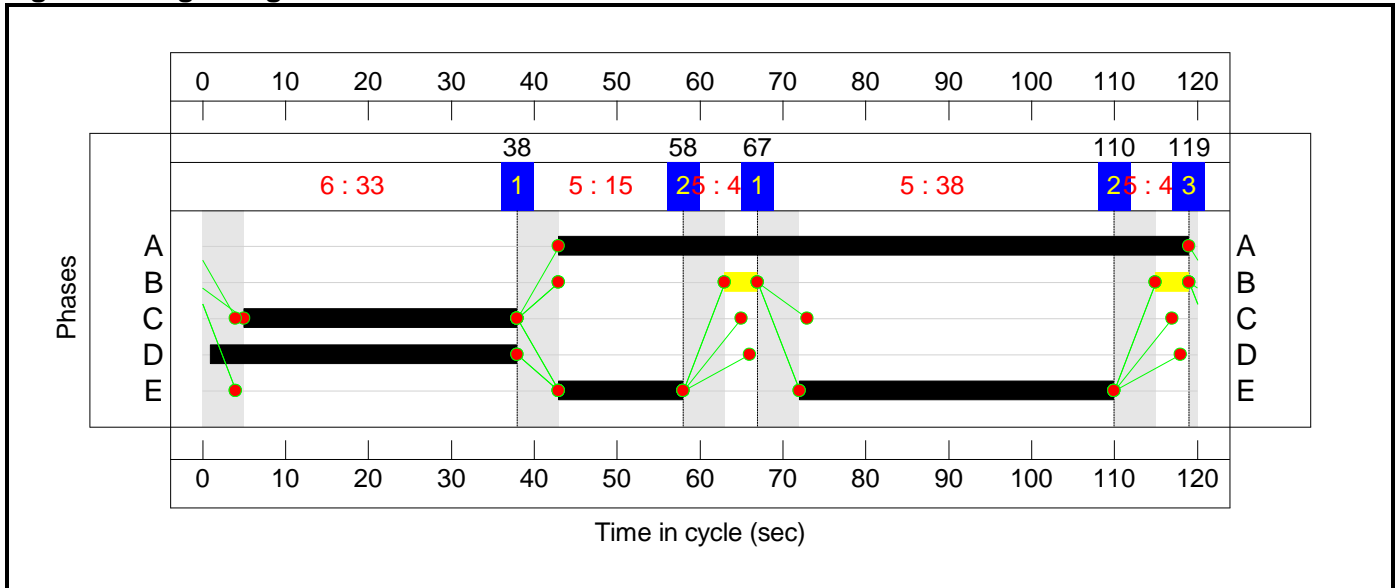


Full Input Data And Results

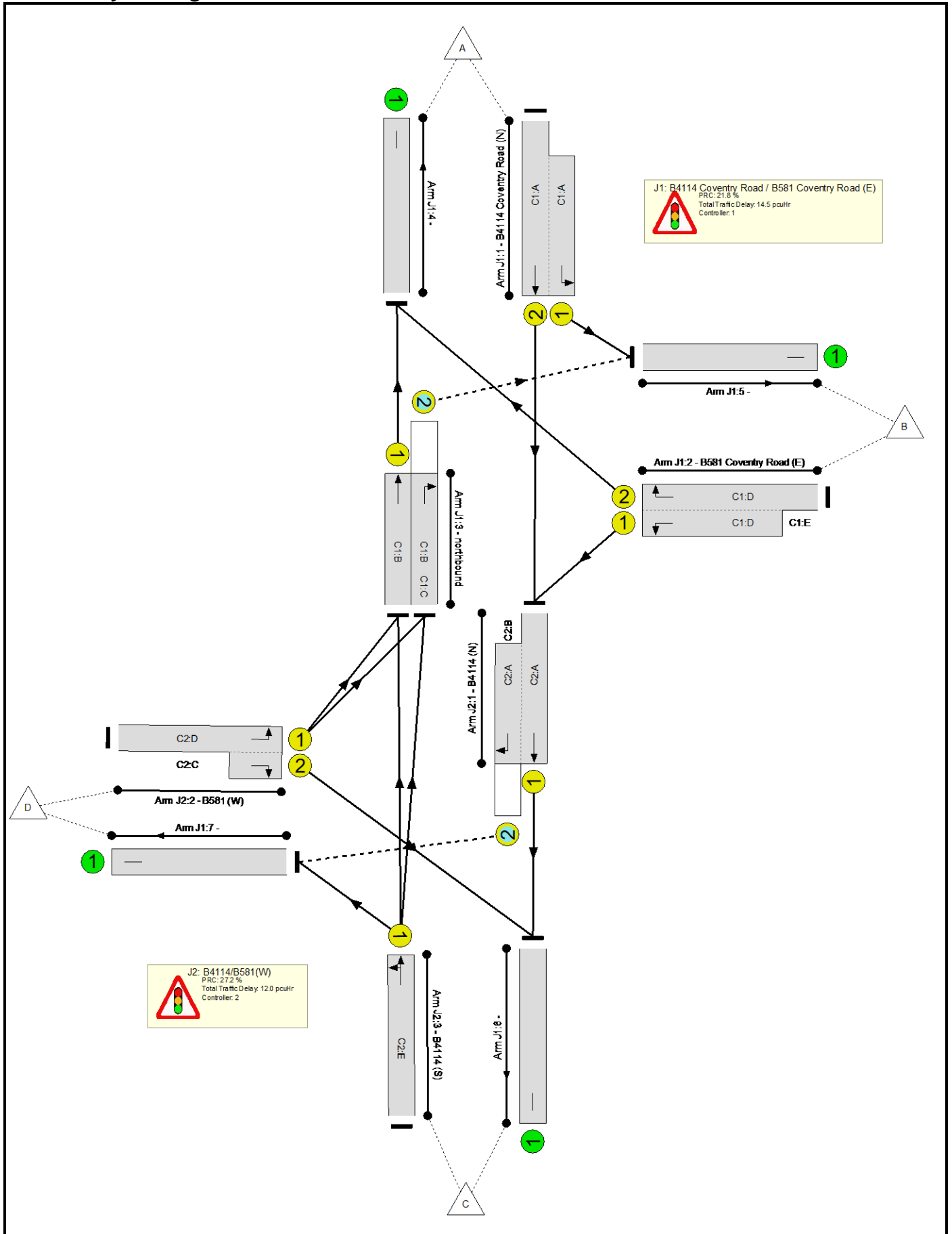
Stage Timings

Stage	1	2	3	1	2
Duration	38	4	33	15	4
Change Point	67	110	119	38	58

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

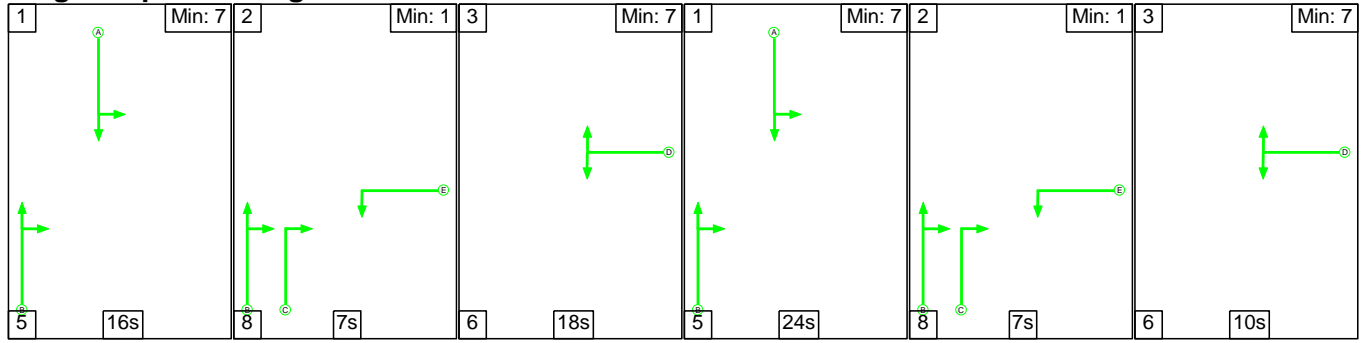
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road / B581 Coventry Road	-	-	N/A	-	-		-	-	-	-	-	-	73.9%
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	N/A	-	-		-	-	-	-	-	-	73.9%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	35	-	803	2080:1791	624+552	67.9 : 68.6%
2/2+2/1	B581 Coventry Road (E) Right Left	U	N/A	N/A	C1:D	C1:E	2	40:59	19	953	1972:1752	690+600	73.9 : 73.9%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	58	-	442	1965	982	45.0%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	58	13	401	1914	544	73.7%
4/1		U	N/A	N/A	-		-	-	-	952	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	780	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	678	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	269	Inf	Inf	0.0%
J2: B4114/B581(W)	-	-	N/A	-	-		-	-	-	-	-	-	70.8%
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	76	8	867	1965:1871	1031+402	60.5 : 60.5%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	37:33	-	419	1828:1868	516+76	70.8 : 70.8%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	53	-	504	1957	897	56.2%

Full Input Data And Results

Scenario 10: '2036 WoD PM' (FG10: '2036 WoD PM', Plan 1: 'Network Control Plan 1')

C1

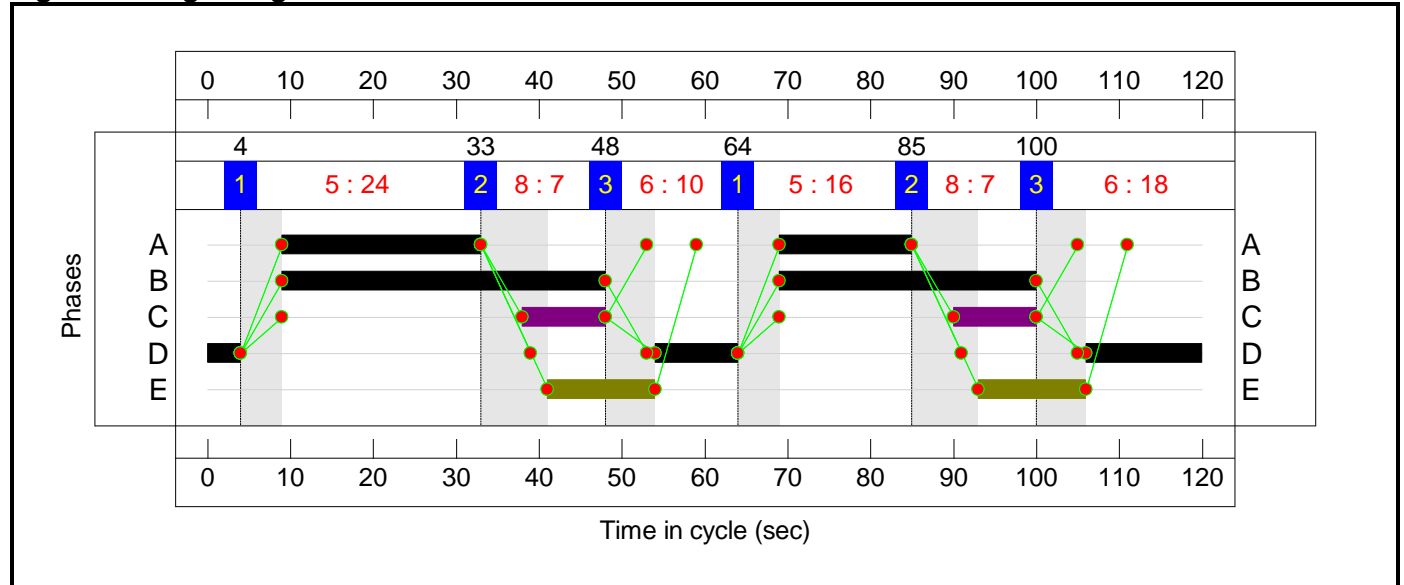
Stage Sequence Diagram



Stage Timings

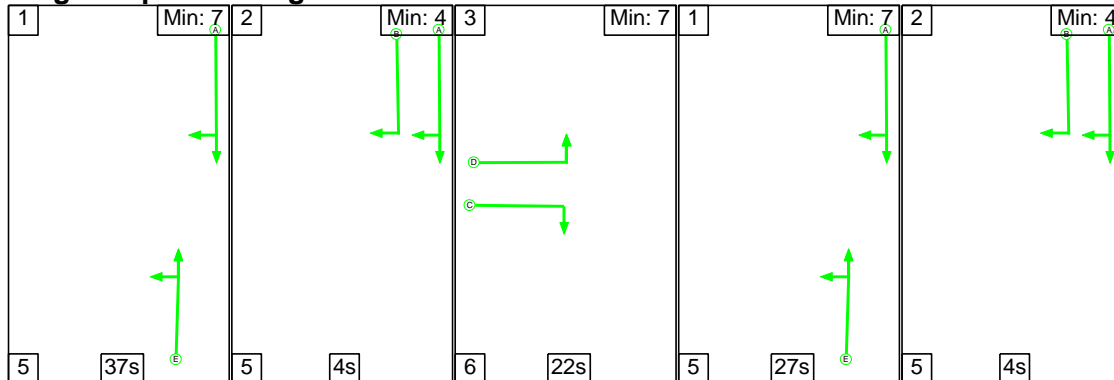
Stage	1	2	3	1	2	3
Duration	16	7	18	24	7	10
Change Point	64	85	100	4	33	48

Signal Timings Diagram



C2

Stage Sequence Diagram

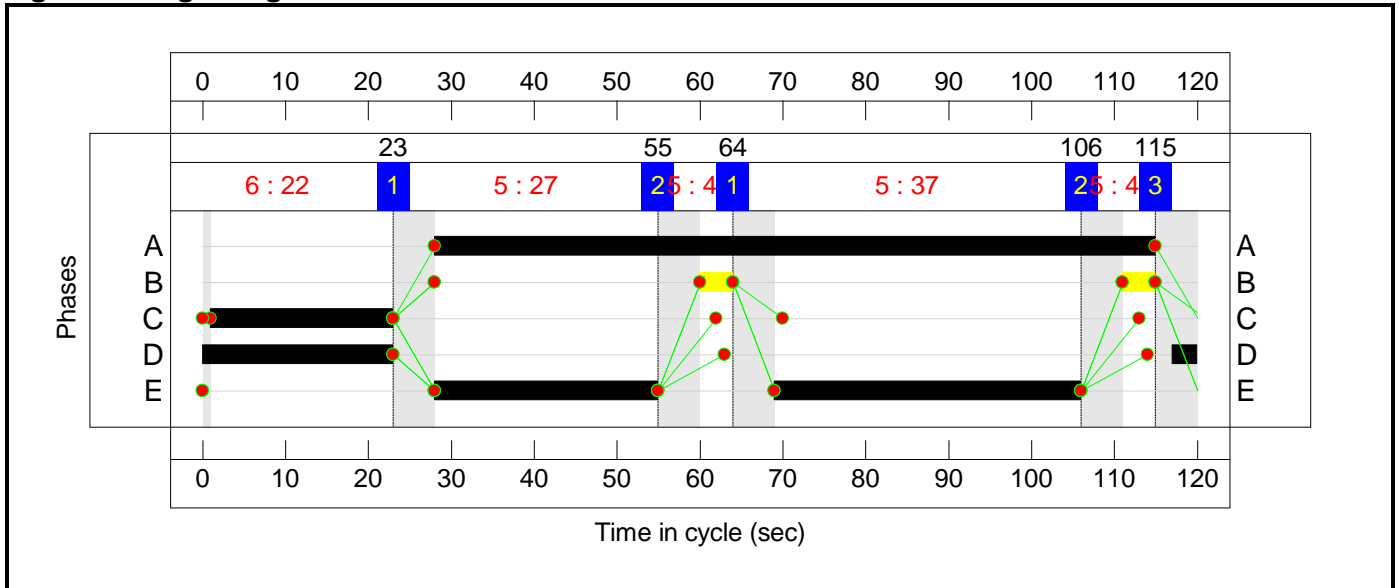


Full Input Data And Results

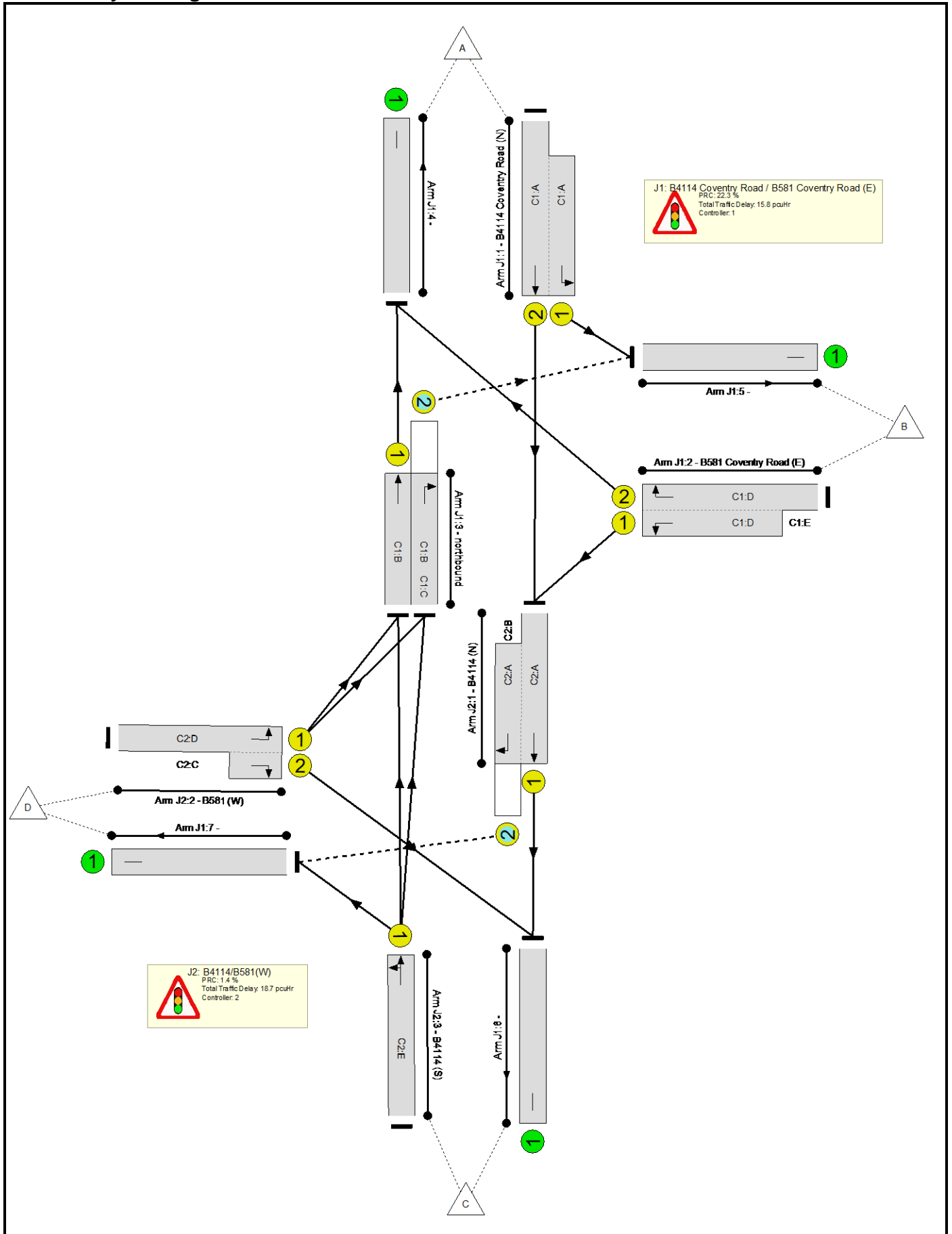
Stage Timings

Stage	1	2	3	1	2
Duration	37	4	22	27	4
Change Point	64	106	115	23	55

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

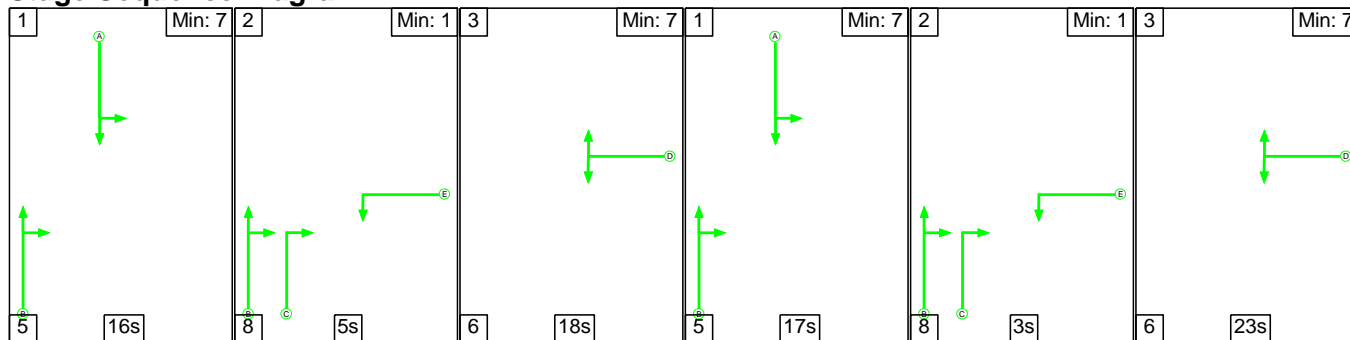
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road / B581 Coventry Road	-	-	N/A	-	-		-	-	-	-	-	-	88.7%
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	N/A	-	-		-	-	-	-	-	-	73.6%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	40	-	826	2080:1791	500+623	73.6 : 73.6%
2/2+2/1	B581 Coventry Road (E) Right Left	U	N/A	N/A	C1:D	C1:E	2	28:54	26	794	1972:1752	493+588	73.4 : 73.4%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	70	-	792	1965	1179	67.2%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	70	20	456	1914	656	69.5%
4/1		U	N/A	N/A	-		-	-	-	1154	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	914	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	552	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	318	Inf	Inf	0.0%
J2: B4114/B581(W)	-	-	N/A	-	-		-	-	-	-	-	-	88.7%
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	87	8	800	1965:1871	839+414	63.4 : 64.8%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	26:22	-	363	1828:1868	393+23	87.4 : 87.4%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	64	-	955	1957	1076	88.7%

Full Input Data And Results

Scenario 11: '2036 WoDWS AM' (FG11: '2036 WoDWS AM', Plan 1: 'Network Control Plan 1')

C1

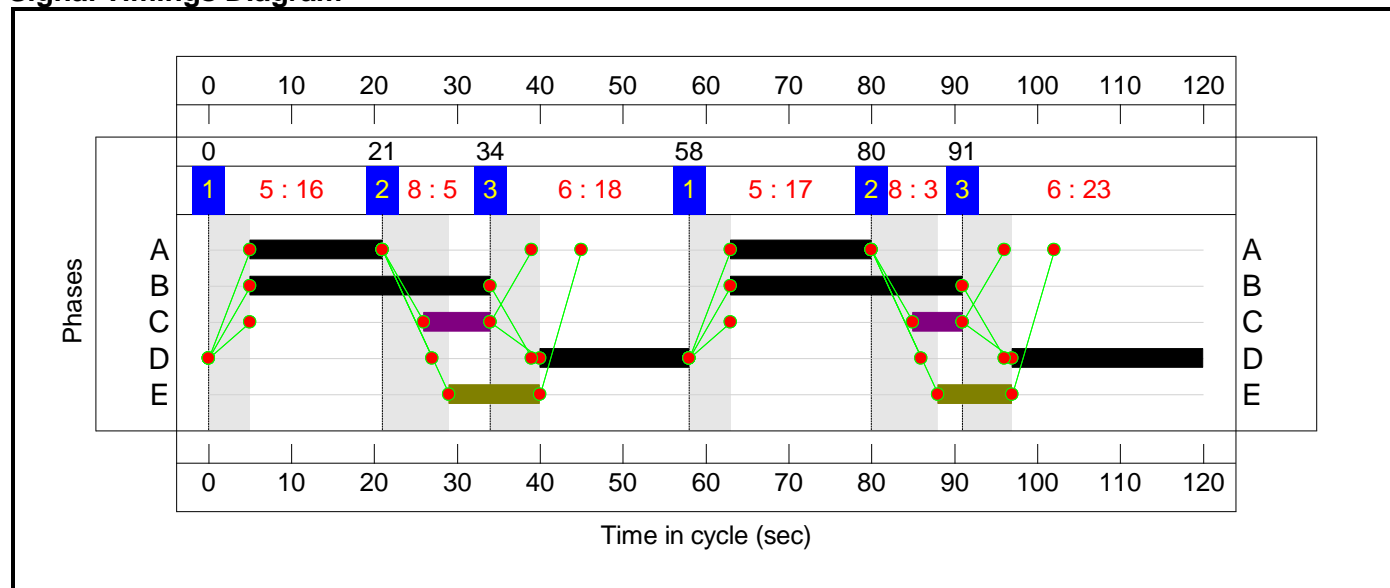
Stage Sequence Diagram



Stage Timings

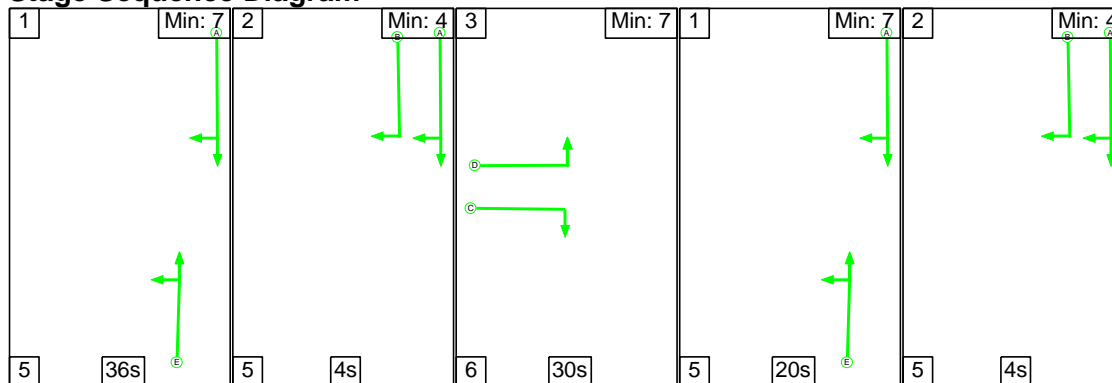
Stage	1	2	3	1	2	3
Duration	16	5	18	17	3	23
Change Point	0	21	34	58	80	91

Signal Timings Diagram



C2

Stage Sequence Diagram

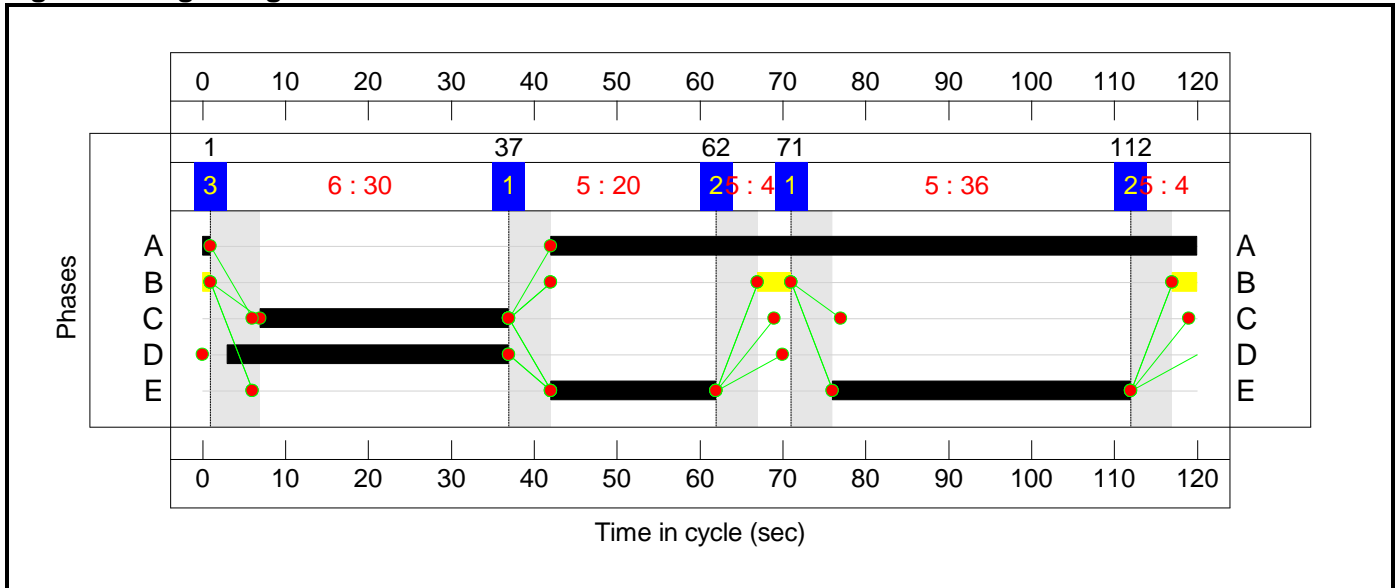


Full Input Data And Results

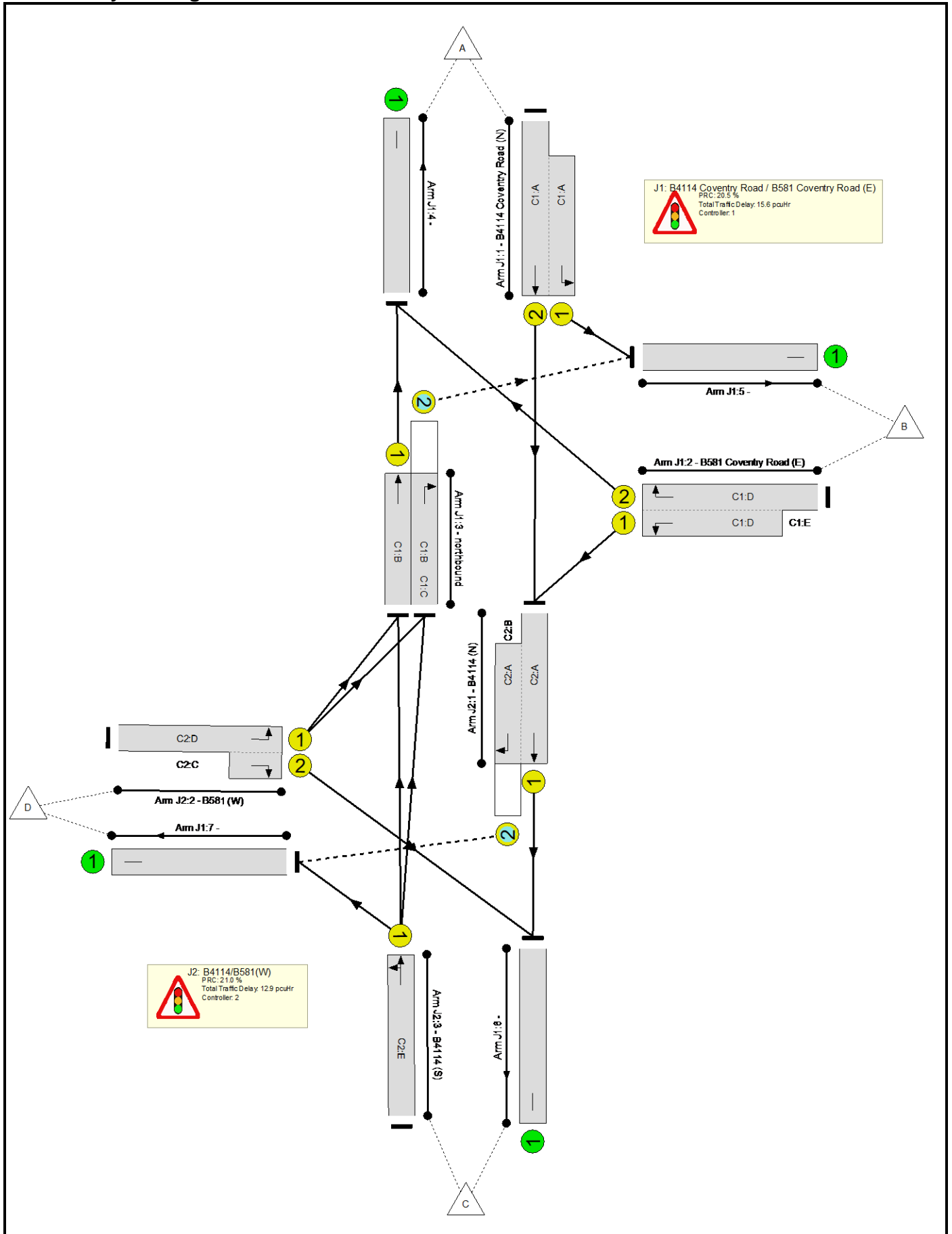
Stage Timings

Stage	1	2	3	1	2
Duration	36	4	30	20	4
Change Point	71	112	1	37	62

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

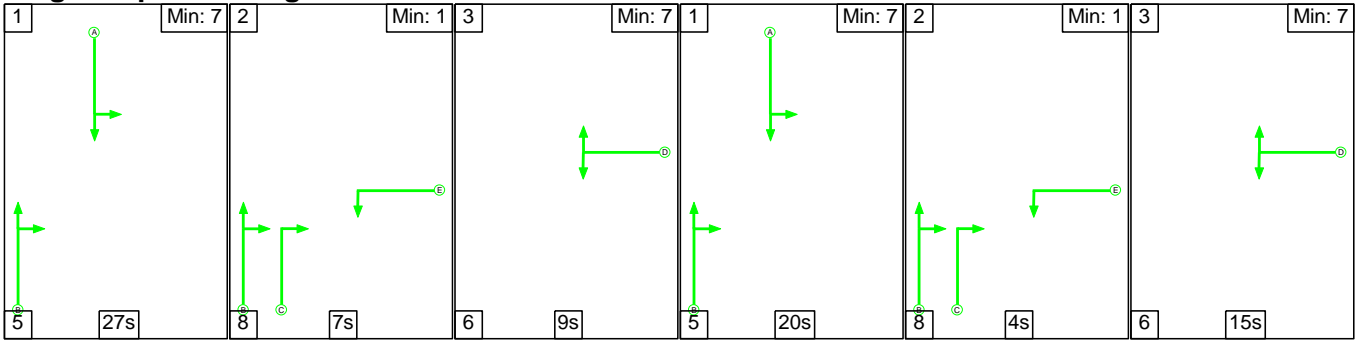
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road / B581 Coventry Road	-	-	N/A	-	-		-	-	-	-	-	-	74.7%
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	N/A	-	-		-	-	-	-	-	-	74.7%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	33	-	803	2080:1791	607+522	72.7 : 69.3%
2/2+2/1	B581 Coventry Road (E) Right Left	U	N/A	N/A	C1:D	C1:E	2	41:61	20	961	1972:1752	707+582	74.6 : 74.6%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	57	-	518	1965	966	53.6%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	57	14	411	1914	550	74.7%
4/1		U	N/A	N/A	-		-	-	-	1045	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	773	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	779	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	174	Inf	Inf	0.0%
J2: B4114/B581(W)	-	-	N/A	-	-		-	-	-	-	-	-	74.4%
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	79	8	875	1965:1871	1162+242	62.3 : 62.3%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	34:30	-	407	1828:1868	473+74	74.4 : 74.4%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	56	-	600	1959	947	63.4%

Full Input Data And Results

Scenario 12: '2036 WoDWS PM' (FG12: '2036 WoDWS PM', Plan 1: 'Network Control Plan 1')

C1

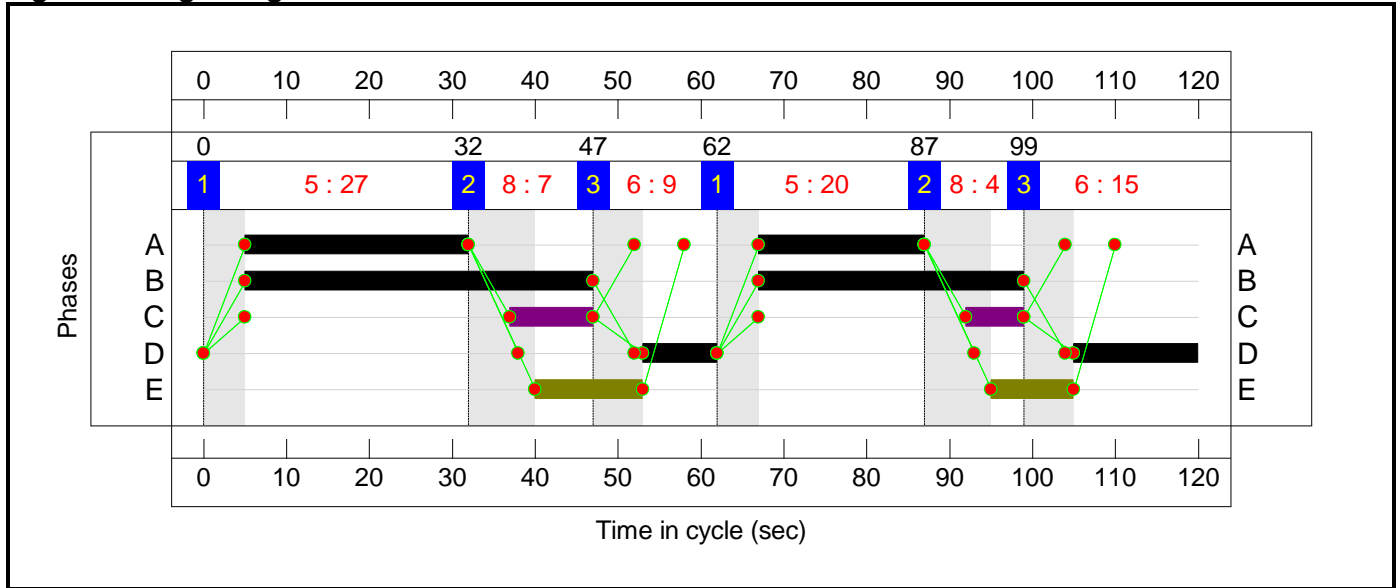
Stage Sequence Diagram



Stage Timings

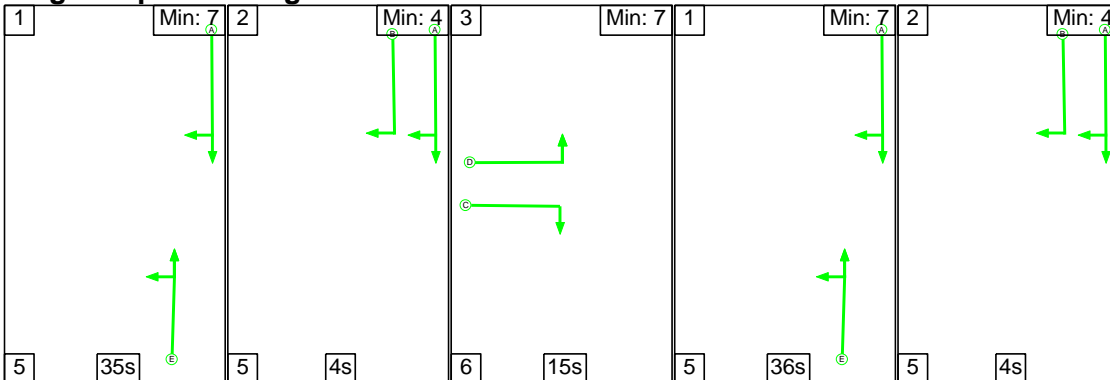
Stage	1	2	3	1	2	3
Duration	27	7	9	20	4	15
Change Point	0	32	47	62	87	99

Signal Timings Diagram



C2

Stage Sequence Diagram

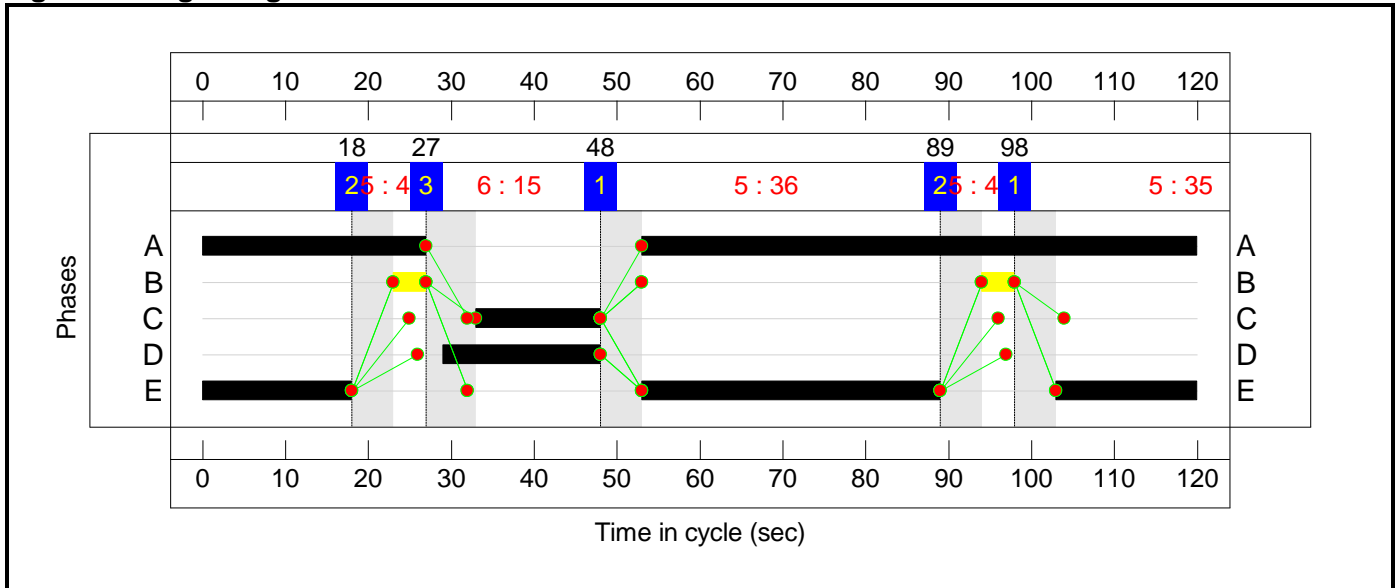


Full Input Data And Results

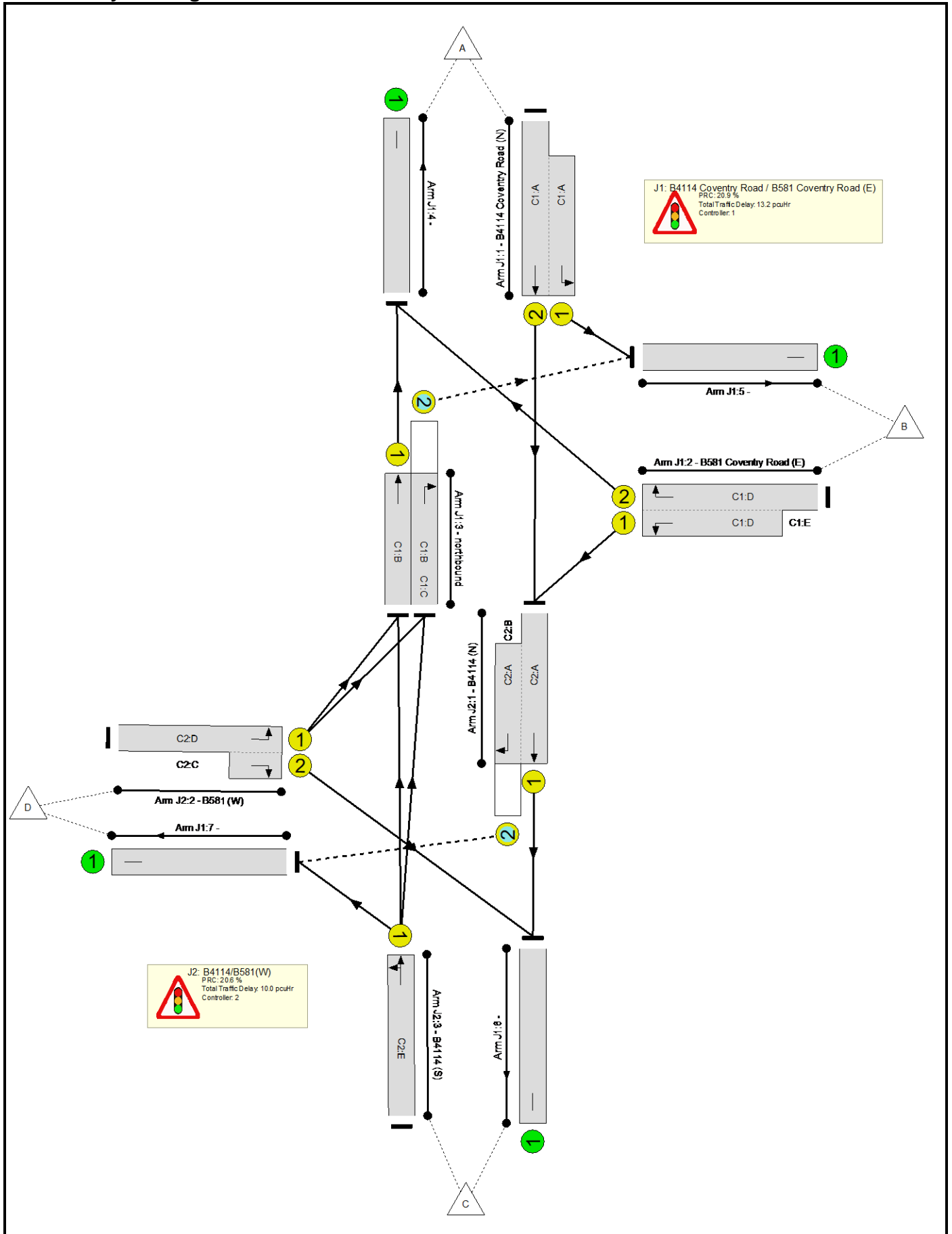
Stage Timings

Stage	1	2	3	1	2
Duration	35	4	15	36	4
Change Point	98	18	27	48	89

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

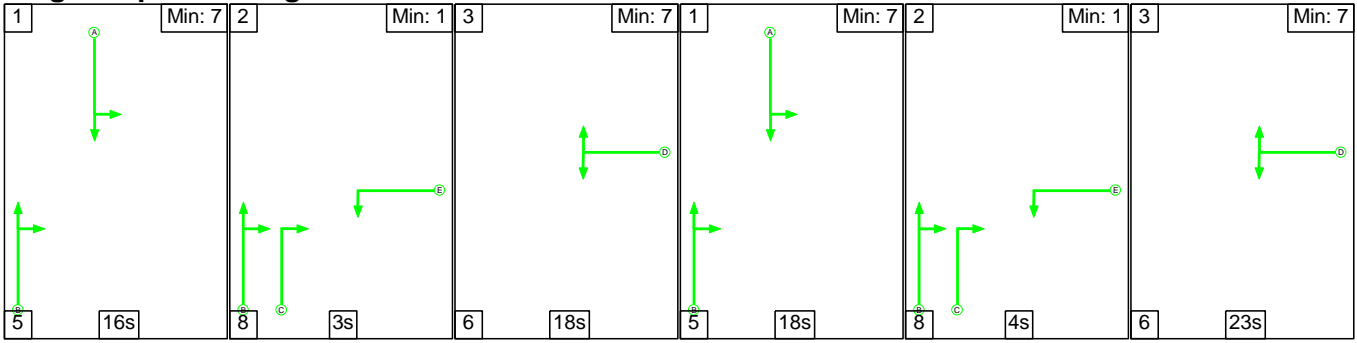
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4114 Coventry Road / B581 Coventry Road	-	-	N/A	-	-		-	-	-	-	-	-	74.6%
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	N/A	-	-		-	-	-	-	-	-	74.4%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	47	-	840	2080:1791	574+709	65.5 : 65.5%
2/2+2/1	B581 Coventry Road (E) Right Left	U	N/A	N/A	C1:D	C1:E	2	24:47	23	804	1972:1752	427+715	74.4 : 67.9%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	74	-	621	1965	1244	49.9%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	74	17	420	1914	642	65.4%
4/1		U	N/A	N/A	-		-	-	-	939	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	884	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	334	Inf	Inf	0.0%
J2: B4114/B581(W)	-	-	N/A	-	-		-	-	-	-	-	-	74.6%
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	94	8	862	1965:1871	1172+501	49.6 : 56.0%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	19:15	-	221	1828:1868	289+21	71.3 : 71.3%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	71	-	888	1956	1190	74.6%

Full Input Data And Results

Scenario 13: '2036 WD AM' (FG13: '2036 WD AM', Plan 1: 'Network Control Plan 1')

C1

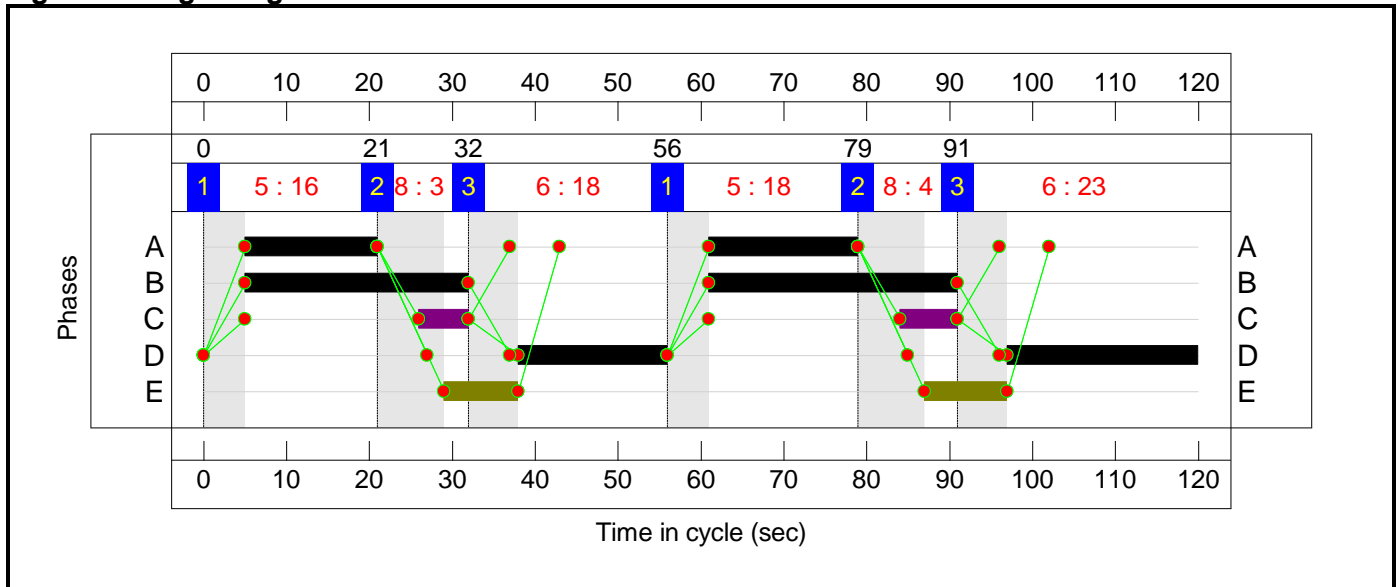
Stage Sequence Diagram



Stage Timings

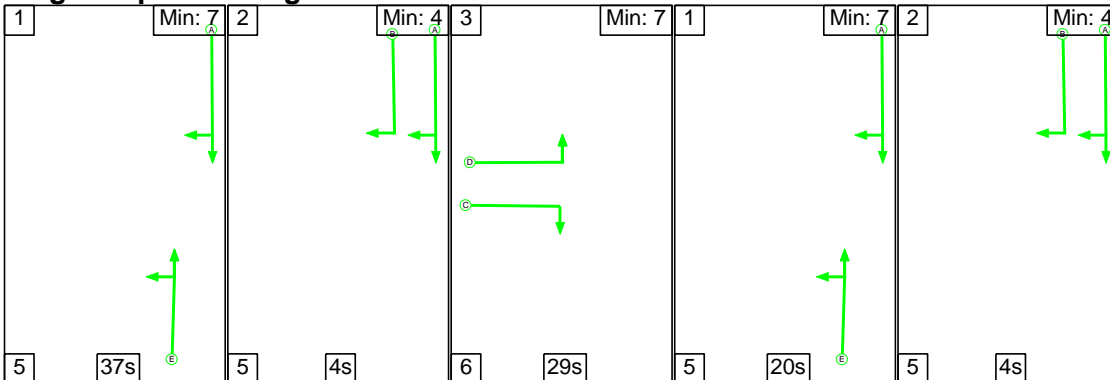
Stage	1	2	3	1	2	3
Duration	16	3	18	18	4	23
Change Point	0	21	32	56	79	91

Signal Timings Diagram



C2

Stage Sequence Diagram

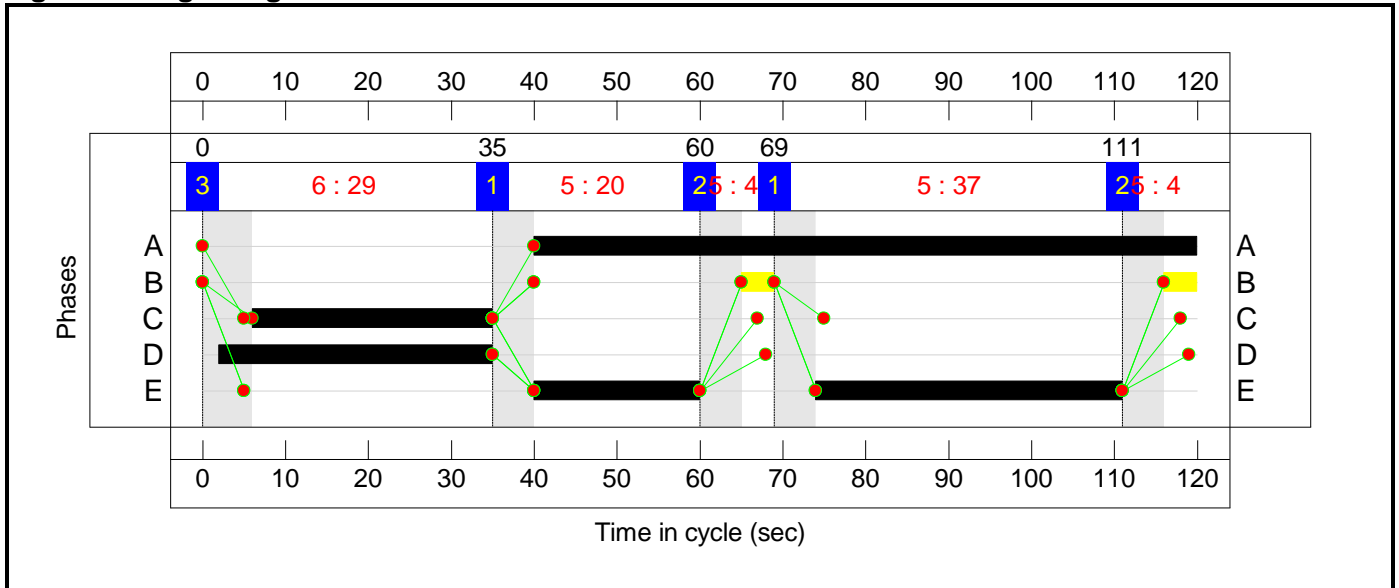


Full Input Data And Results

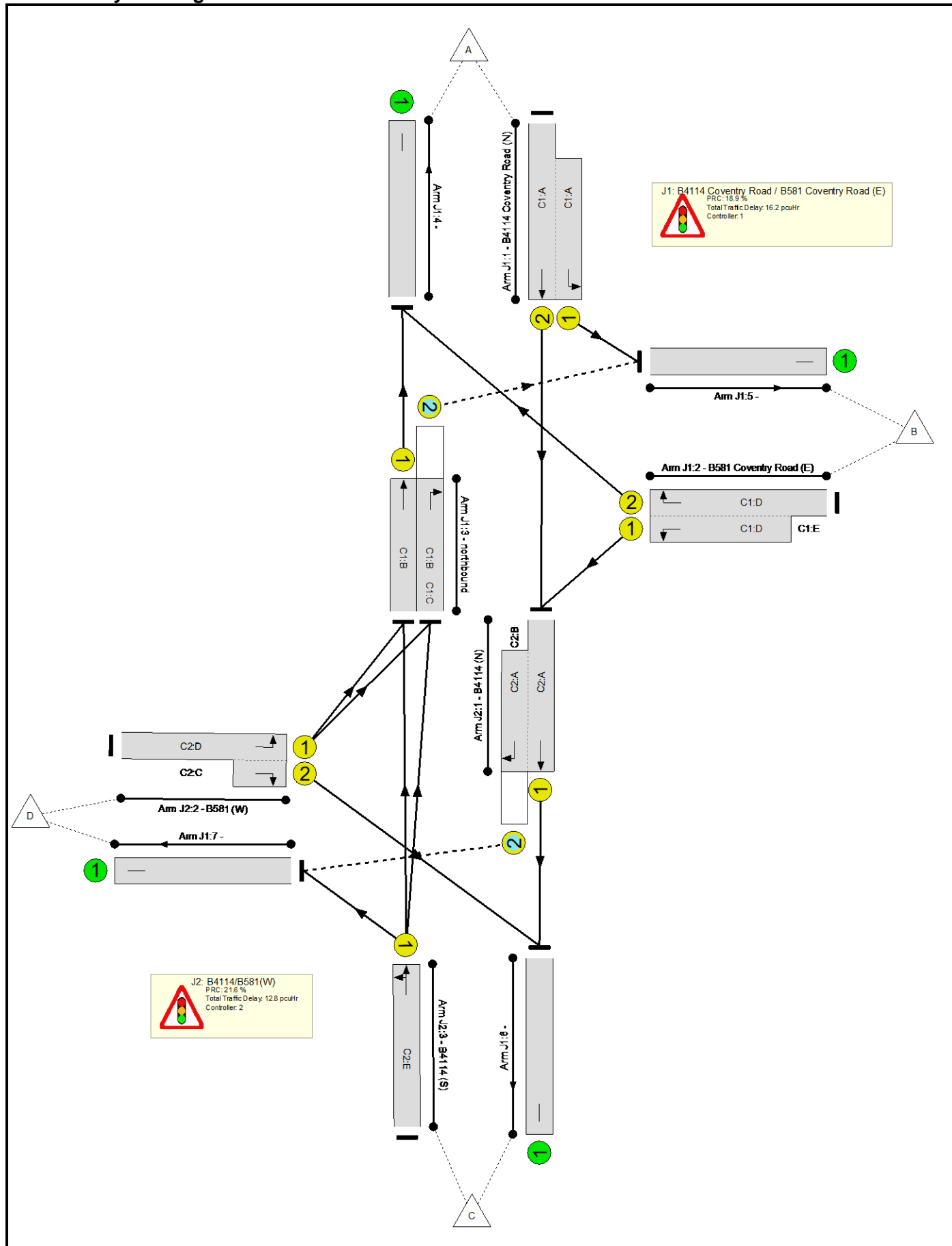
Stage Timings

Stage	1	2	3	1	2
Duration	37	4	29	20	4
Change Point	69	111	0	35	60

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: B4114 Coventry Road / B581 Coventry Road	-	-	N/A	-	-		-	-	-	-	-	-	75.7%
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	N/A	-	-		-	-	-	-	-	-	75.7%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	34	-	821	2080:1791	624+487	73.9 : 73.9%
2/2+2/1	B581 Coventry Road (E) Right Left	U	N/A	N/A	C1:D	C1:E	2	41:60	19	983	1972:1752	707+592	75.7 : 75.7%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	57	-	530	1965	966	54.9%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	57	13	398	1914	531	75.0%
4/1		U	N/A	N/A	-		-	-	-	1065	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	758	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	827	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	158	Inf	Inf	0.0%
J2: B4114/B581(W)	-	-	N/A	-	-		-	-	-	-	-	-	74.0%
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	80	8	909	1965:1871	1195+212	64.6 : 64.6%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	33:29	-	394	1828:1868	458+74	74.0 : 74.0%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	57	-	610	1960	964	63.3%

Full Input Data And Results

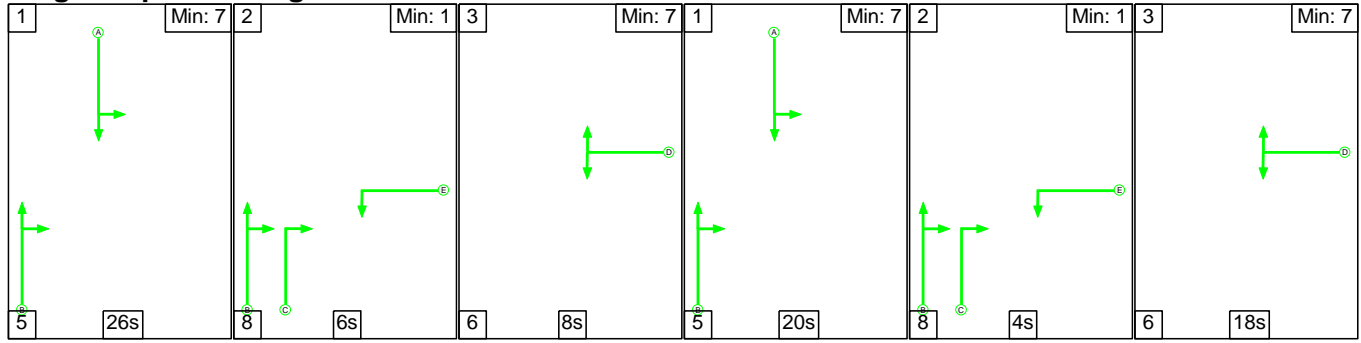
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4114 Coventry Road / B581 Coventry Road	-	-	101	364	70	19.5	8.2	1.2	29.0	-	-	-	-
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	48	282	68	10.3	5.0	0.9	16.2	-	-	-	-
1/2+1/1	821	821	-	-	-	4.3	1.4	-	5.7	24.9	7.3	1.4	8.7
2/2+2/1	983	983	-	-	-	3.7	1.5	-	5.2	19.2	8.0	1.5	9.6
3/1	530	530	-	-	-	1.3	0.6	-	1.9	13.0	7.7	0.6	8.3
3/2	398	398	48	282	68	1.0	1.5	0.9	3.3	30.1	4.9	1.5	6.4
4/1	1065	1065	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	758	758	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	827	827	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	158	158	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B4114/B581(W)	-	-	53	82	2	9.3	3.2	0.3	12.8	-	-	-	-
1/1+1/2	909	909	53	82	2	2.5	0.9	0.3	3.7	14.8	21.5	0.9	22.4
2/1+2/2	394	394	-	-	-	4.2	1.4	-	5.6	51.4	11.3	1.4	12.7
3/1	610	610	-	-	-	2.6	0.9	-	3.4	20.3	11.7	0.9	12.5
C1			PRC for Signalled Lanes (%):		18.9	Total Delay for Signalled Lanes (pcuHr):		16.16	Cycle Time (s): 120				
C2			PRC for Signalled Lanes (%):		21.6	Total Delay for Signalled Lanes (pcuHr):		12.80	Cycle Time (s): 120				
			PRC Over All Lanes (%):		18.9	Total Delay Over All Lanes(pcuHr):		28.95					

Full Input Data And Results

Scenario 14: '2036 WD PM' (FG14: '2036 WD PM', Plan 1: 'Network Control Plan 1')

C1

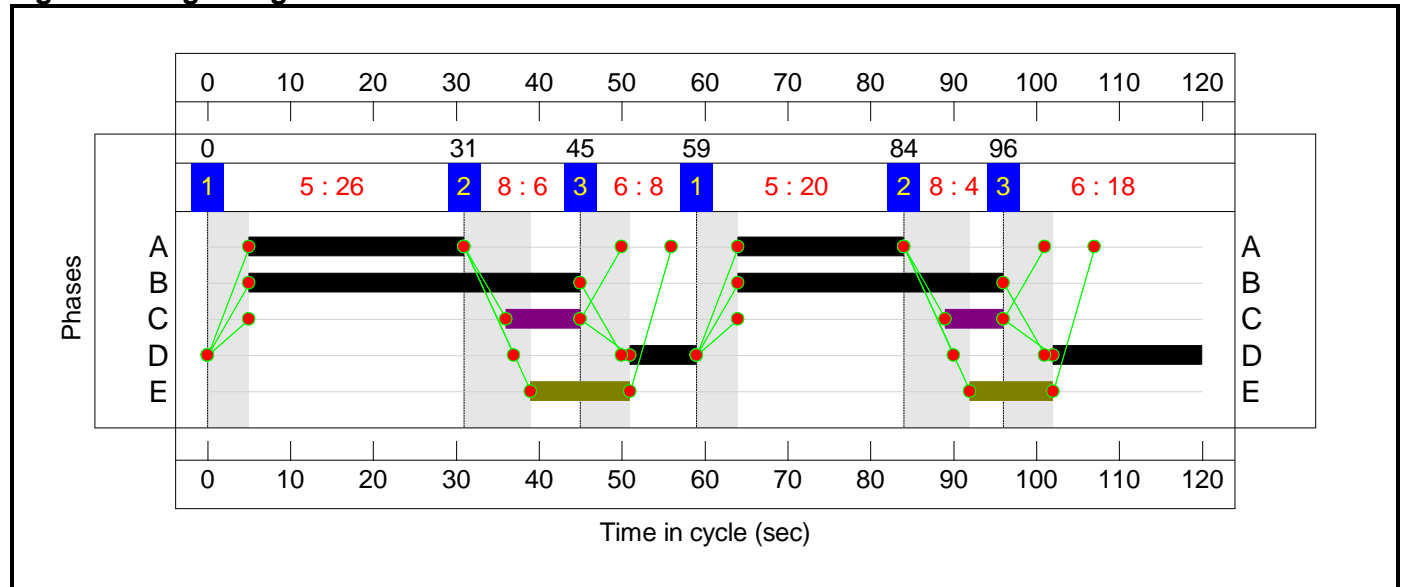
Stage Sequence Diagram



Stage Timings

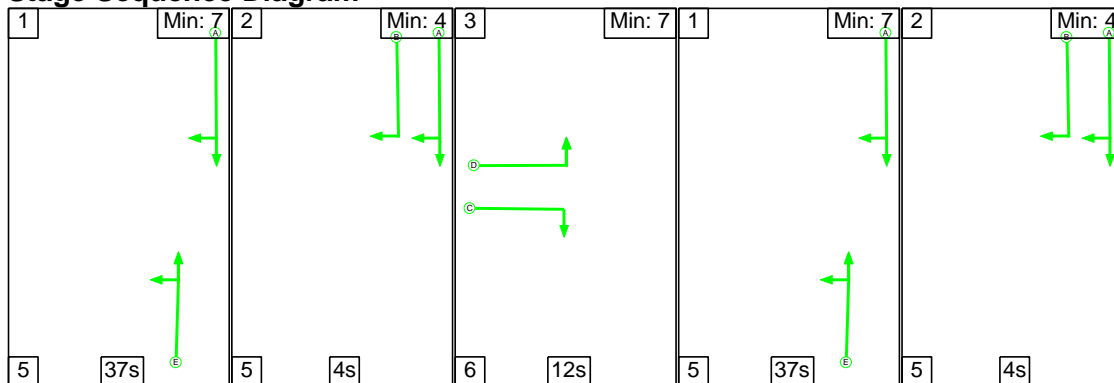
Stage	1	2	3	1	2	3
Duration	26	6	8	20	4	18
Change Point	0	31	45	59	84	96

Signal Timings Diagram



C2

Stage Sequence Diagram

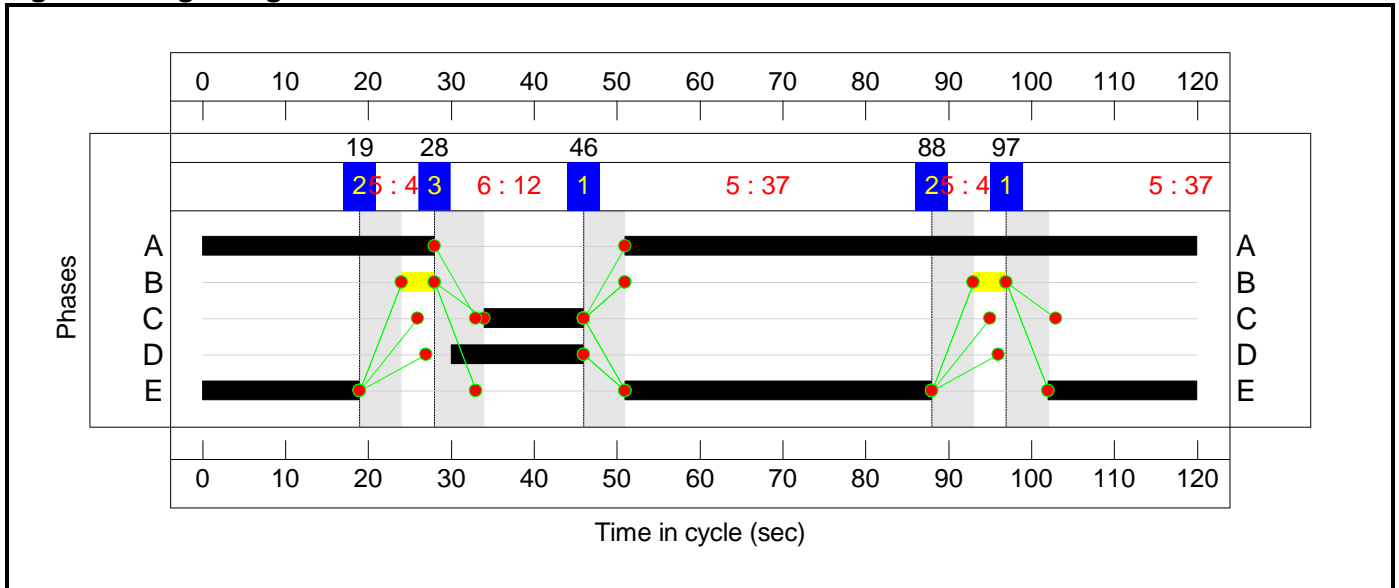


Full Input Data And Results

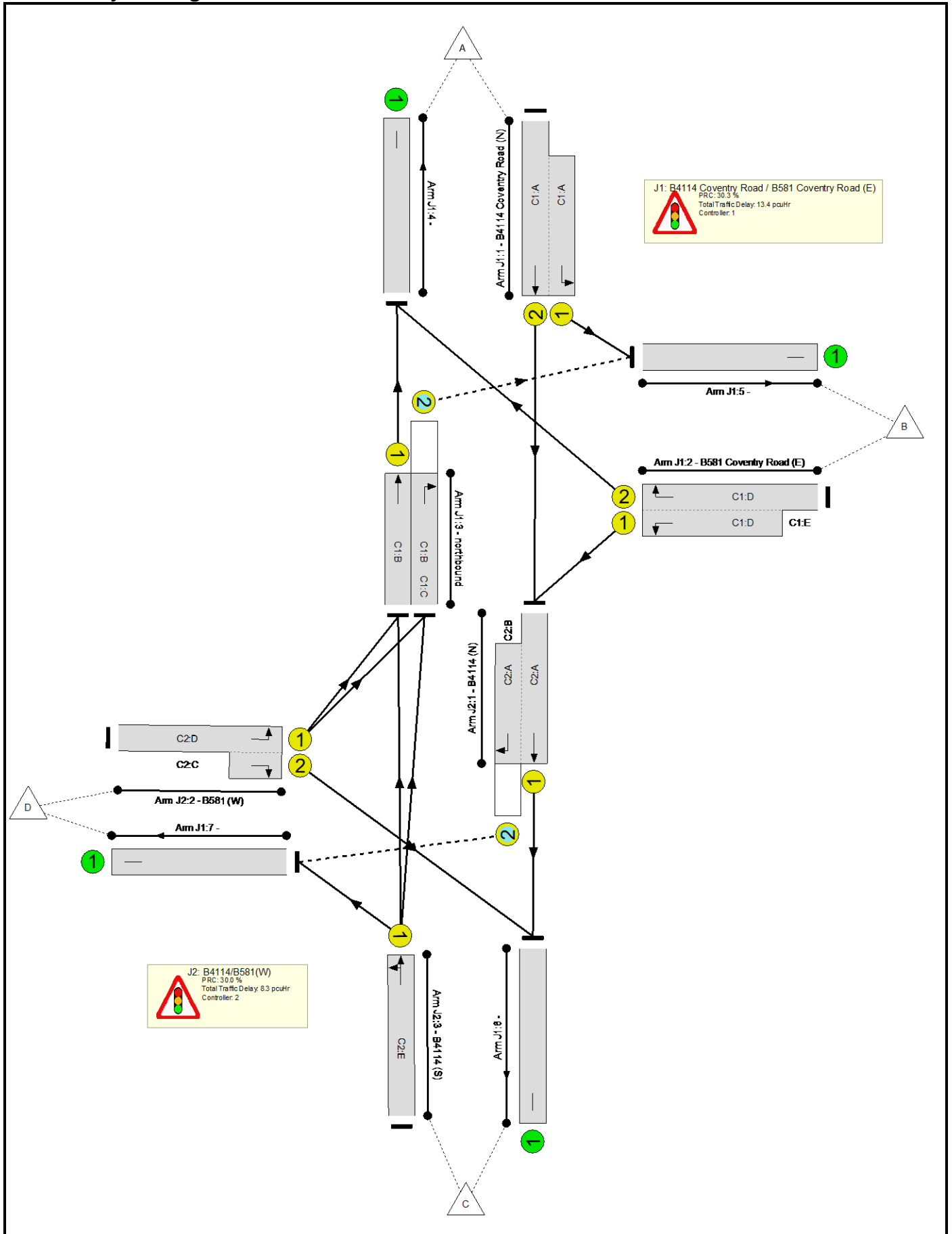
Stage Timings

Stage	1	2	3	1	2
Duration	37	4	12	37	4
Change Point	97	19	28	46	88

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: B4114 Coventry Road / B581 Coventry Road	-	-	N/A	-	-		-	-	-	-	-	-	69.2%
J1: B4114 Coventry Road / B581 Coventry Road (E)	-	-	N/A	-	-		-	-	-	-	-	-	69.1%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	C1:A		2	46	-	843	2080:1791	520+701	69.1 : 69.1%
2/2+2/1	B581 Coventry Road (E) Right Left	U	N/A	N/A	C1:D	C1:E	2	26:48	22	809	1972:1752	460+730	67.6 : 68.2%
3/1	northbound Ahead	U	N/A	N/A	C1:B		2	72	-	556	1965	1212	45.9%
3/2	northbound Right	O	N/A	N/A	C1:B	C1:C	2	72	16	412	1914	614	67.1%
4/1		U	N/A	N/A	-		-	-	-	867	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	896	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	588	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	336	Inf	Inf	0.0%
J2: B4114/B581(W)	-	-	N/A	-	-		-	-	-	-	-	-	69.2%
1/1+1/2	B4114 (N) Ahead Right	U+O	N/A	N/A	C2:A	C2:B	1	97	8	857	1965:1871	1215+549	47.2 : 51.7%
2/1+2/2	B581 (W) Left Right	U	N/A	N/A	C2:D C2:C		1	16:12	-	184	1828:1868	244+22	69.2 : 69.2%
3/1	B4114 (S) Ahead Left	U	N/A	N/A	C2:E		2	74	-	851	1956	1239	68.7%

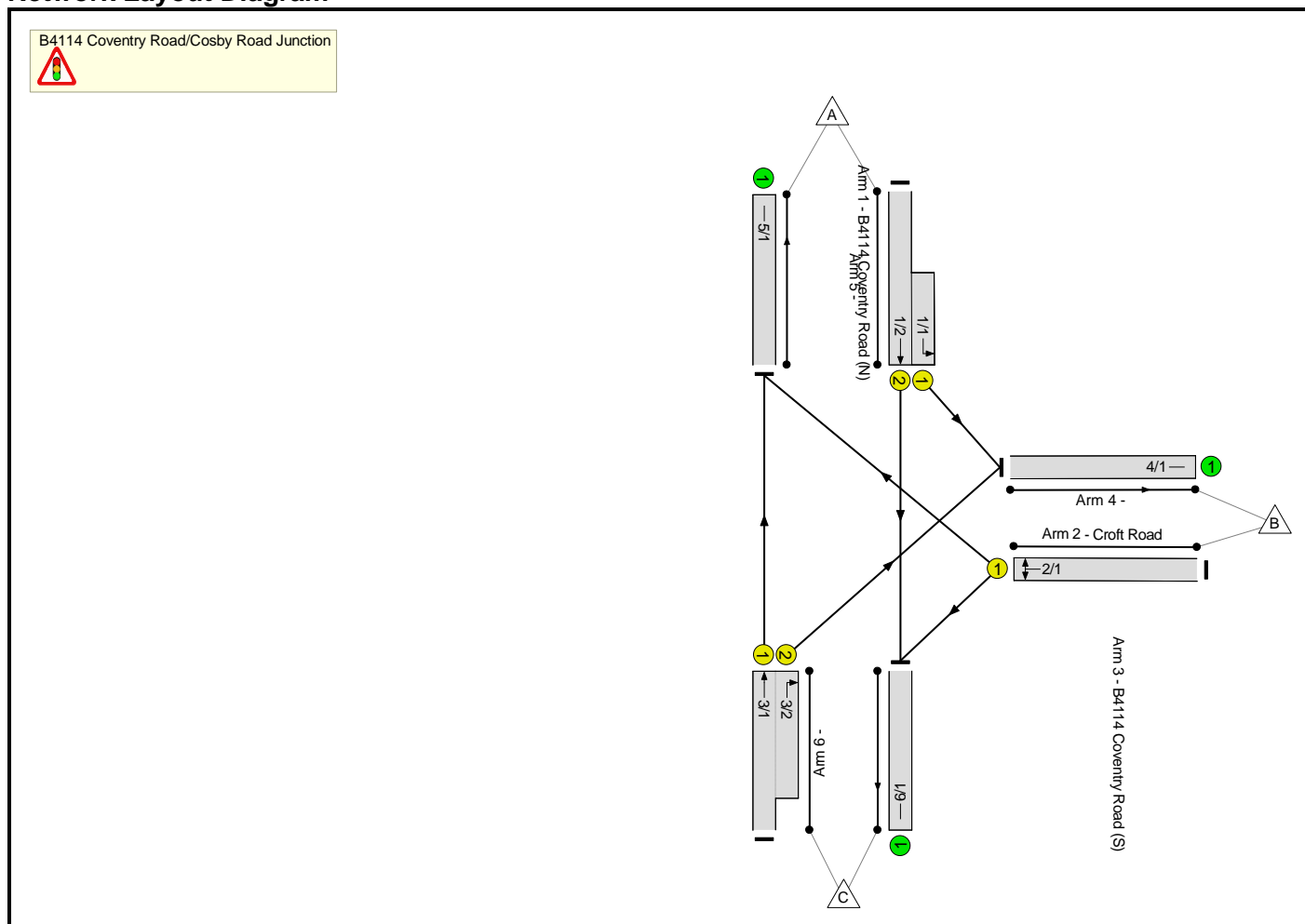
Appendix 6: Coventry Road/Croft Road Existing Junction Results

Full Input Data And Results
Full Input Data And Results

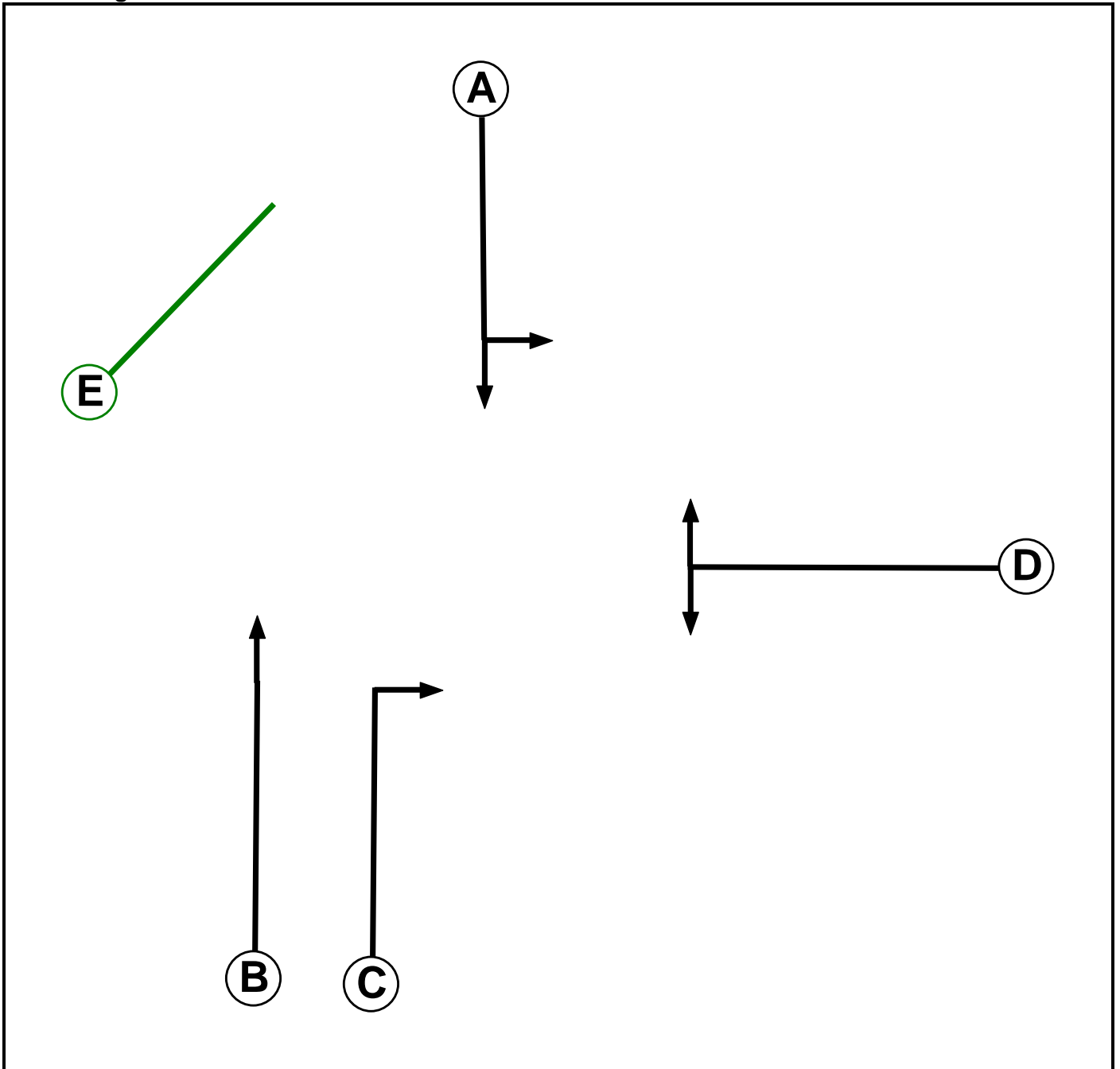
User and Project Details

Project:	Hinckley Rail Freight Interchange
Title:	B4114 Coventry Road/Croft Road Junction
Location:	
Additional detail:	Information taken from Signals Data/Drawing supplied by LCC Updated with 2023 Flows
File name:	J6_231213 B4114 Coventry Road_Croft Road (2023 Sens).lsg3x
Author:	AJ Oakes
Company:	BWB Consulting Ltd
Address:	Nottingham

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	Traffic		7	7
E	Dummy R/A		4	4

Full Input Data And Results

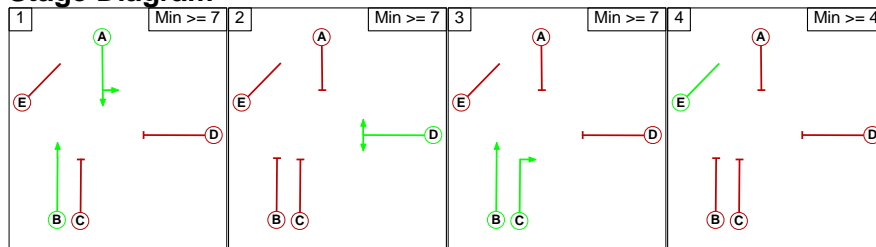
Phase Intergrens Matrix

Terminating Phase	Starting Phase					
		A	B	C	D	E
	A		-	8	7	3
	B	-		-	7	3
	C	5	-		5	3
	D	7	7	7		3
E	2	2	2	2		

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		7	8	3
	2	7		7	3
	3	5	7		3
4	2	2	2		

Full Input Data And Results

Give-Way Lane Input Data

Junction: B4114 Coventry Road/Cosby Road Junction

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	U	A	2	3	6.1	Geom	-	3.25	0.00	Y	Arm 4 Left	9.00
1/2 (B4114 Coventry Road (N))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 6 Ahead	Inf
2/1 (Croft Road)	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	16.00
											Arm 6 Left	12.00
3/1 (B4114 Coventry Road (S))	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
3/2 (B4114 Coventry Road (S))	U	C	2	3	12.0	Geom	-	3.50	0.00	Y	Arm 4 Right	20.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 Base AM'	08:00	09:00	01:00	
2: '2023 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	

Full Input Data And Results

Scenario 1: '2023 Base AM' (FG1: '2023 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	88	512	600
	B	134	0	194	328
	C	904	221	0	1125
	Tot.	1038	309	706	2053

Traffic Lane Flows

Lane	Scenario 1: 2023 Base AM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	88
1/2 (with short)	600(In) 512(Out)
2/1	328
3/1 (with short)	1125(In) 904(Out)
3/2 (short)	221
4/1	309
5/1	1038
6/1	706

Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 4 Left	9.00	100.0 %	1663	1663
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.00	0.00	Y	Arm 5 Right	16.00	40.9 %	1722	1722
				Arm 6 Left	12.00	59.1 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2023 Base PM' (FG2: '2023 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	160	703	863
	B	92	0	152	244
	C	673	296	0	969
	Tot.	765	456	855	2076

Traffic Lane Flows

Lane	Scenario 2: 2023 Base PM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	160
1/2 (with short)	863(In) 703(Out)
2/1	244
3/1 (with short)	969(In) 673(Out)
3/2 (short)	296
4/1	456
5/1	765
6/1	855

Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 4 Left	9.00	100.0 %	1663	1663
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.00	0.00	Y	Arm 5 Right	16.00	37.7 %	1720	1720
				Arm 6 Left	12.00	62.3 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

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	103	475	578
	B	171	0	200	371
	C	797	207	0	1004
	Tot.	968	310	675	1953

Traffic Lane Flows

Lane	Scenario 3: 2026 WoD AM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	103
1/2 (with short)	578(In) 475(Out)
2/1	371
3/1 (with short)	1004(In) 797(Out)
3/2 (short)	207
4/1	310
5/1	968
6/1	675

Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 4 Left	9.00	100.0 %	1663	1663
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.00	0.00	Y	Arm 5 Right	16.00	46.1 %	1724	1724
				Arm 6 Left	12.00	53.9 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

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	141	668	809
	B	97	0	169	266
	C	744	315	0	1059
	Tot.	841	456	837	2134

Traffic Lane Flows

Lane	Scenario 4: 2026 WoD PM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	141
1/2 (with short)	809(In) 668(Out)
2/1	266
3/1 (with short)	1059(In) 744(Out)
3/2 (short)	315
4/1	456
5/1	841
6/1	837

Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 4 Left	9.00	100.0 %	1663	1663
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.00	0.00	Y	Arm 5 Right	16.00	36.5 %	1720	1720
				Arm 6 Left	12.00	63.5 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

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	87	486	573
	B	124	0	200	324
	C	798	223	0	1021
	Tot.	922	310	686	1918

Traffic Lane Flows

Lane	Scenario 5: 2026 WoDWS AM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	87
1/2 (with short)	573(In) 486(Out)
2/1	324
3/1 (with short)	1021(In) 798(Out)
3/2 (short)	223
4/1	310
5/1	922
6/1	686

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 4 Left	9.00	100.0 %	1663	1663
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.00	0.00	Y	Arm 5 Right	16.00	38.3 %	1721	1721
				Arm 6 Left	12.00	61.7 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

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	150	715	865
	B	90	0	165	255
	C	647	297	0	944
	Tot.	737	447	880	2064

Traffic Lane Flows

Lane	Scenario 6: 2026 WoDWS PM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	150
1/2 (with short)	865(In) 715(Out)
2/1	255
3/1 (with short)	944(In) 647(Out)
3/2 (short)	297
4/1	447
5/1	737
6/1	880

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 4 Left	9.00	100.0 %	1663	1663
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.00	0.00	Y	Arm 5 Right	16.00	35.3 %	1719	1719
				Arm 6 Left	12.00	64.7 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

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	87	503	590
	B	118	0	201	319
	C	817	236	0	1053
	Tot.	935	323	704	1962

Traffic Lane Flows

Lane	Scenario 7: 2026 WD AM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	87
1/2 (with short)	590(In) 503(Out)
2/1	319
3/1 (with short)	1053(In) 817(Out)
3/2 (short)	236
4/1	323
5/1	935
6/1	704

Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 4 Left	9.00	100.0 %	1663	1663
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.00	0.00	Y	Arm 5 Right	16.00	37.0 %	1720	1720
				Arm 6 Left	12.00	63.0 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

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	165	700	865
	B	94	0	173	267
	C	627	310	0	937
	Tot.	721	475	873	2069

Traffic Lane Flows

Lane	Scenario 8: 2026 WD PM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	165
1/2 (with short)	865(In) 700(Out)
2/1	267
3/1 (with short)	937(In) 627(Out)
3/2 (short)	310
4/1	475
5/1	721
6/1	873

Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 4 Left	9.00	100.0 %	1663	1663
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.00	0.00	Y	Arm 5 Right	16.00	35.2 %	1719	1719
				Arm 6 Left	12.00	64.8 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

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	154	474	628
	B	188	0	181	369
	C	782	245	0	1027
	Tot.	970	399	655	2024

Traffic Lane Flows

Lane	Scenario 9: 2036 WoD AM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	154
1/2 (with short)	628(In) 474(Out)
2/1	369
3/1 (with short)	1027(In) 782(Out)
3/2 (short)	245
4/1	399
5/1	970
6/1	655

Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 4 Left	9.00	100.0 %	1663	1663
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.00	0.00	Y	Arm 5 Right	16.00	50.9 %	1727	1727
				Arm 6 Left	12.00	49.1 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

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	116	708	824
	B	74	0	168	242
	C	744	334	0	1078
	Tot.	818	450	876	2144

Traffic Lane Flows

Lane	Scenario 10: 2036 WoD PM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	116
1/2 (with short)	824(In) 708(Out)
2/1	242
3/1 (with short)	1078(In) 744(Out)
3/2 (short)	334
4/1	450
5/1	818
6/1	876

Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 4 Left	9.00	100.0 %	1663	1663
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.00	0.00	Y	Arm 5 Right	16.00	30.6 %	1717	1717
				Arm 6 Left	12.00	69.4 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

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	148	491	639
	B	154	0	180	334
	C	806	262	0	1068
	Tot.	960	410	671	2041

Traffic Lane Flows

Lane	Scenario 11: 2036 WoDWS AM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	148
1/2 (with short)	639(In) 491(Out)
2/1	334
3/1 (with short)	1068(In) 806(Out)
3/2 (short)	262
4/1	410
5/1	960
6/1	671

Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 4 Left	9.00	100.0 %	1663	1663
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.00	0.00	Y	Arm 5 Right	16.00	46.1 %	1724	1724
				Arm 6 Left	12.00	53.9 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

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	132	724	856
	B	68	0	160	228
	C	643	335	0	978
	Tot.	711	467	884	2062

Traffic Lane Flows

Lane	Scenario 12: 2036 WoDWS PM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	132
1/2 (with short)	856(In) 724(Out)
2/1	228
3/1 (with short)	978(In) 643(Out)
3/2 (short)	335
4/1	467
5/1	711
6/1	884

Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 4 Left	9.00	100.0 %	1663	1663
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.00	0.00	Y	Arm 5 Right	16.00	29.8 %	1716	1716
				Arm 6 Left	12.00	70.2 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

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	146	507	653
	B	153	0	181	334
	C	814	266	0	1080
	Tot.	967	412	688	2067

Traffic Lane Flows

Lane	Scenario 13: 2036 WD AM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	146
1/2 (with short)	653(In) 507(Out)
2/1	334
3/1 (with short)	1080(In) 814(Out)
3/2 (short)	266
4/1	412
5/1	967
6/1	688

Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 4 Left	9.00	100.0 %	1663	1663
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.00	0.00	Y	Arm 5 Right	16.00	45.8 %	1724	1724
				Arm 6 Left	12.00	54.2 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

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	157	720	877
	B	76	0	170	246
	C	606	340	0	946
	Tot.	682	497	890	2069

Traffic Lane Flows

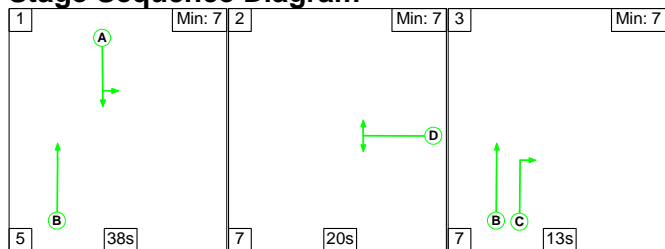
Lane	Scenario 14: 2036 WD PM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	157
1/2 (with short)	877(In) 720(Out)
2/1	246
3/1 (with short)	946(In) 606(Out)
3/2 (short)	340
4/1	497
5/1	682
6/1	890

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 4 Left	9.00	100.0 %	1663	1663
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.00	0.00	Y	Arm 5 Right	16.00	30.9 %	1717	1717
				Arm 6 Left	12.00	69.1 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 4 Right	20.00	100.0 %	1828	1828
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2023 Base AM' (FG1: '2023 Base AM', Plan 1: 'Network Control Plan 1')

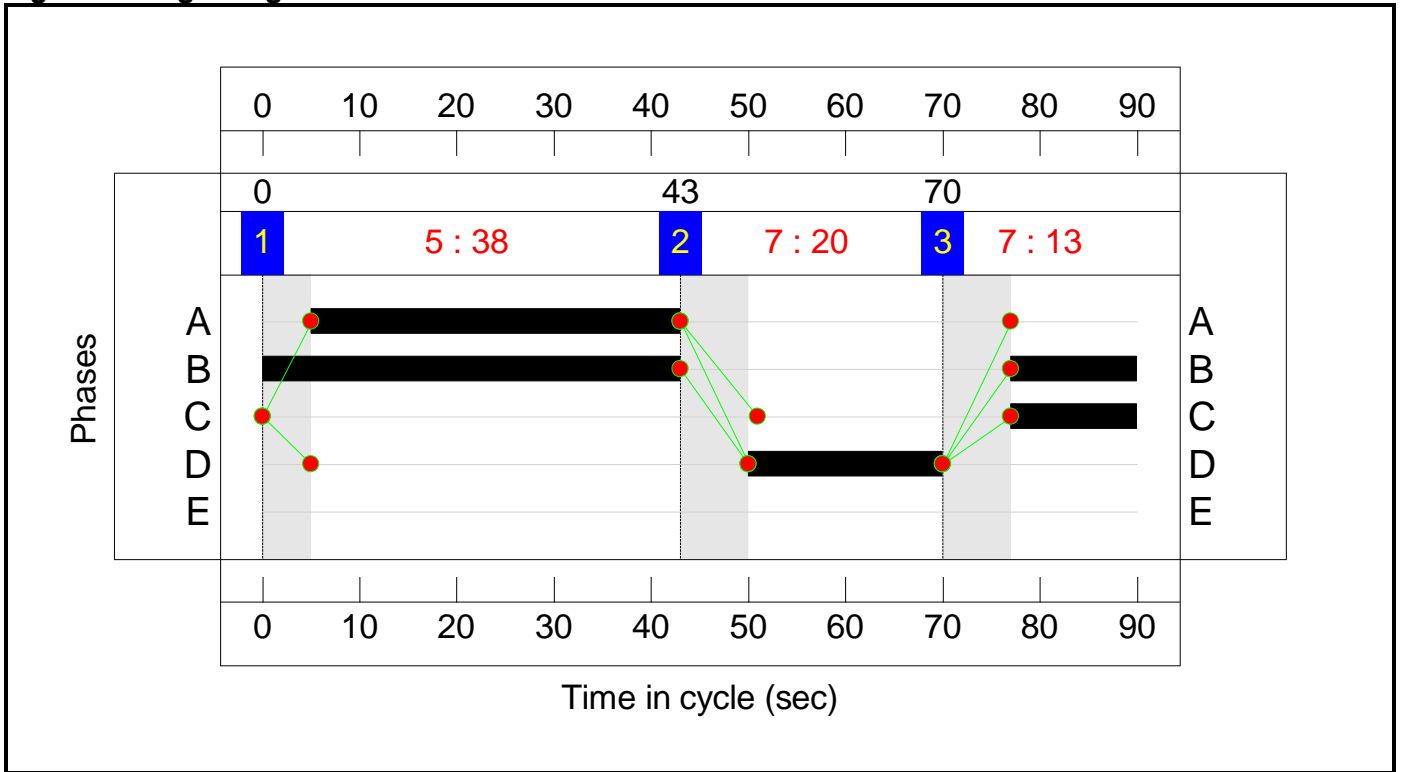
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	38	20	13
Change Point	0	43	70


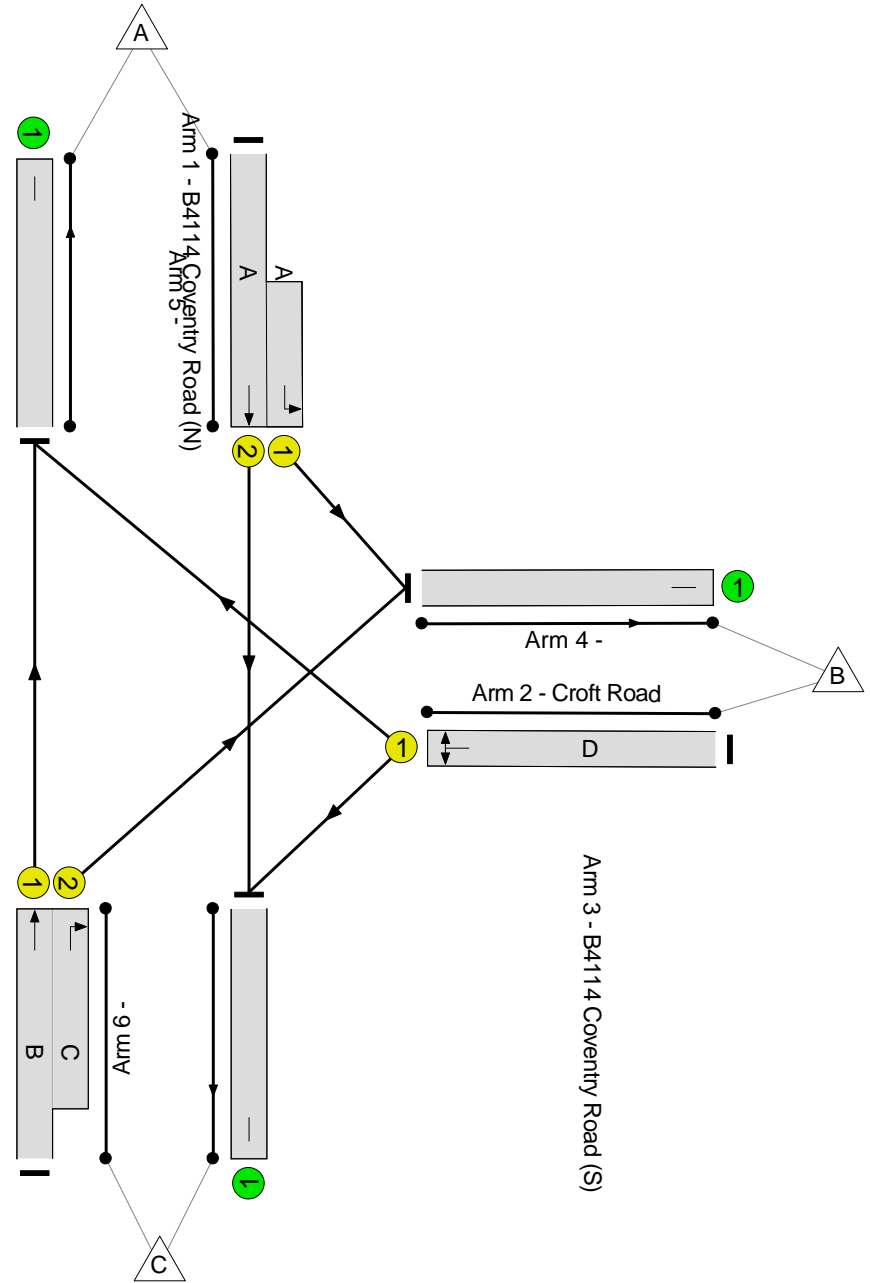
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction
 PRC: 8.0 %
 Total Traffic Delay: 17.0 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: B4114 Coventry Road/Croft Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	83.3%
B4114 Coventry Road/Cosby Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	83.3%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	38	-	600	1940:1663	745+128	68.7 : 68.7%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	20	-	328	1722	402	81.6%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	56:13	-	1125	1965:1828	1085+265	83.3 : 83.3%
4/1		U	N/A	N/A	-		-	-	-	309	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1038	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	706	Inf	Inf	0.0%

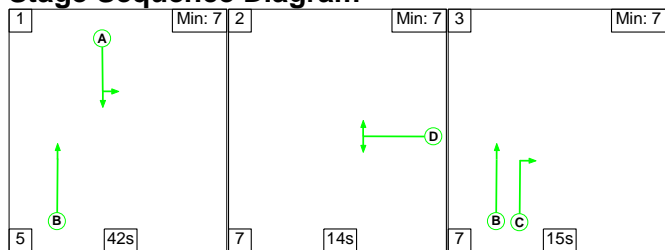
Full Input Data And Results

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: B4114 Coventry Road/Croft Road Junction	-	-	0	0	0	11.3	5.6	0.0	17.0	-	-	-	-
B4114 Coventry Road/Cosby Road Junction	-	-	0	0	0	11.3	5.6	0.0	17.0	-	-	-	-
1/2+1/1	600	600	-	-	-	3.3	1.1	-	4.3	26.0	10.6	1.1	11.7
2/1	328	328	-	-	-	3.0	2.1	-	5.1	55.8	7.7	2.1	9.8
3/1+3/2	1125	1125	-	-	-	5.1	2.4	-	7.5	24.1	17.3	2.4	19.8
4/1	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1038	1038	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 8.0 Total Delay for Signalled Lanes (pcuHr): 16.96 Cycle Time (s): 90 PRC Over All Lanes (%): 8.0 Total Delay Over All Lanes(pcuHr): 16.96</p>													

Full Input Data And Results

Scenario 2: '2023 Base PM' (FG2: '2023 Base PM', Plan 1: 'Network Control Plan 1')

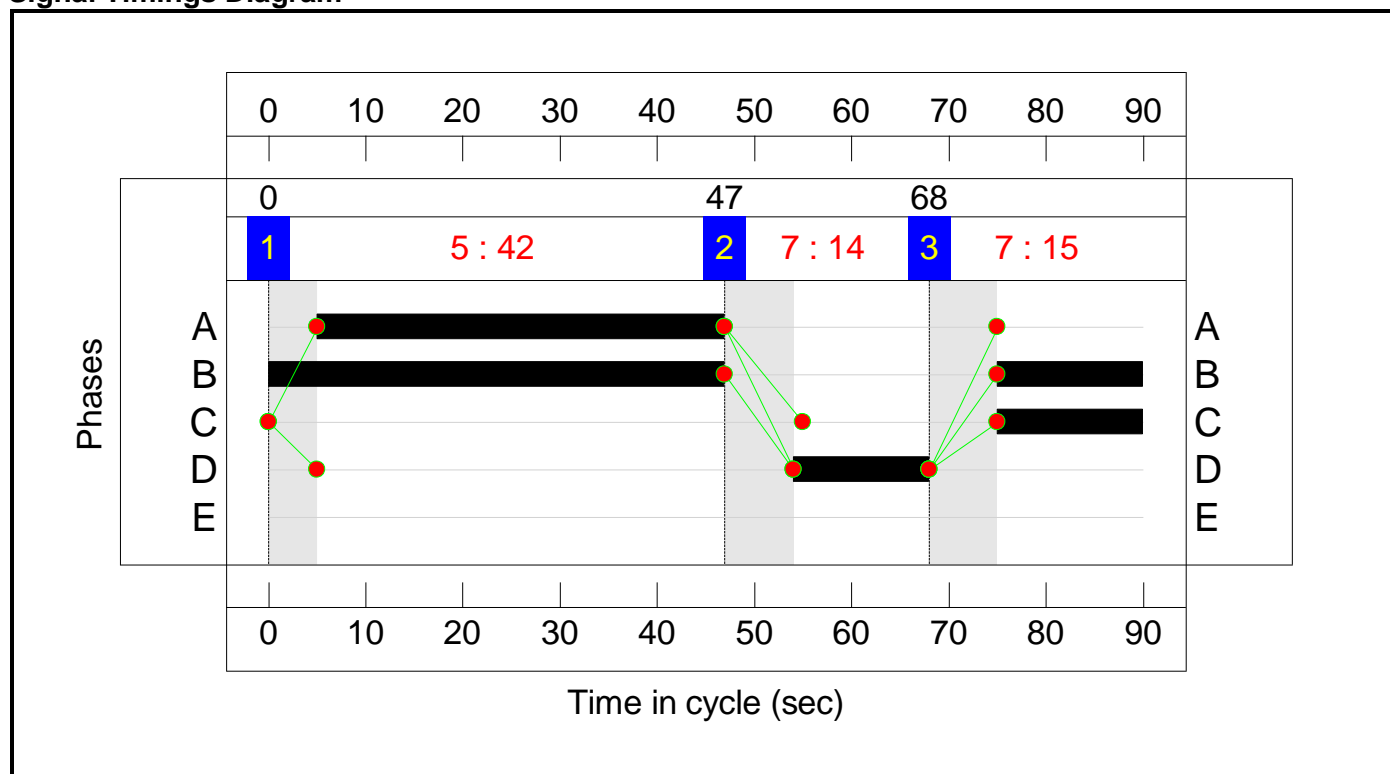
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	42	14	15
Change Point	0	47	68


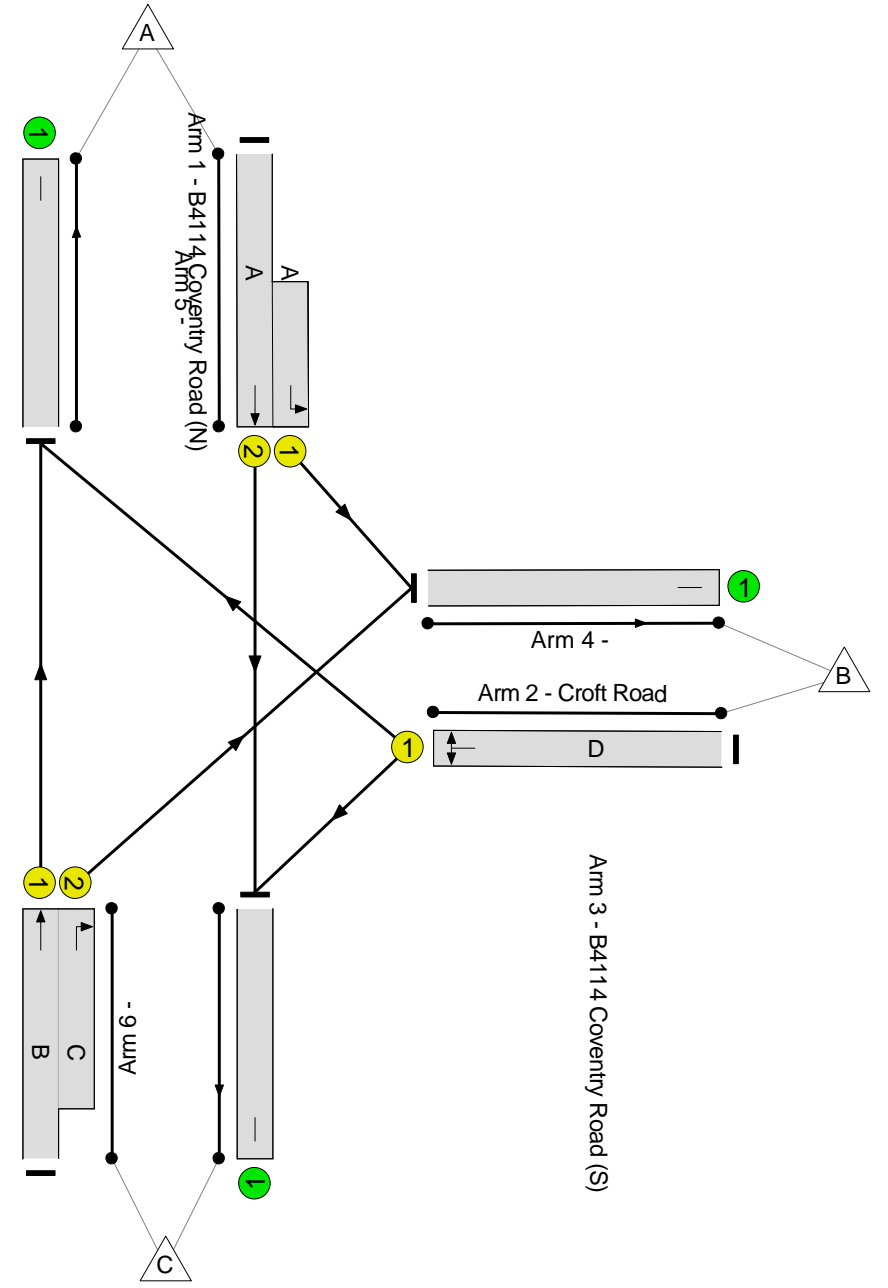
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction
 PRC: -1.2 %
 Total Traffic Delay: 22.5 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: B4114 Coventry Road/Croft Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	91.1%
B4114 Coventry Road/Cosby Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	91.1%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	42	-	863	1940:1663	788+179	89.2 : 89.2%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	14	-	244	1720	287	85.1%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	62:15	-	969	1965:1828	739+325	91.1 : 91.1%
4/1		U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	765	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	855	Inf	Inf	0.0%

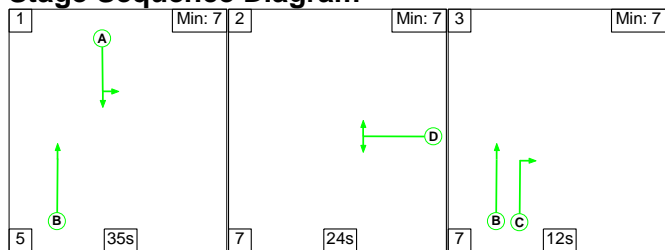
Full Input Data And Results

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: B4114 Coventry Road/Croft Road Junction	-	-	0	0	0	11.4	11.1	0.0	22.5	-	-	-	-
B4114 Coventry Road/Cosby Road Junction	-	-	0	0	0	11.4	11.1	0.0	22.5	-	-	-	-
1/2+1/1	863	863	-	-	-	4.8	3.9	-	8.7	36.2	17.8	3.9	21.7
2/1	244	244	-	-	-	2.5	2.6	-	5.0	74.1	5.9	2.6	8.5
3/1+3/2	969	969	-	-	-	4.1	4.7	-	8.8	32.6	7.7	4.7	12.3
4/1	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	765	765	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	855	855	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): -1.2 Total Delay for Signalled Lanes (pcuHr): 22.48 Cycle Time (s): 90 PRC Over All Lanes (%): -1.2 Total Delay Over All Lanes(pcuHr): 22.48</p>													

Full Input Data And Results

Scenario 3: '2026 WoD AM' (FG3: '2026 WoD AM', Plan 1: 'Network Control Plan 1')

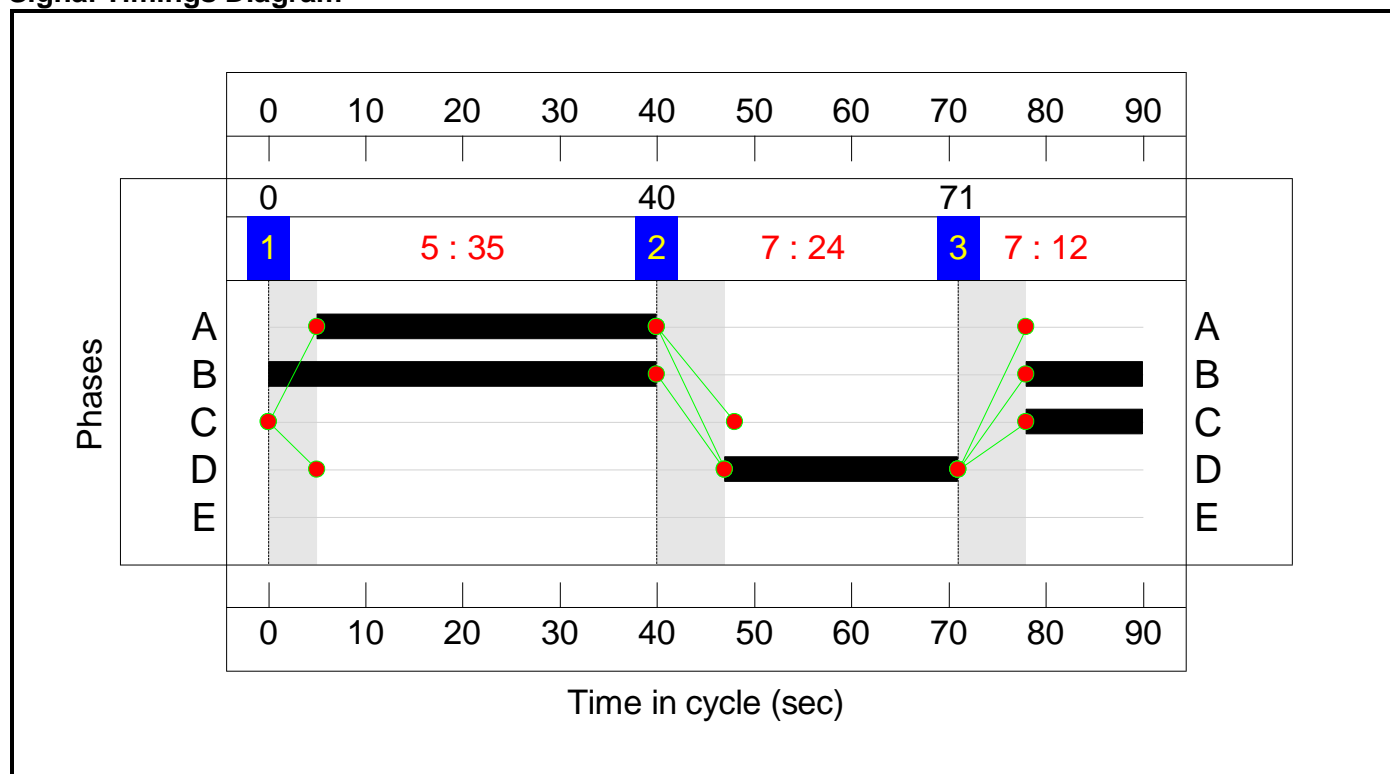
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	35	24	12
Change Point	0	40	71

Signal Timings Diagram



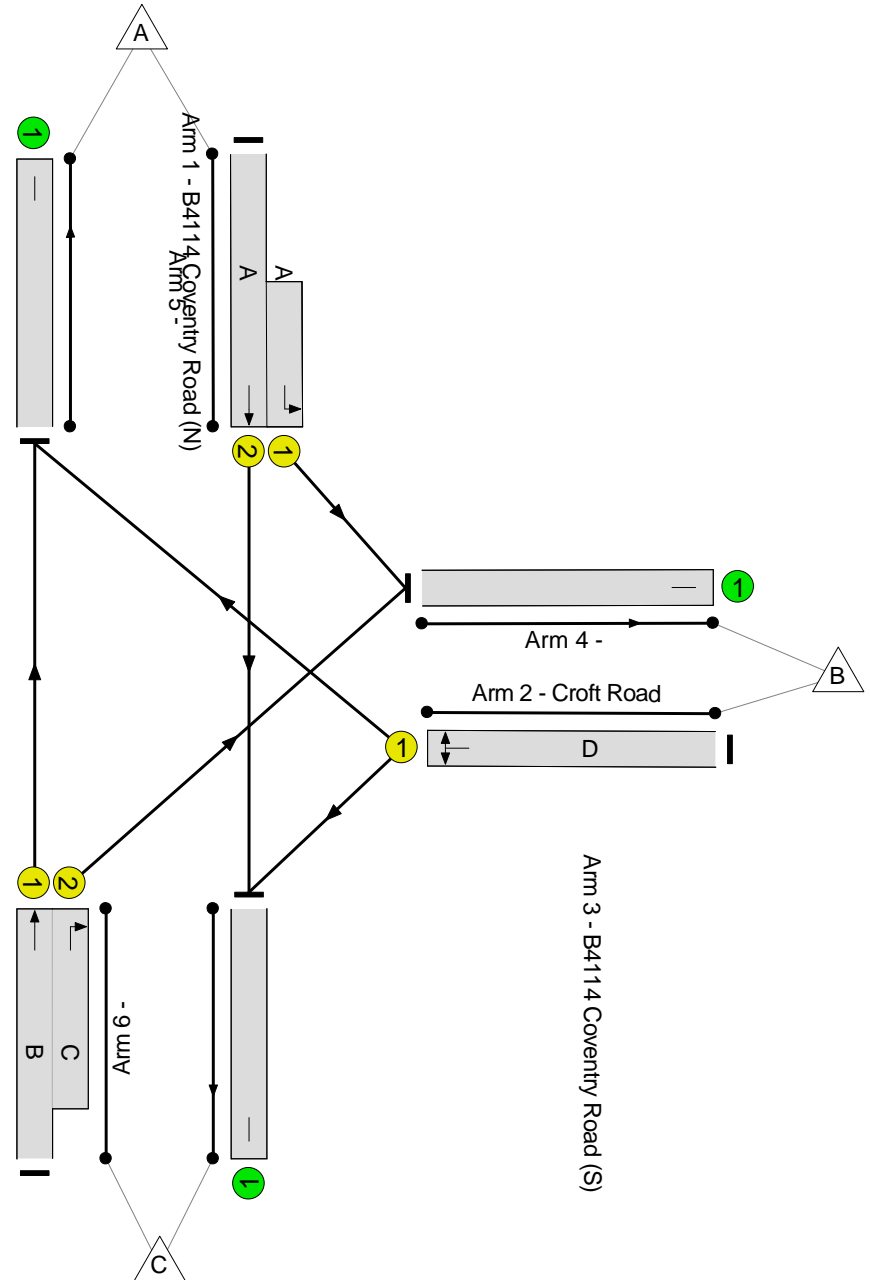
Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction

PRC: 14.0 %

Total Traffic Delay: 16.2 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: B4114 Coventry Road/Croft Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	79.0%
B4114 Coventry Road/Cosby Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	79.0%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	35	-	578	1940:1663	673+146	70.6 : 70.6%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	24	-	371	1724	479	77.5%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	52:12	-	1004	1965:1828	1009+264	79.0 : 78.4%
4/1		U	N/A	N/A	-		-	-	-	310	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	968	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	675	Inf	Inf	0.0%

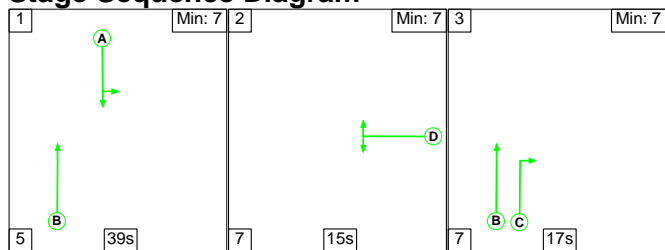
Full Input Data And Results

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: B4114 Coventry Road/Croft Road Junction	-	-	0	0	0	11.5	4.7	0.0	16.2	-	-	-	-
B4114 Coventry Road/Cosby Road Junction	-	-	0	0	0	11.5	4.7	0.0	16.2	-	-	-	-
1/2+1/1	578	578	-	-	-	3.4	1.2	-	4.6	28.7	10.4	1.2	11.6
2/1	371	371	-	-	-	3.1	1.7	-	4.8	46.1	8.5	1.7	10.1
3/1+3/2	1004	1004	-	-	-	5.0	1.8	-	6.8	24.5	14.8	1.8	16.6
4/1	310	310	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	968	968	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 14.0 Total Delay for Signalled Lanes (pcuHr): 16.18 Cycle Time (s): 90 PRC Over All Lanes (%): 14.0 Total Delay Over All Lanes(pcuHr): 16.18</p>													

Full Input Data And Results

Scenario 4: '2026 WoD PM' (FG4: '2026 WoD PM', Plan 1: 'Network Control Plan 1')

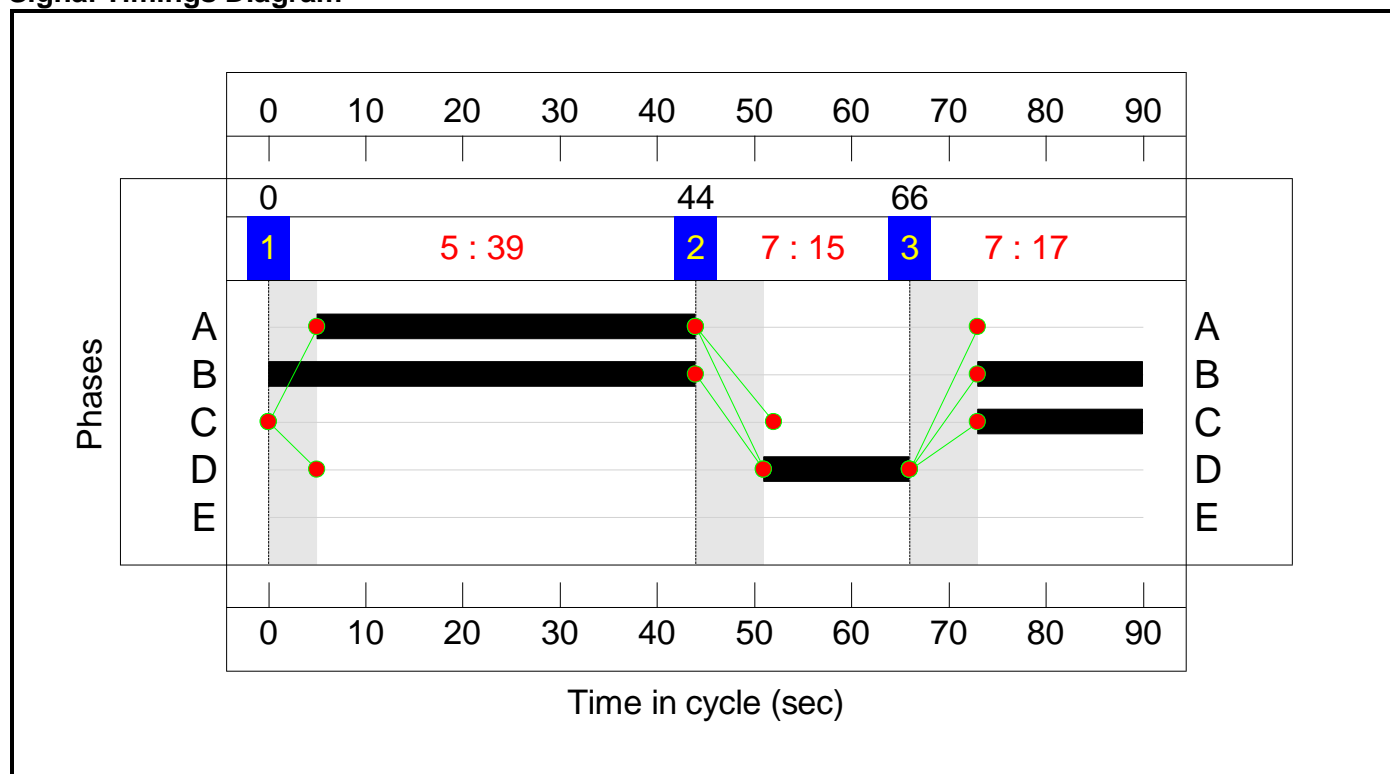
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	39	15	17
Change Point	0	44	66

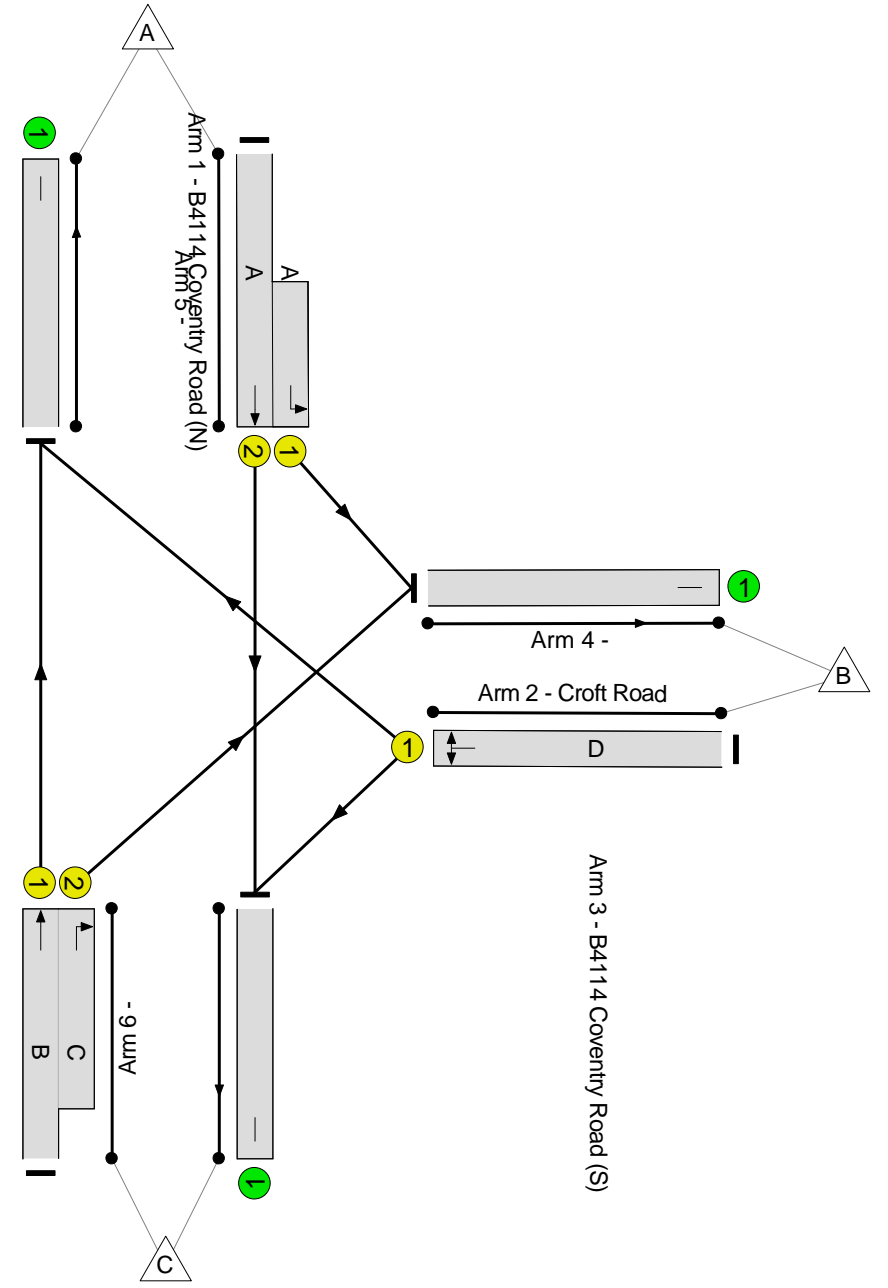

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction
PRC: 0.3 %
Total Traffic Delay: 21.5 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: B4114 Coventry Road/Croft Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	89.8%
B4114 Coventry Road/Cosby Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	89.8%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	39	-	809	1940:1663	744+157	89.8 : 89.8%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	15	-	266	1720	306	87.0%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	61:17	-	1059	1965:1828	898+366	82.9 : 86.2%
4/1		U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	841	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	837	Inf	Inf	0.0%

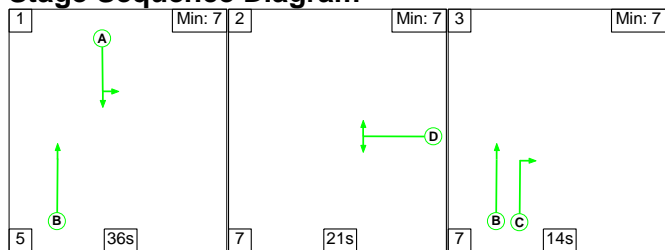
Full Input Data And Results

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: B4114 Coventry Road/Croft Road Junction	-	-	0	0	0	12.1	9.5	0.0	21.5	-	-	-	-
B4114 Coventry Road/Cosby Road Junction	-	-	0	0	0	12.1	9.5	0.0	21.5	-	-	-	-
1/2+1/1	809	809	-	-	-	4.9	4.0	-	8.9	39.8	17.1	4.0	21.2
2/1	266	266	-	-	-	2.7	2.9	-	5.6	75.5	6.4	2.9	9.3
3/1+3/2	1059	1059	-	-	-	4.5	2.5	-	7.0	23.9	9.3	2.5	11.8
4/1	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	841	841	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	837	837	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		0.3	Total Delay for Signalled Lanes (pcuHr):		21.54	Cycle Time (s):		90		
			PRC Over All Lanes (%):		0.3	Total Delay Over All Lanes(pcuHr):		21.54					

Full Input Data And Results

Scenario 5: '2026 WoDWS AM' (FG5: '2026 WoDWS AM', Plan 1: 'Network Control Plan 1')

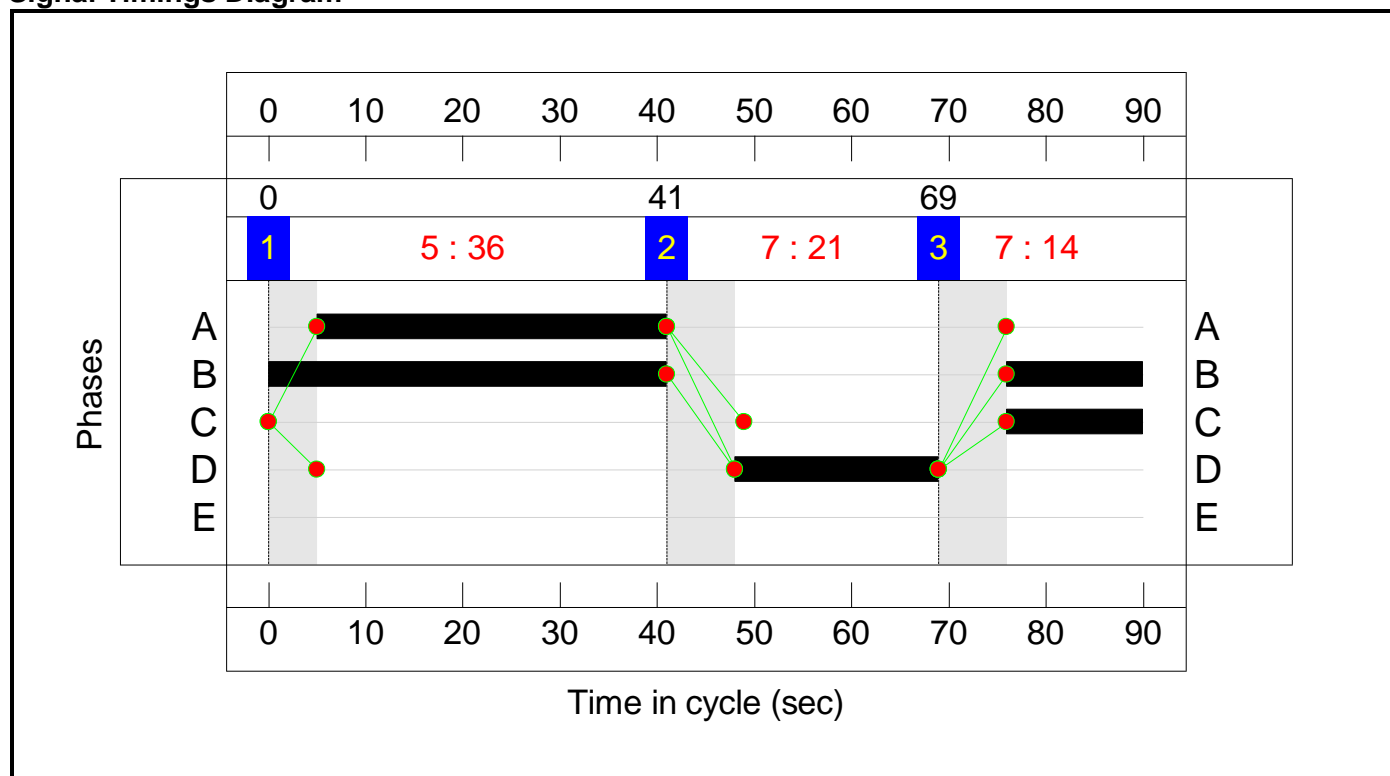
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	36	21	14
Change Point	0	41	69

Signal Timings Diagram



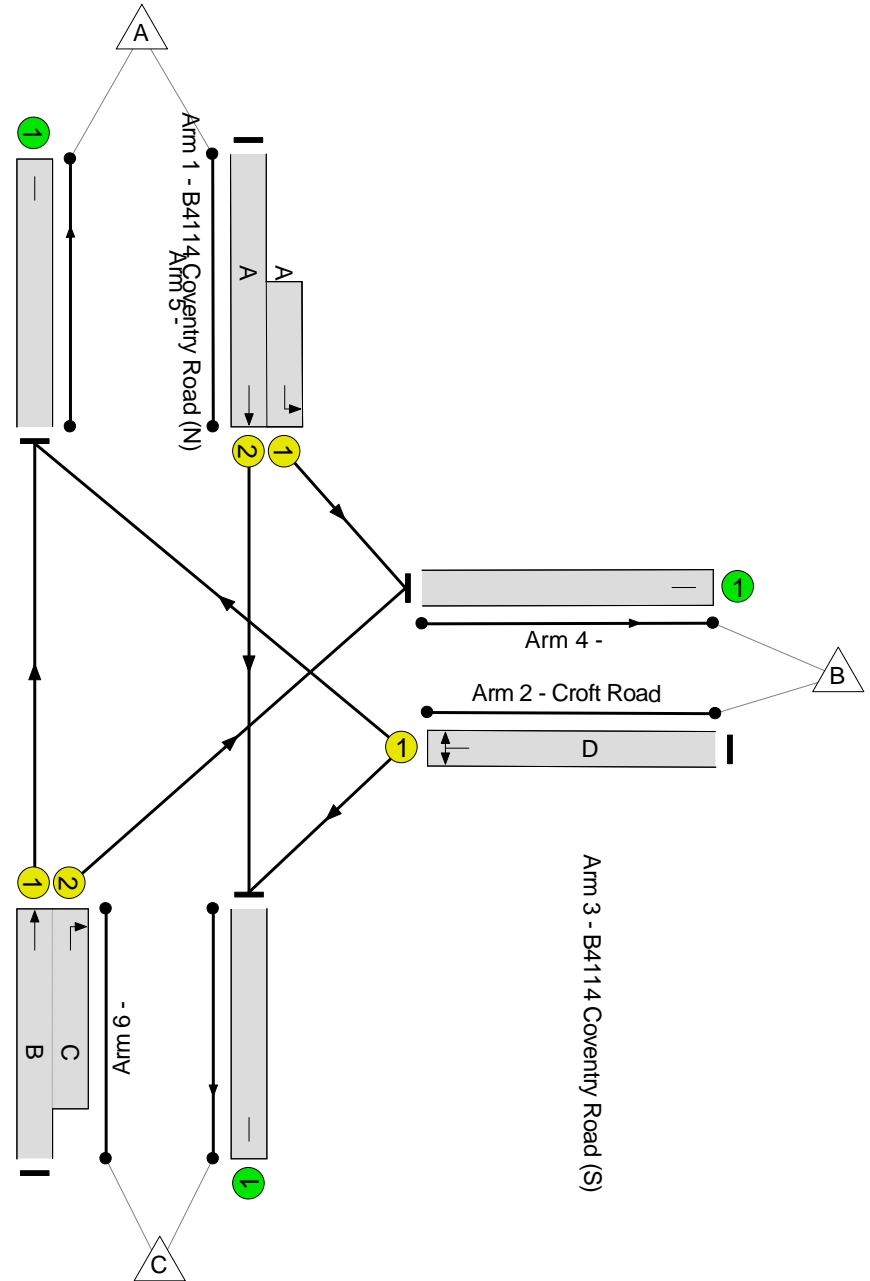
Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction

PRC: 16.9 %

Total Traffic Delay: 15.0 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: B4114 Coventry Road/Croft Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	77.0%
B4114 Coventry Road/Cosby Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	77.0%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	36	-	573	1940:1663	706+126	68.8 : 68.8%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	21	-	324	1721	421	77.0%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	55:14	-	1021	1965:1828	1051+294	75.9 : 75.9%
4/1		U	N/A	N/A	-		-	-	-	310	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	922	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	686	Inf	Inf	0.0%

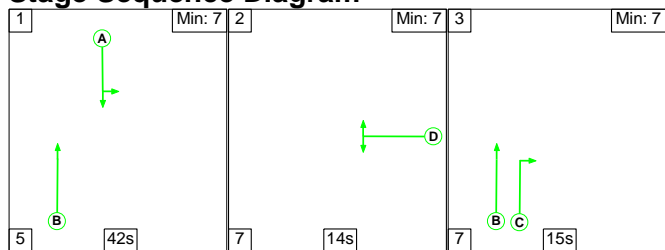
Full Input Data And Results

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: B4114 Coventry Road/Croft Road Junction	-	-	0	0	0	10.7	4.3	0.0	15.0	-	-	-	-
B4114 Coventry Road/Cosby Road Junction	-	-	0	0	0	10.7	4.3	0.0	15.0	-	-	-	-
1/2+1/1	573	573	-	-	-	3.3	1.1	-	4.4	27.5	10.4	1.1	11.5
2/1	324	324	-	-	-	2.8	1.6	-	4.5	49.7	7.5	1.6	9.1
3/1+3/2	1021	1021	-	-	-	4.6	1.6	-	6.2	21.7	13.4	1.6	15.0
4/1	310	310	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	922	922	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	686	686	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1		PRC for Signalled Lanes (%):		16.9	Total Delay for Signalled Lanes (pcuHr):		15.02	Cycle Time (s):		90			
		PRC Over All Lanes (%):		16.9	Total Delay Over All Lanes(pcuHr):		15.02						

Full Input Data And Results

Scenario 6: '2026 WoDWS PM' (FG6: '2026 WoDWS PM', Plan 1: 'Network Control Plan 1')

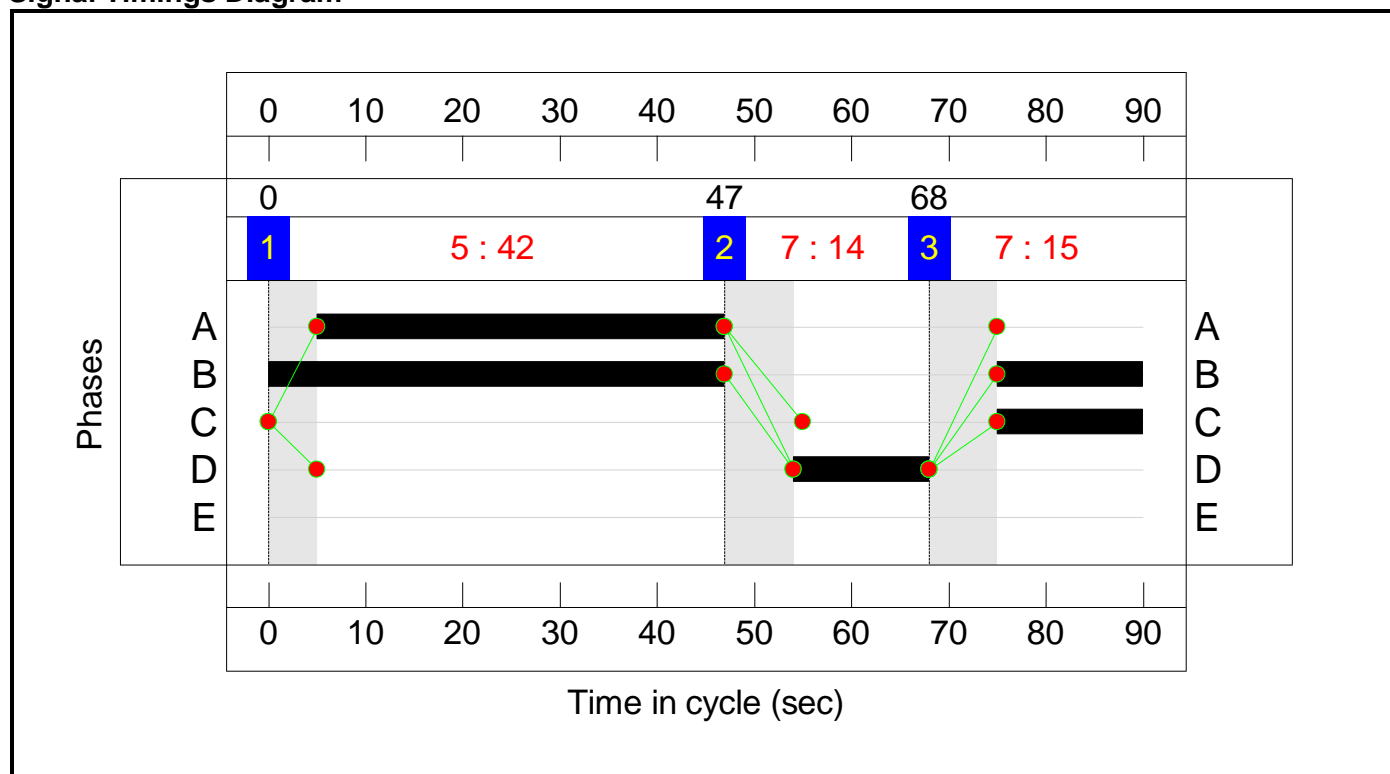
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	42	14	15
Change Point	0	47	68

Signal Timings Diagram



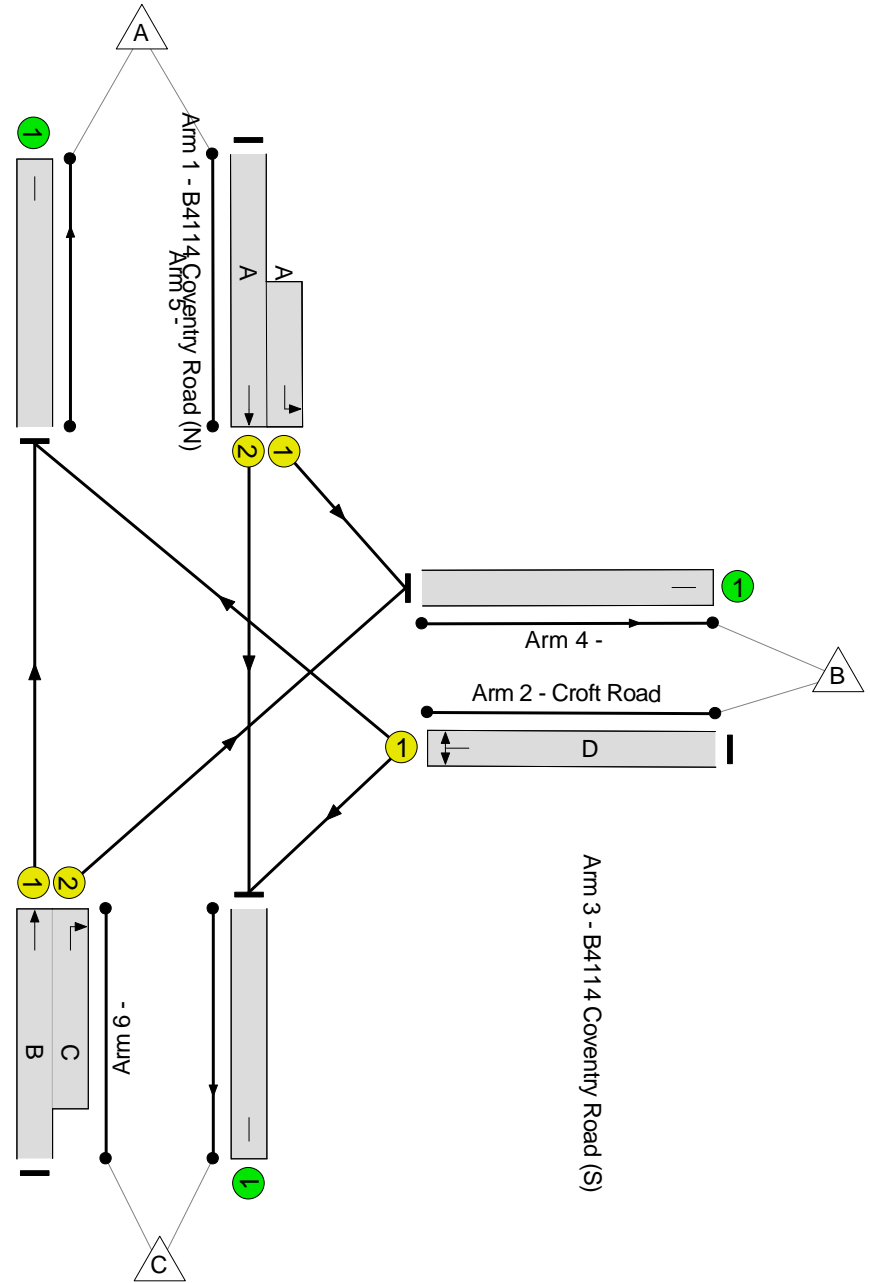
Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction

PRC: -1.5 %

Total Traffic Delay: 23.7 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: B4114 Coventry Road/Croft Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	91.4%
B4114 Coventry Road/Cosby Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	91.4%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	42	-	865	1940:1663	797+167	89.7 : 89.7%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	14	-	255	1719	286	89.0%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	62:15	-	944	1965:1828	708+325	91.4 : 91.4%
4/1		U	N/A	N/A	-		-	-	-	447	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	737	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	880	Inf	Inf	0.0%

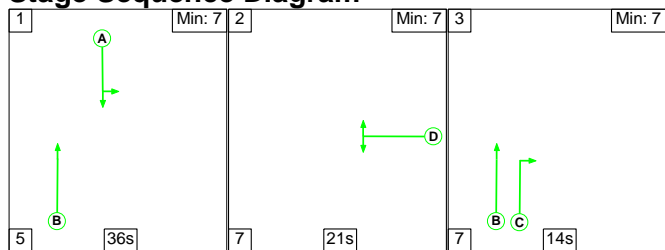
Full Input Data And Results

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: B4114 Coventry Road/Croft Road Junction	-	-	0	0	0	11.5	12.2	0.0	23.7	-	-	-	-
B4114 Coventry Road/Cosby Road Junction	-	-	0	0	0	11.5	12.2	0.0	23.7	-	-	-	-
1/2+1/1	865	865	-	-	-	4.9	4.0	-	8.9	37.1	18.2	4.0	22.2
2/1	255	255	-	-	-	2.6	3.3	-	5.9	83.8	6.2	3.3	9.6
3/1+3/2	944	944	-	-	-	4.1	4.8	-	8.9	33.8	7.3	4.8	12.1
4/1	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	880	880	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): -1.5 Total Delay for Signalled Lanes (pcuHr): 23.72 Cycle Time (s): 90 PRC Over All Lanes (%): -1.5 Total Delay Over All Lanes(pcuHr): 23.72</p>													

Full Input Data And Results

Scenario 7: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'Network Control Plan 1')

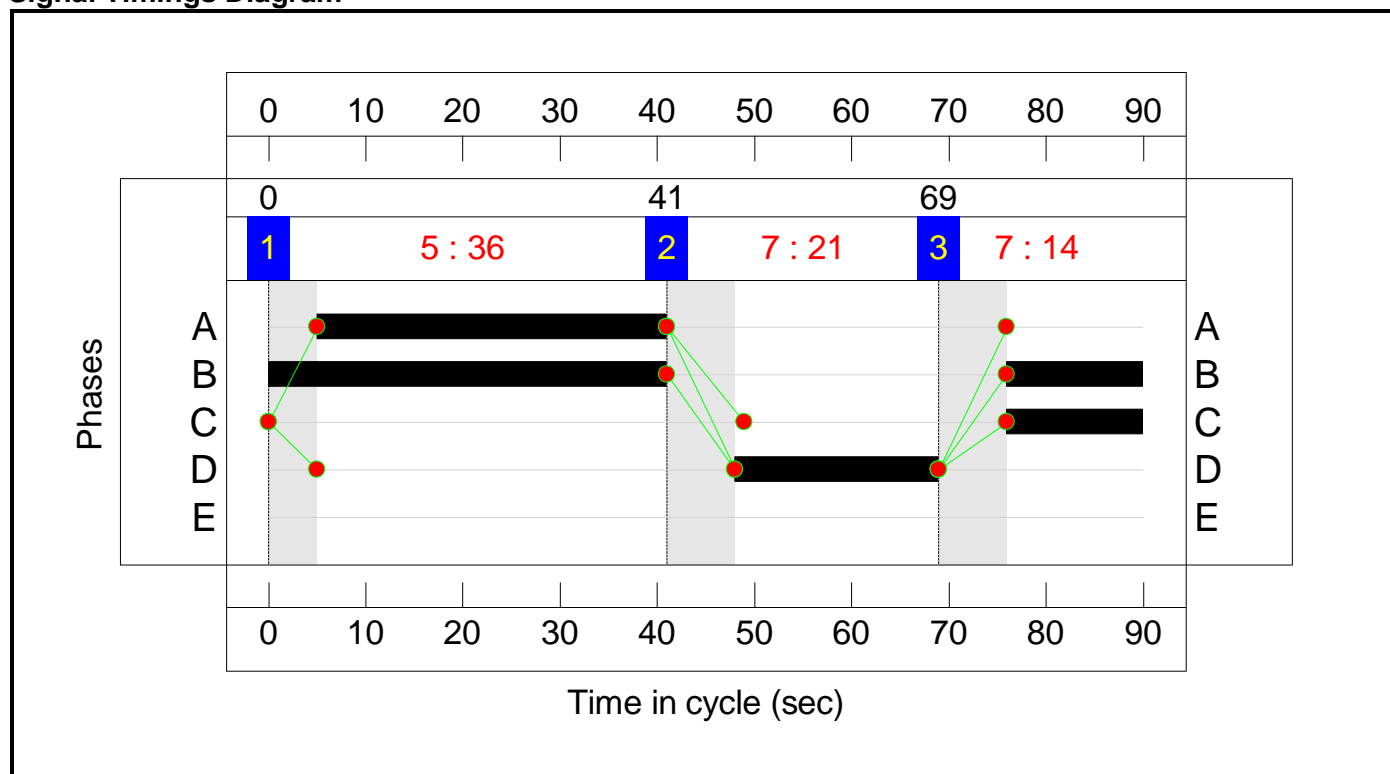
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	36	21	14
Change Point	0	41	69

Signal Timings Diagram



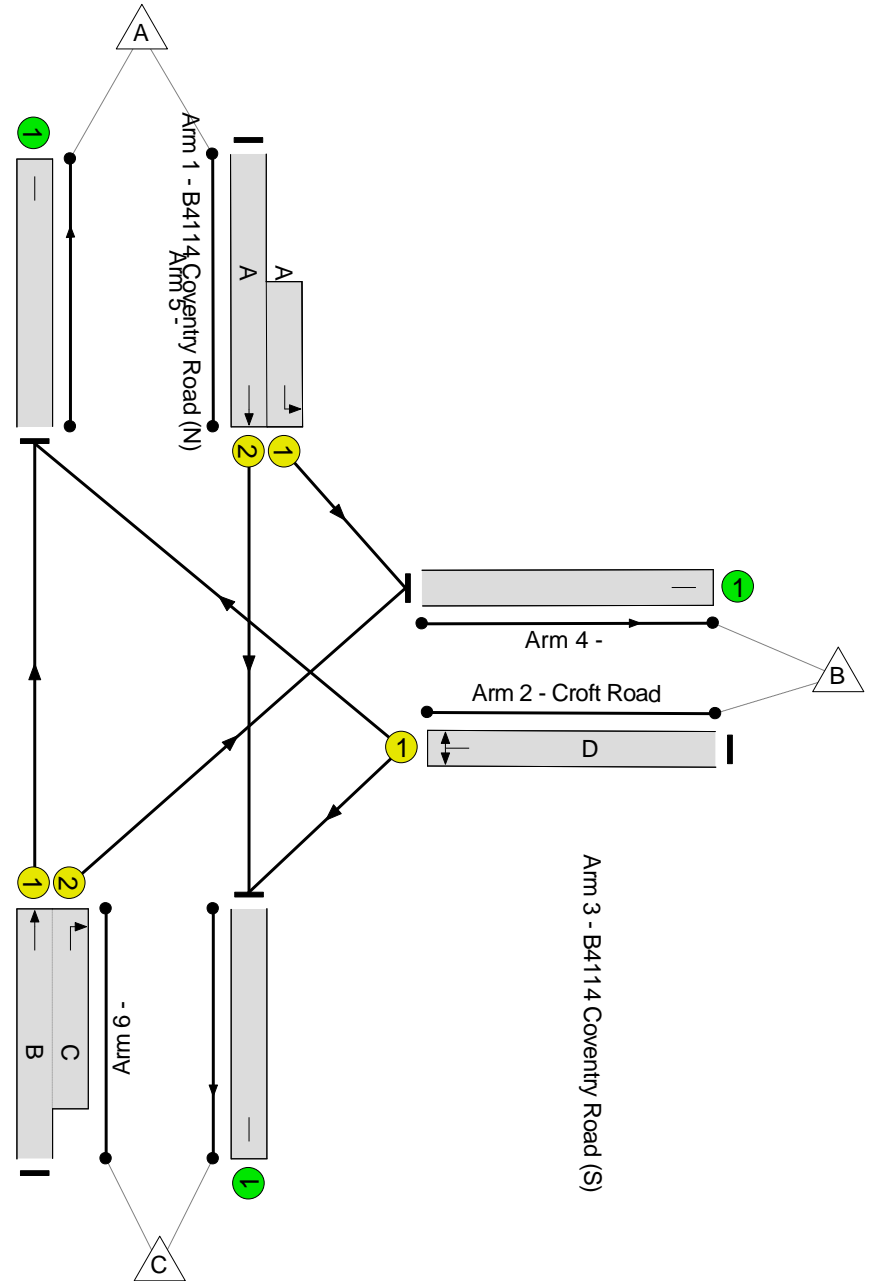
Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction

PRC: 15.3 %

Total Traffic Delay: 15.6 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: B4114 Coventry Road/Croft Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	78.1%
B4114 Coventry Road/Cosby Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	78.1%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	36	-	590	1940:1663	709+123	71.0 : 71.0%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	21	-	319	1720	420	75.9%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	55:14	-	1053	1965:1828	1046+302	78.1 : 78.1%
4/1		U	N/A	N/A	-		-	-	-	323	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	935	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	704	Inf	Inf	0.0%

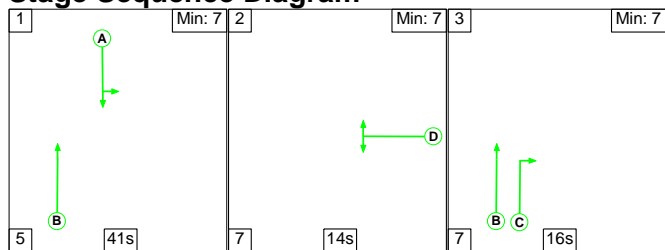
Full Input Data And Results

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: B4114 Coventry Road/Croft Road Junction	-	-	0	0	0	11.1	4.5	0.0	15.6	-	-	-	-
B4114 Coventry Road/Cosby Road Junction	-	-	0	0	0	11.1	4.5	0.0	15.6	-	-	-	-
1/2+1/1	590	590	-	-	-	3.4	1.2	-	4.6	28.3	10.9	1.2	12.1
2/1	319	319	-	-	-	2.8	1.5	-	4.3	48.8	7.4	1.5	8.9
3/1+3/2	1053	1053	-	-	-	4.9	1.8	-	6.6	22.6	14.0	1.8	15.8
4/1	323	323	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	935	935	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	704	704	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 15.3 Total Delay for Signalled Lanes (pcuHr): 15.58 Cycle Time (s): 90 PRC Over All Lanes (%): 15.3 Total Delay Over All Lanes(pcuHr): 15.58</p>													

Full Input Data And Results

Scenario 8: '2026 WD PM' (FG8: '2026 WD PM', Plan 1: 'Network Control Plan 1')

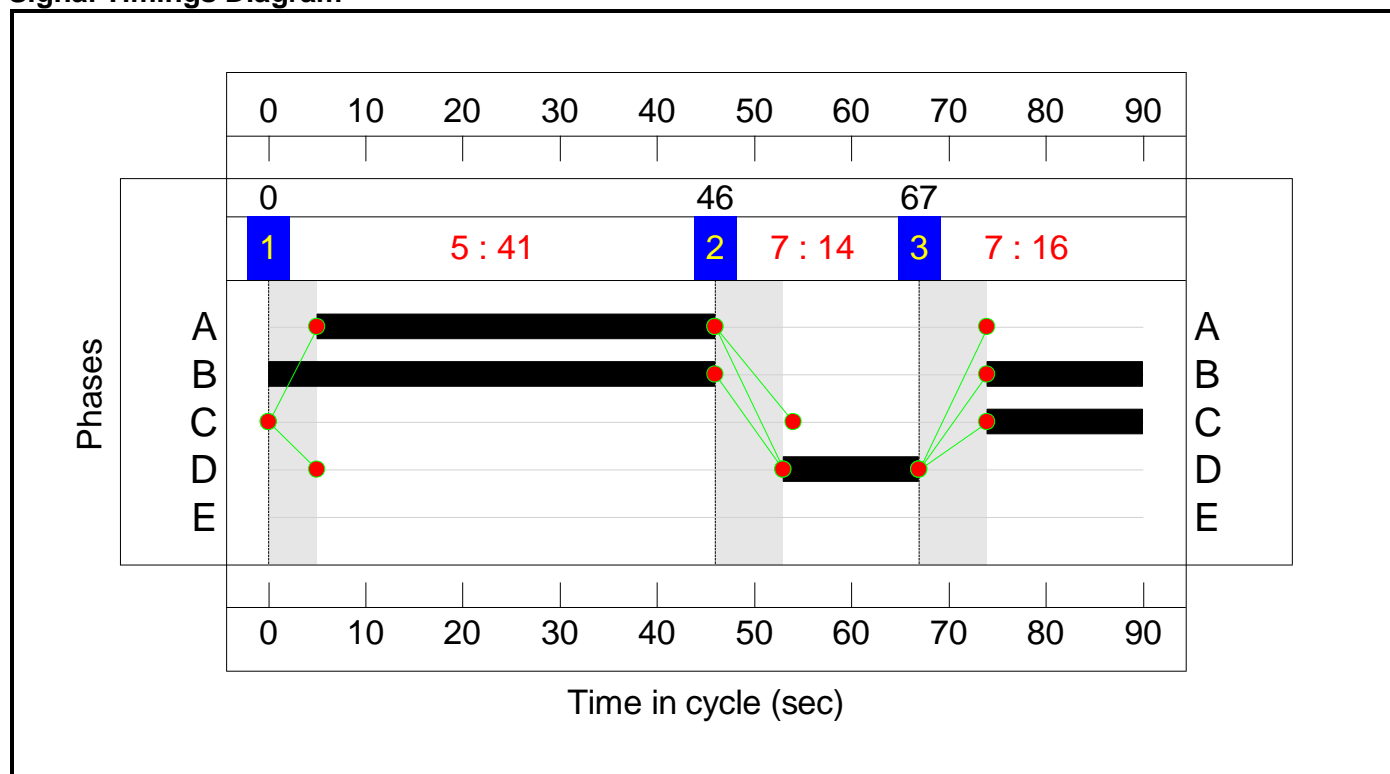
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	41	14	16
Change Point	0	46	67

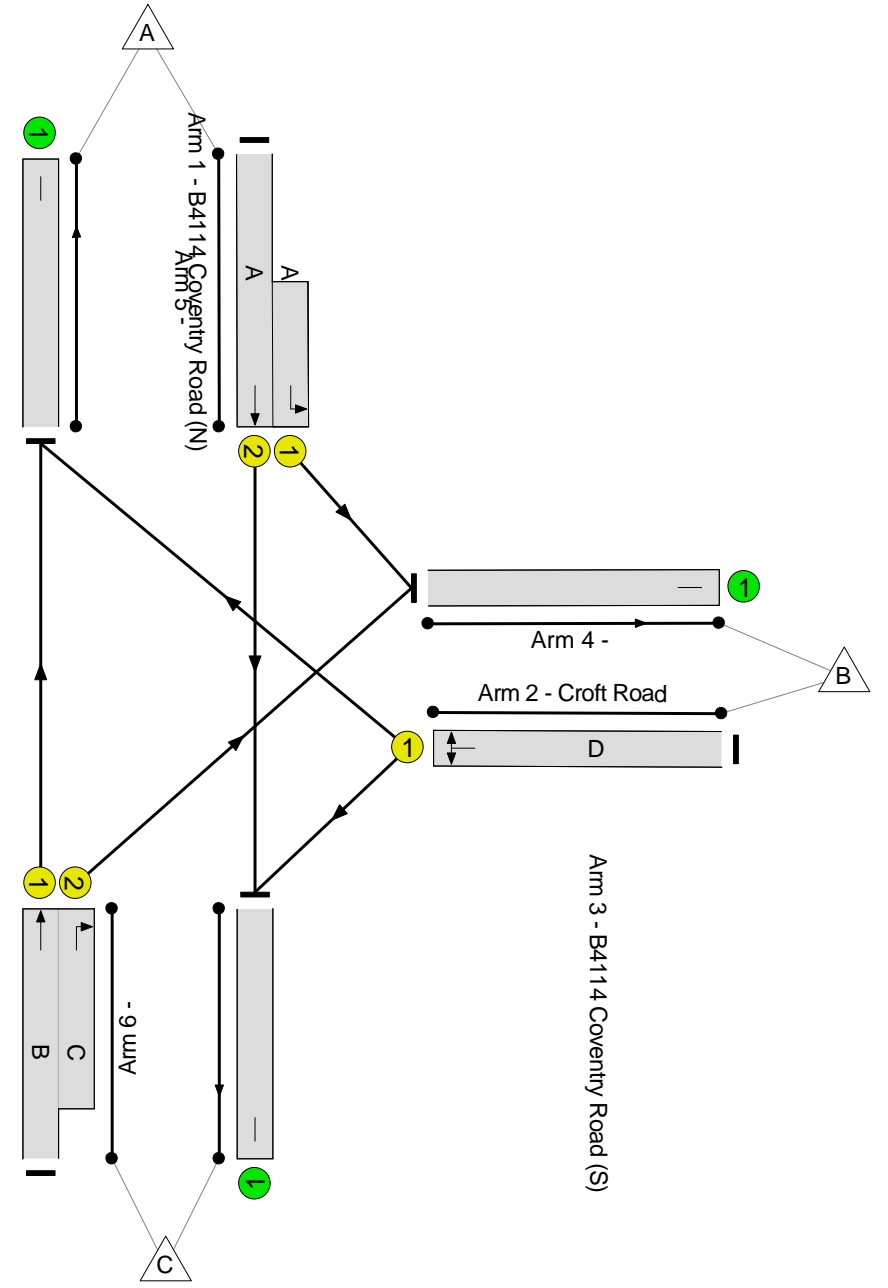

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction
PRC: -3.5 %
Total Traffic Delay: 25.3 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: B4114 Coventry Road/Croft Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	93.2%
B4114 Coventry Road/Cosby Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	93.2%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	41	-	865	1940:1663	767+181	91.3 : 91.3%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	14	-	267	1719	286	93.2%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	62:16	-	937	1965:1828	698+345	89.8 : 89.8%
4/1		U	N/A	N/A	-		-	-	-	475	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	721	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	873	Inf	Inf	0.0%

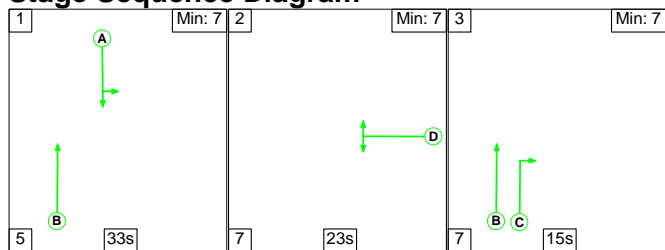
Full Input Data And Results

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: B4114 Coventry Road/Croft Road Junction	-	-	0	0	0	11.9	13.4	0.0	25.3	-	-	-	-
B4114 Coventry Road/Cosby Road Junction	-	-	0	0	0	11.9	13.4	0.0	25.3	-	-	-	-
1/2+1/1	865	865	-	-	-	5.0	4.7	-	9.7	40.5	18.3	4.7	23.0
2/1	267	267	-	-	-	2.7	4.6	-	7.4	99.5	6.5	4.6	11.2
3/1+3/2	937	937	-	-	-	4.1	4.1	-	8.2	31.5	7.5	4.1	11.6
4/1	475	475	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	721	721	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	873	873	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): -3.5 Total Delay for Signalled Lanes (pcuHr): 25.31 Cycle Time (s): 90 PRC Over All Lanes (%): -3.5 Total Delay Over All Lanes(pcuHr): 25.31</p>													

Full Input Data And Results

Scenario 9: '2036 WoD AM' (FG9: '2036 WoD AM', Plan 1: 'Network Control Plan 1')

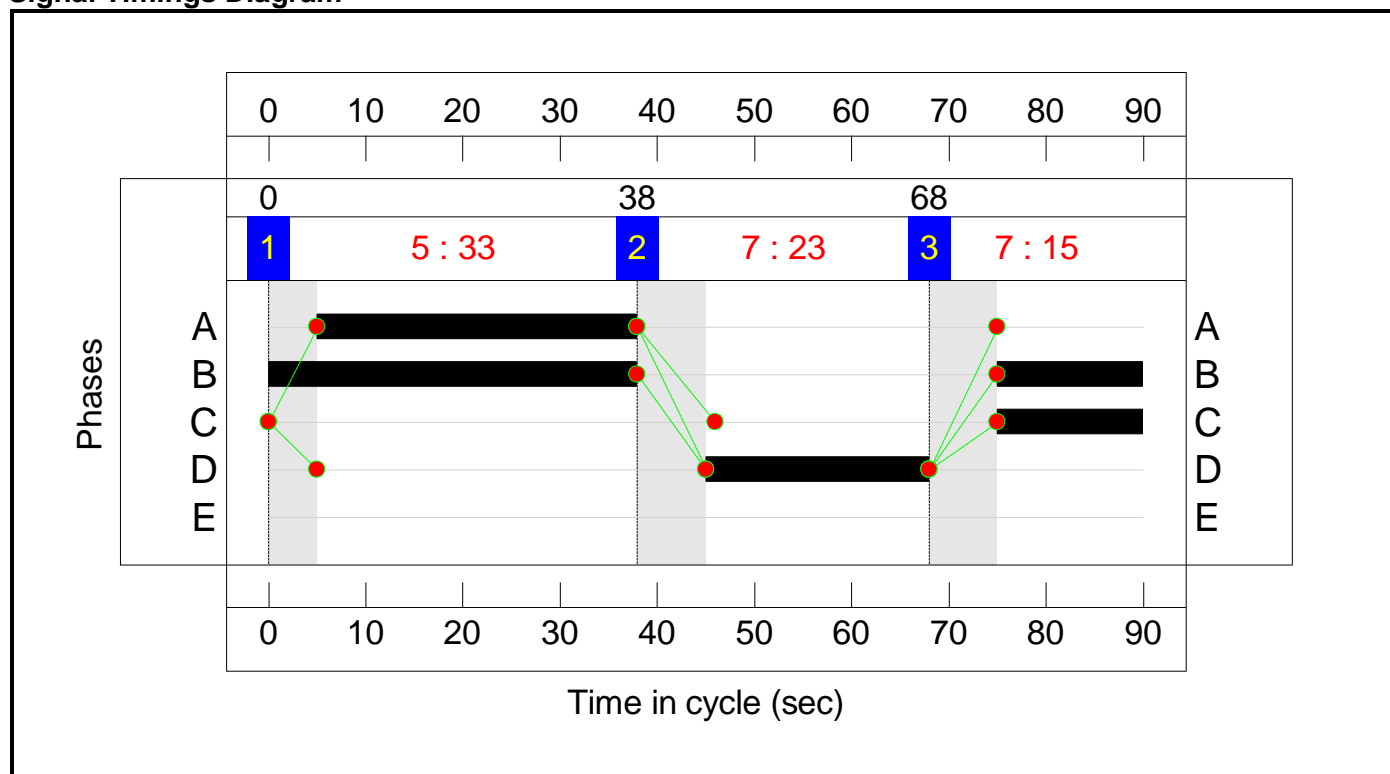
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	33	23	15
Change Point	0	38	68


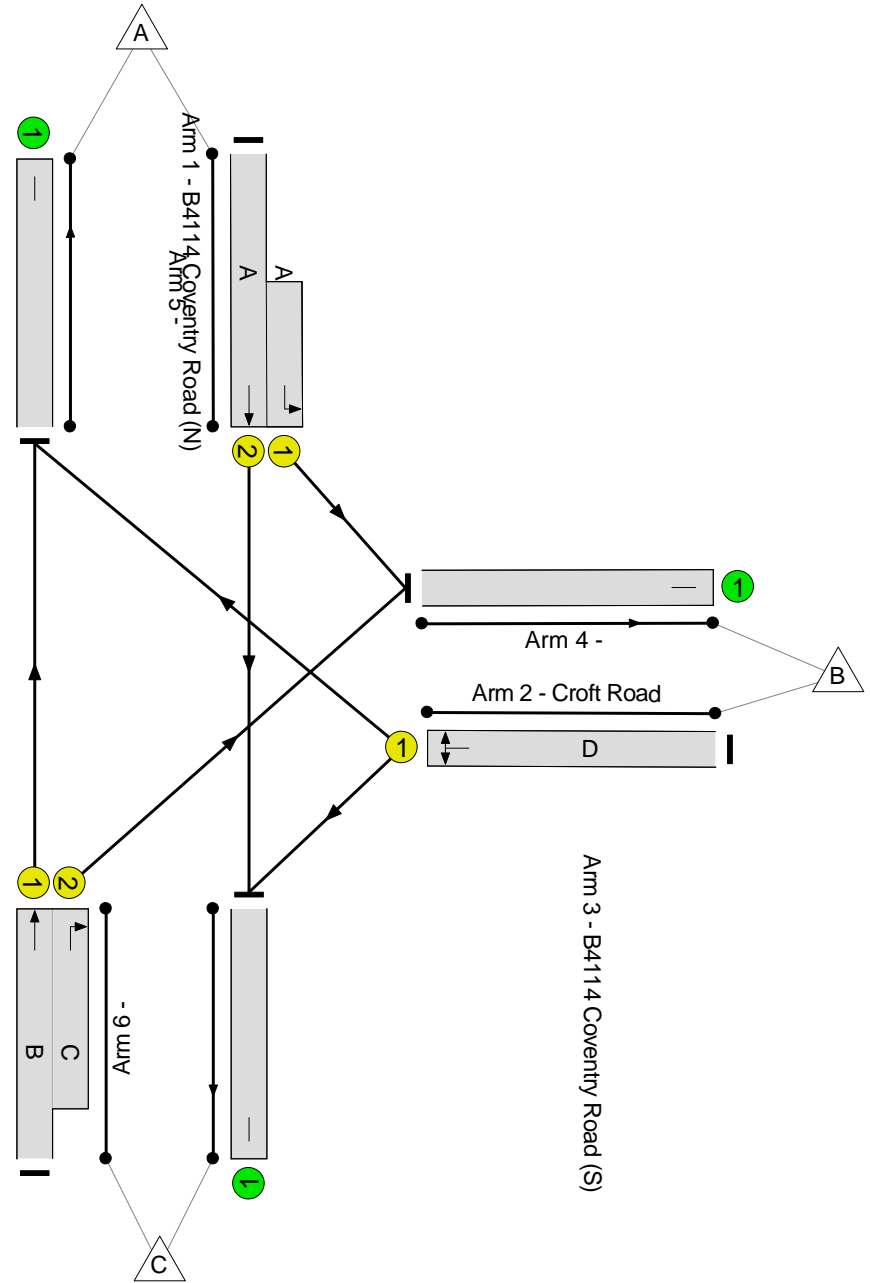
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction
 PRC: 12.3 %
 Total Traffic Delay: 17.7 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: B4114 Coventry Road/Croft Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	80.1%
B4114 Coventry Road/Cosby Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	80.1%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	33	-	628	1940:1663	602+196	78.7 : 78.7%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	23	-	369	1727	461	80.1%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	53:15	-	1027	1965:1828	1003+314	78.0 : 78.0%
4/1		U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	970	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	655	Inf	Inf	0.0%

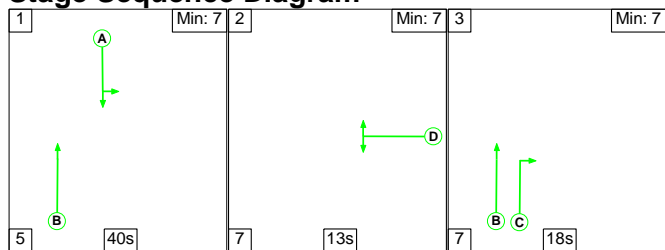
Full Input Data And Results

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: B4114 Coventry Road/Croft Road Junction	-	-	0	0	0	12.2	5.5	0.0	17.7	-	-	-	-
B4114 Coventry Road/Cosby Road Junction	-	-	0	0	0	12.2	5.5	0.0	17.7	-	-	-	-
1/2+1/1	628	628	-	-	-	4.0	1.8	-	5.8	33.4	11.5	1.8	13.3
2/1	369	369	-	-	-	3.2	1.9	-	5.1	49.6	8.5	1.9	10.4
3/1+3/2	1027	1027	-	-	-	5.0	1.8	-	6.7	23.6	13.7	1.8	15.5
4/1	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	970	970	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	655	655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 12.3 Total Delay for Signalled Lanes (pcuHr): 17.66 Cycle Time (s): 90 PRC Over All Lanes (%): 12.3 Total Delay Over All Lanes(pcuHr): 17.66</p>													

Full Input Data And Results

Scenario 10: '2036 WoD PM' (FG10: '2036 WoD PM', Plan 1: 'Network Control Plan 1')

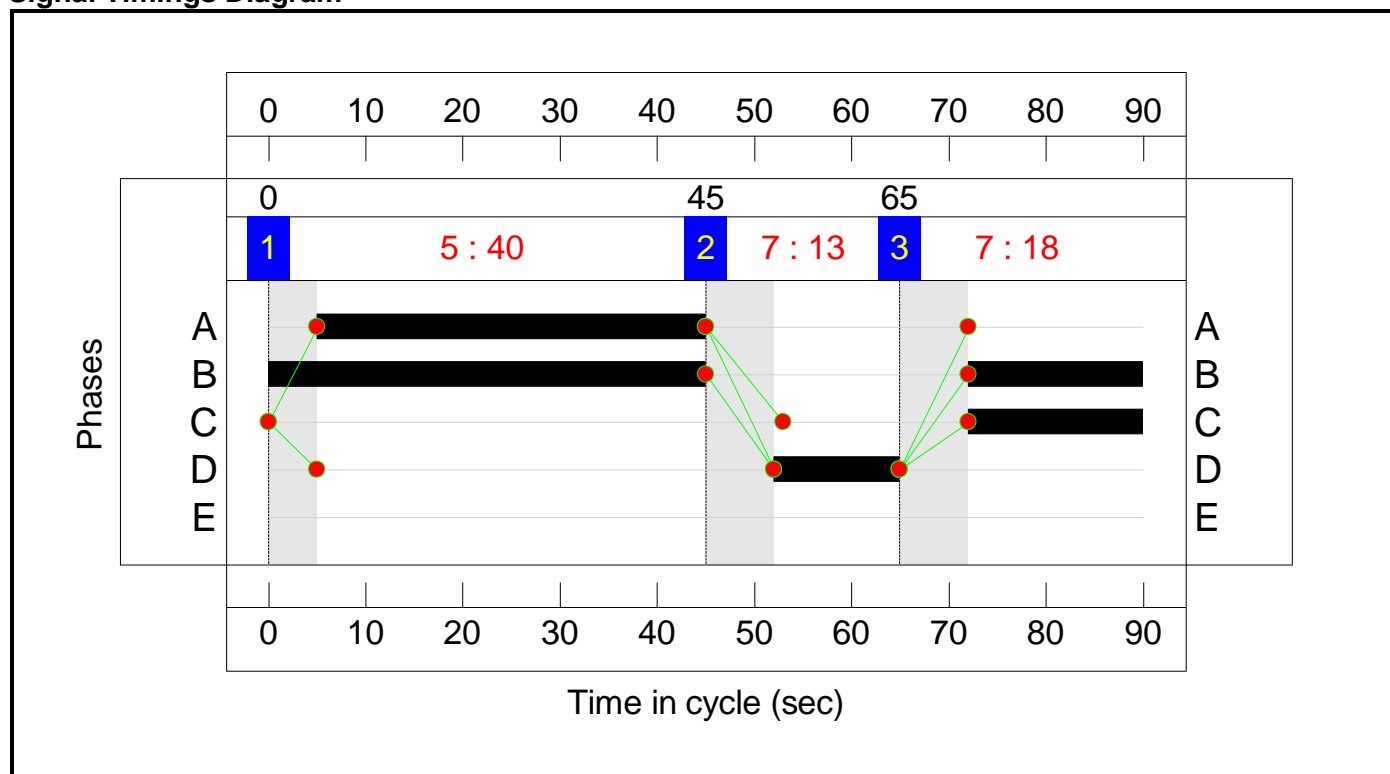
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	40	13	18
Change Point	0	45	65

Signal Timings Diagram



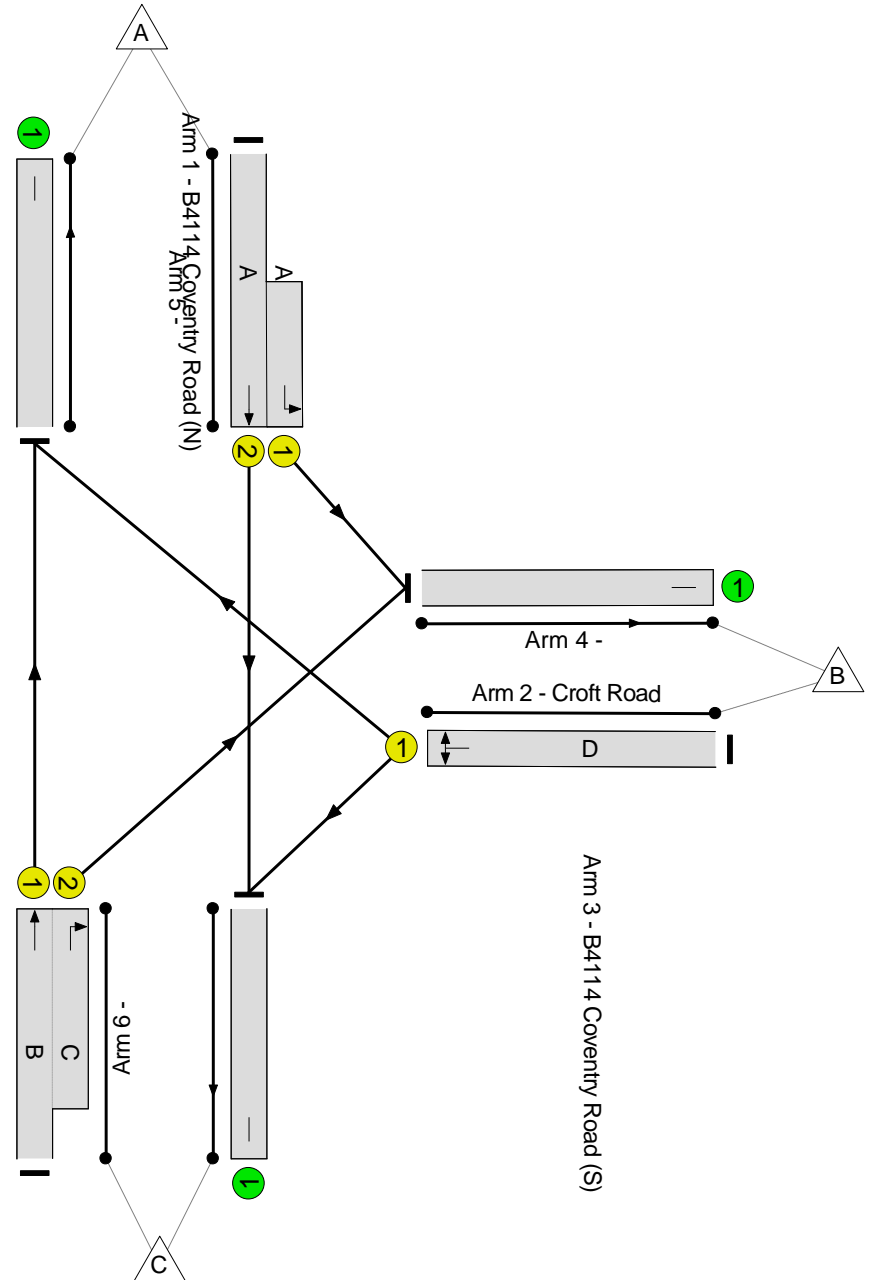
Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction

PRC: -0.7 %

Total Traffic Delay: 22.9 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: B4114 Coventry Road/Croft Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	90.6%
B4114 Coventry Road/Cosby Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	90.6%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	40	-	824	1940:1663	785+129	90.2 : 90.2%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	13	-	242	1717	267	90.6%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	63:18	-	1078	1965:1828	860+386	86.5 : 86.5%
4/1		U	N/A	N/A	-		-	-	-	450	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	818	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	876	Inf	Inf	0.0%

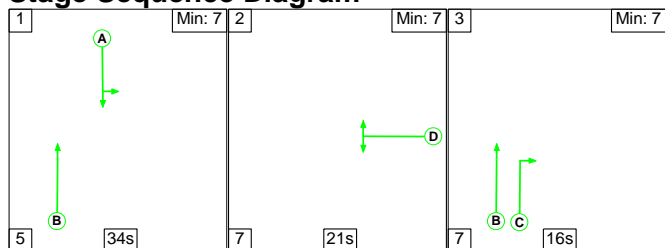
Full Input Data And Results

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: B4114 Coventry Road/Croft Road Junction	-	-	0	0	0	11.9	11.0	0.0	22.9	-	-	-	-
B4114 Coventry Road/Cosby Road Junction	-	-	0	0	0	11.9	11.0	0.0	22.9	-	-	-	-
1/2+1/1	824	824	-	-	-	5.0	4.2	-	9.1	39.9	17.8	4.2	22.0
2/1	242	242	-	-	-	2.5	3.7	-	6.2	92.7	5.9	3.7	9.6
3/1+3/2	1078	1078	-	-	-	4.4	3.1	-	7.5	25.1	8.5	3.1	11.6
4/1	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	818	818	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	876	876	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		-0.7	Total Delay for Signalled Lanes (pcuHr):		22.90	Cycle Time (s): 90				
			PRC Over All Lanes (%):		-0.7	Total Delay Over All Lanes(pcuHr):		22.90					

Full Input Data And Results

Scenario 11: '2036 WoDWS AM' (FG11: '2036 WoDWS AM', Plan 1: 'Network Control Plan 1')

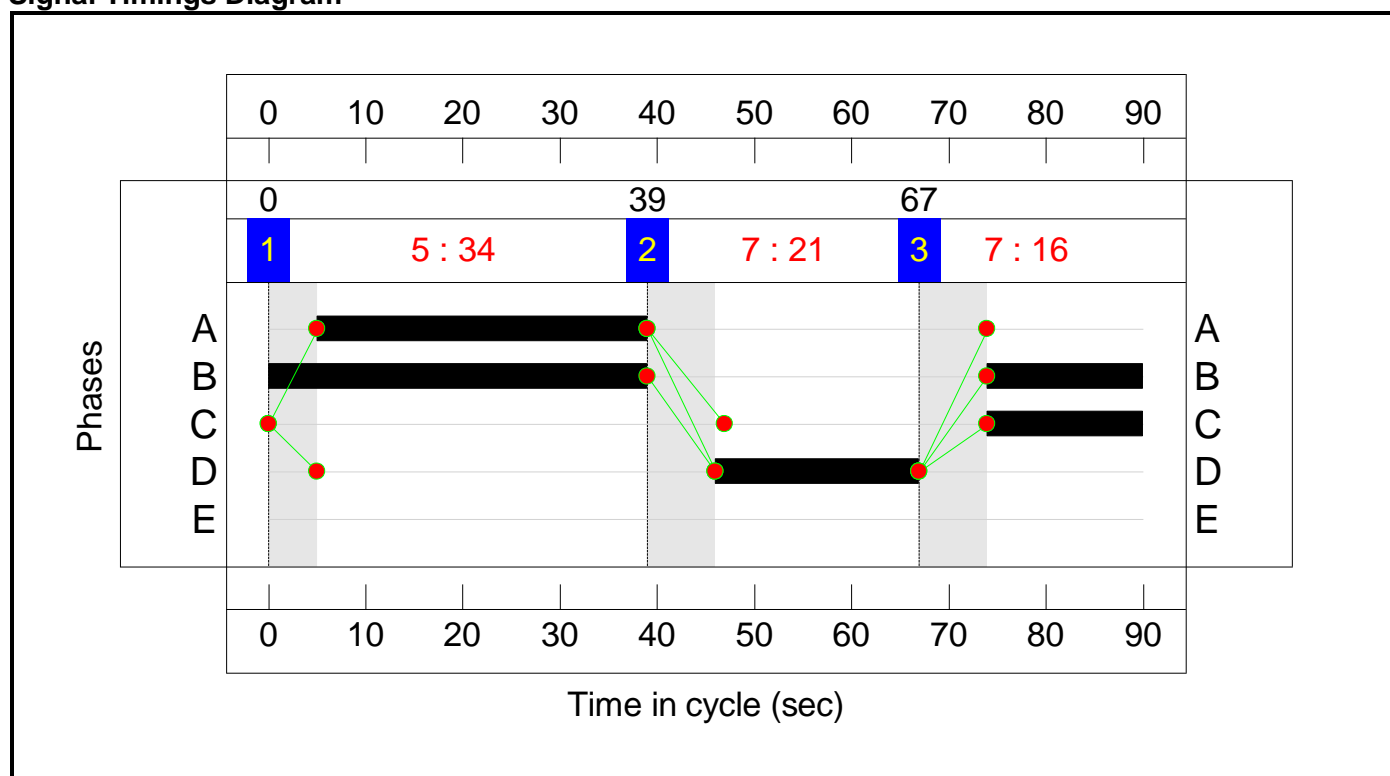
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	34	21	16
Change Point	0	39	67

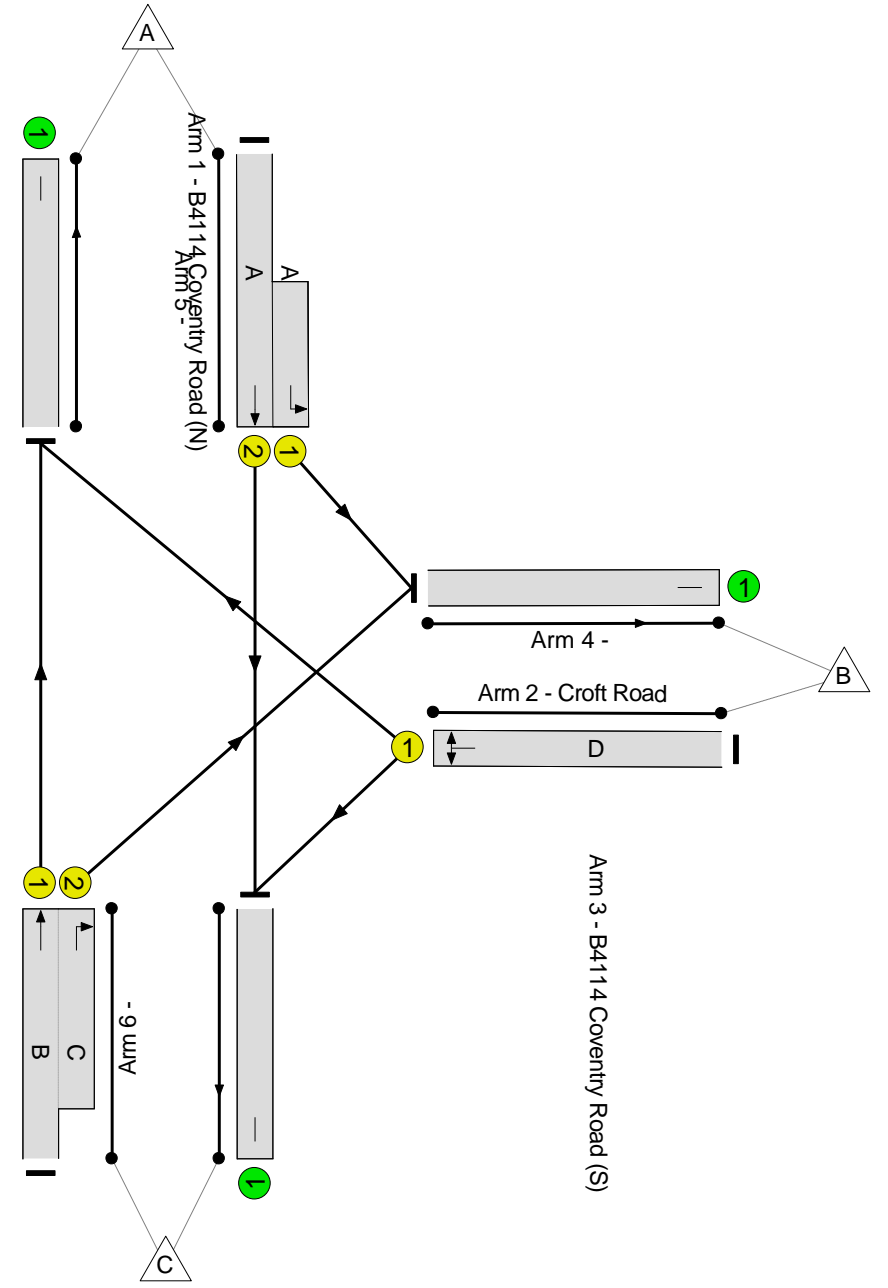
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction
PRC: 13.6 %
Total Traffic Delay: 17.3 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: B4114 Coventry Road/Croft Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	79.3%
B4114 Coventry Road/Cosby Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	79.3%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	34	-	639	1940:1663	626+189	78.5 : 78.5%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	21	-	334	1724	421	79.3%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	55:16	-	1068	1965:1828	1030+335	78.2 : 78.2%
4/1		U	N/A	N/A	-		-	-	-	410	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	960	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	671	Inf	Inf	0.0%

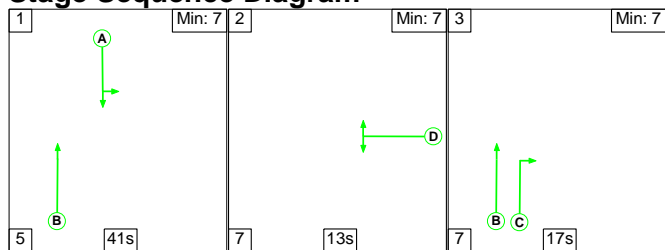
Full Input Data And Results

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: B4114 Coventry Road/Croft Road Junction	-	-	0	0	0	11.9	5.4	0.0	17.3	-	-	-	-
B4114 Coventry Road/Cosby Road Junction	-	-	0	0	0	11.9	5.4	0.0	17.3	-	-	-	-
1/2+1/1	639	639	-	-	-	4.0	1.8	-	5.8	32.6	11.8	1.8	13.6
2/1	334	334	-	-	-	3.0	1.8	-	4.8	51.6	7.8	1.8	9.6
3/1+3/2	1068	1068	-	-	-	5.0	1.8	-	6.7	22.7	13.5	1.8	15.3
4/1	410	410	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	960	960	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 13.6 Total Delay for Signalled Lanes (pcuHr): 17.31 Cycle Time (s): 90 PRC Over All Lanes (%): 13.6 Total Delay Over All Lanes(pcuHr): 17.31</p>													

Full Input Data And Results

Scenario 12: '2036 WoDWS PM' (FG12: '2036 WoDWS PM', Plan 1: 'Network Control Plan 1')

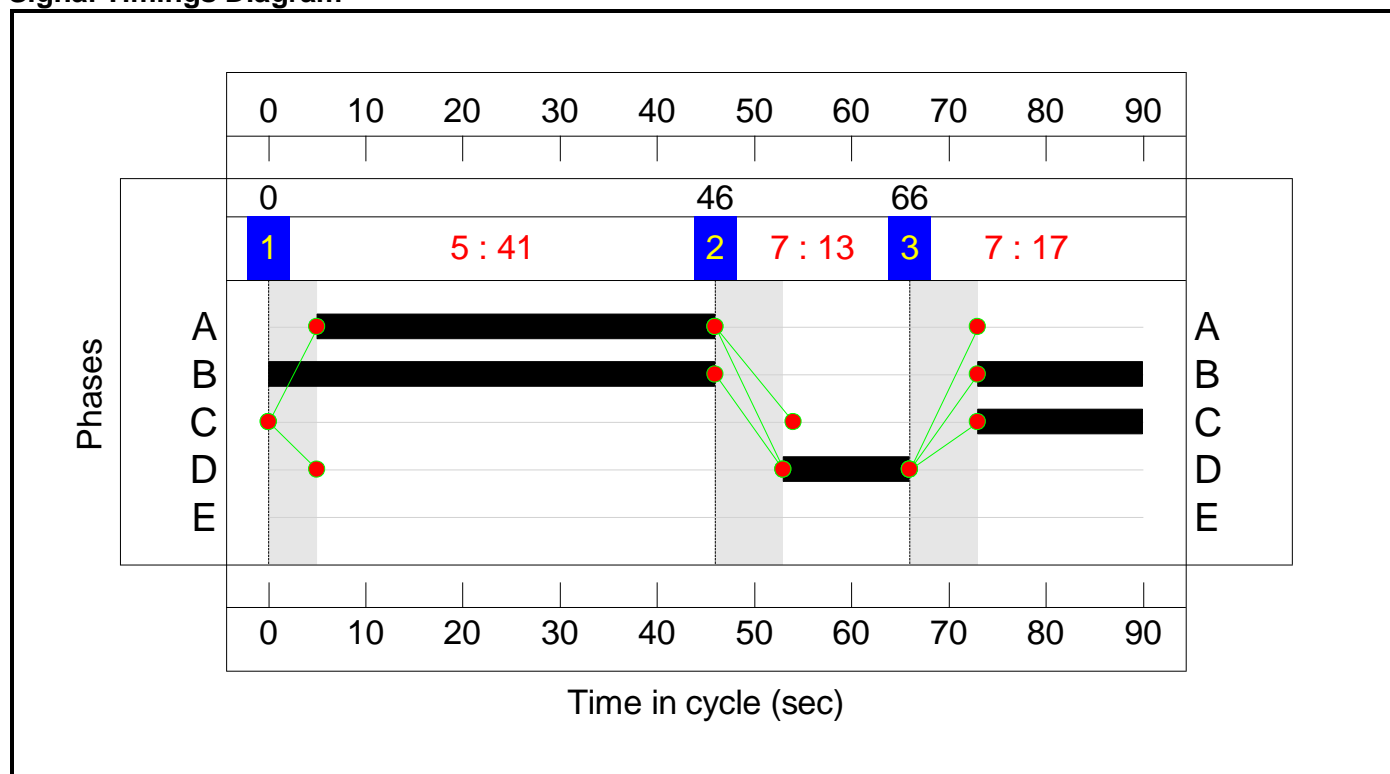
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	41	13	17
Change Point	0	46	66

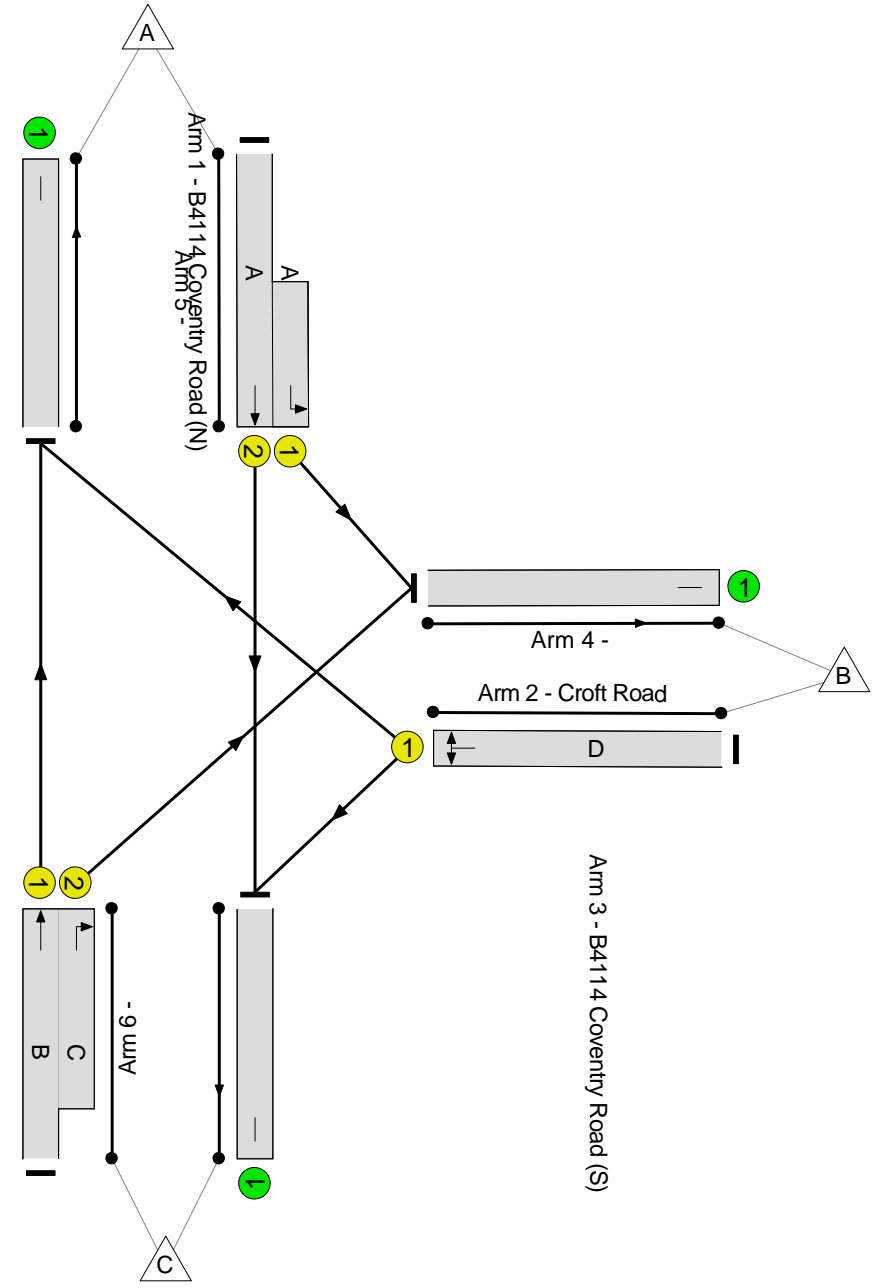
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction
PRC: -1.8 %
Total Traffic Delay: 23.9 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: B4114 Coventry Road/Croft Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	91.6%
B4114 Coventry Road/Cosby Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	91.6%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	41	-	856	1940:1663	794+145	91.2 : 91.2%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	13	-	228	1716	267	85.4%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	63:17	-	978	1965:1828	702+366	91.6 : 91.6%
4/1		U	N/A	N/A	-		-	-	-	467	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	711	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	884	Inf	Inf	0.0%

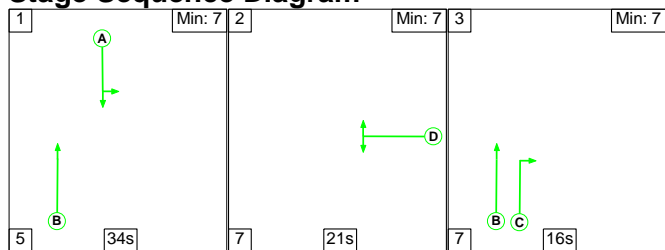
Full Input Data And Results

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: B4114 Coventry Road/Croft Road Junction	-	-	0	0	0	11.7	12.2	0.0	23.9	-	-	-	-
B4114 Coventry Road/Cosby Road Junction	-	-	0	0	0	11.7	12.2	0.0	23.9	-	-	-	-
1/2+1/1	856	856	-	-	-	5.0	4.7	-	9.7	40.9	18.4	4.7	23.1
2/1	228	228	-	-	-	2.3	2.6	-	4.9	77.8	5.5	2.6	8.1
3/1+3/2	978	978	-	-	-	4.3	4.9	-	9.2	33.9	8.2	4.9	13.1
4/1	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	711	711	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	884	884	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): -1.8 Total Delay for Signalled Lanes (pcuHr): 23.85 Cycle Time (s): 90 PRC Over All Lanes (%): -1.8 Total Delay Over All Lanes(pcuHr): 23.85</p>													

Full Input Data And Results

Scenario 13: '2036 WD AM' (FG13: '2036 WD AM', Plan 1: 'Network Control Plan 1')

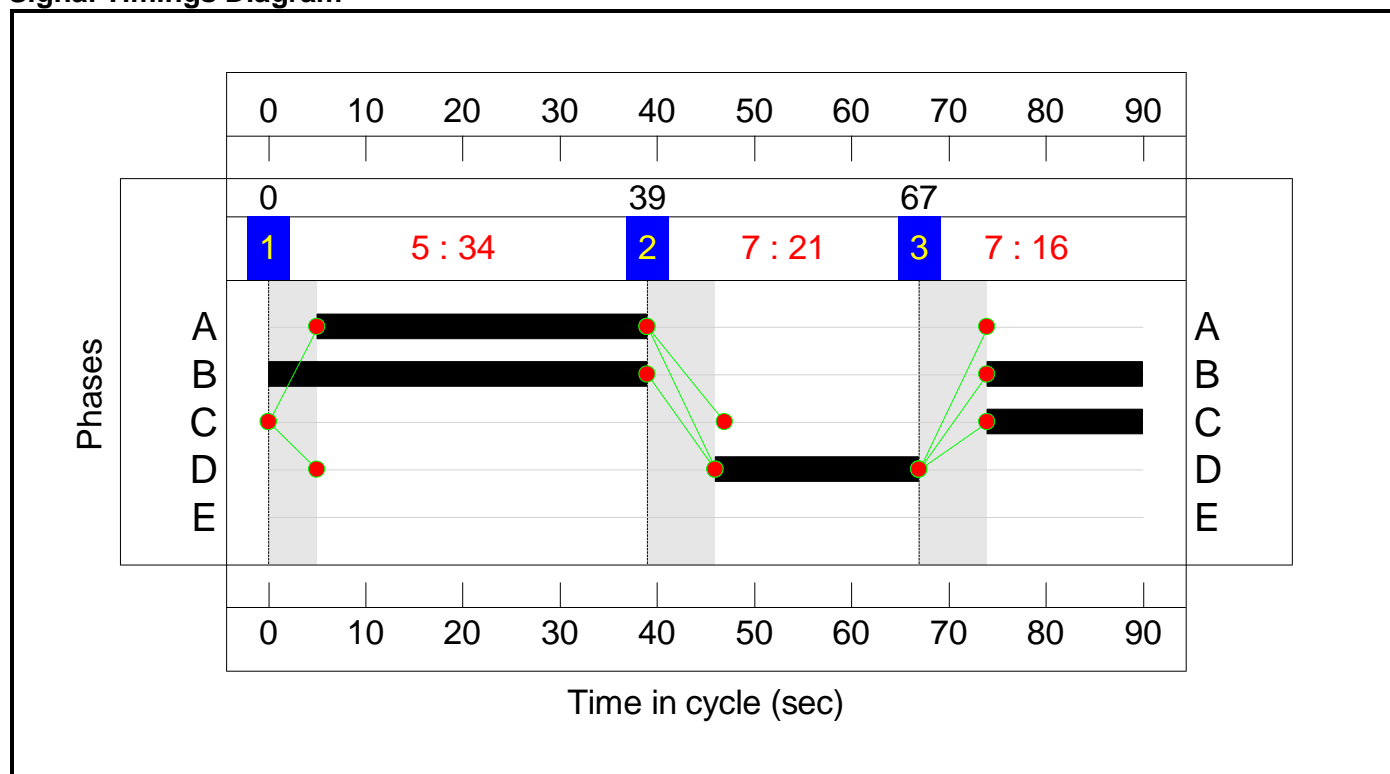
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	34	21	16
Change Point	0	39	67


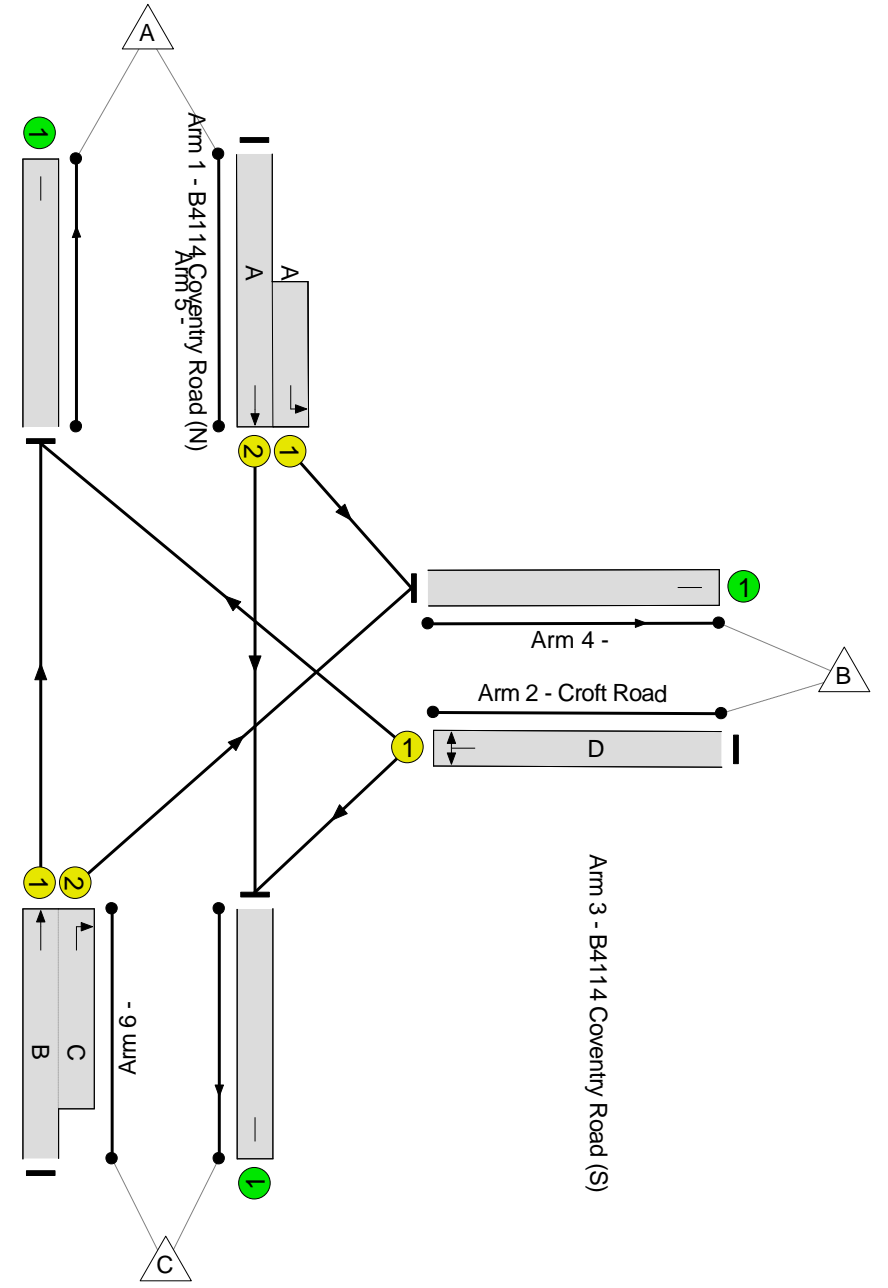
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction
 PRC: 11.8 %
 Total Traffic Delay: 17.9 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: B4114 Coventry Road/Croft Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	80.5%
B4114 Coventry Road/Cosby Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	80.5%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	34	-	653	1940:1663	630+181	80.5 : 80.5%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	21	-	334	1724	421	79.3%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	55:16	-	1080	1965:1828	1029+336	79.1 : 79.1%
4/1		U	N/A	N/A	-		-	-	-	412	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	967	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	688	Inf	Inf	0.0%

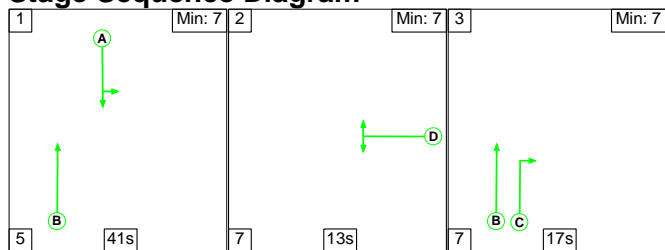
Full Input Data And Results

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: B4114 Coventry Road/Croft Road Junction	-	-	0	0	0	12.2	5.7	0.0	17.9	-	-	-	-
B4114 Coventry Road/Cosby Road Junction	-	-	0	0	0	12.2	5.7	0.0	17.9	-	-	-	-
1/2+1/1	653	653	-	-	-	4.1	2.0	-	6.2	33.9	12.4	2.0	14.4
2/1	334	334	-	-	-	3.0	1.8	-	4.8	51.6	7.8	1.8	9.6
3/1+3/2	1080	1080	-	-	-	5.0	1.9	-	6.9	23.0	14.1	1.9	16.0
4/1	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	967	967	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	688	688	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 11.8 Total Delay for Signalled Lanes (pcuHr): 17.86 Cycle Time (s): 90 PRC Over All Lanes (%): 11.8 Total Delay Over All Lanes(pcuHr): 17.86</p>													

Full Input Data And Results

Scenario 14: '2036 WD PM' (FG14: '2036 WD PM', Plan 1: 'Network Control Plan 1')

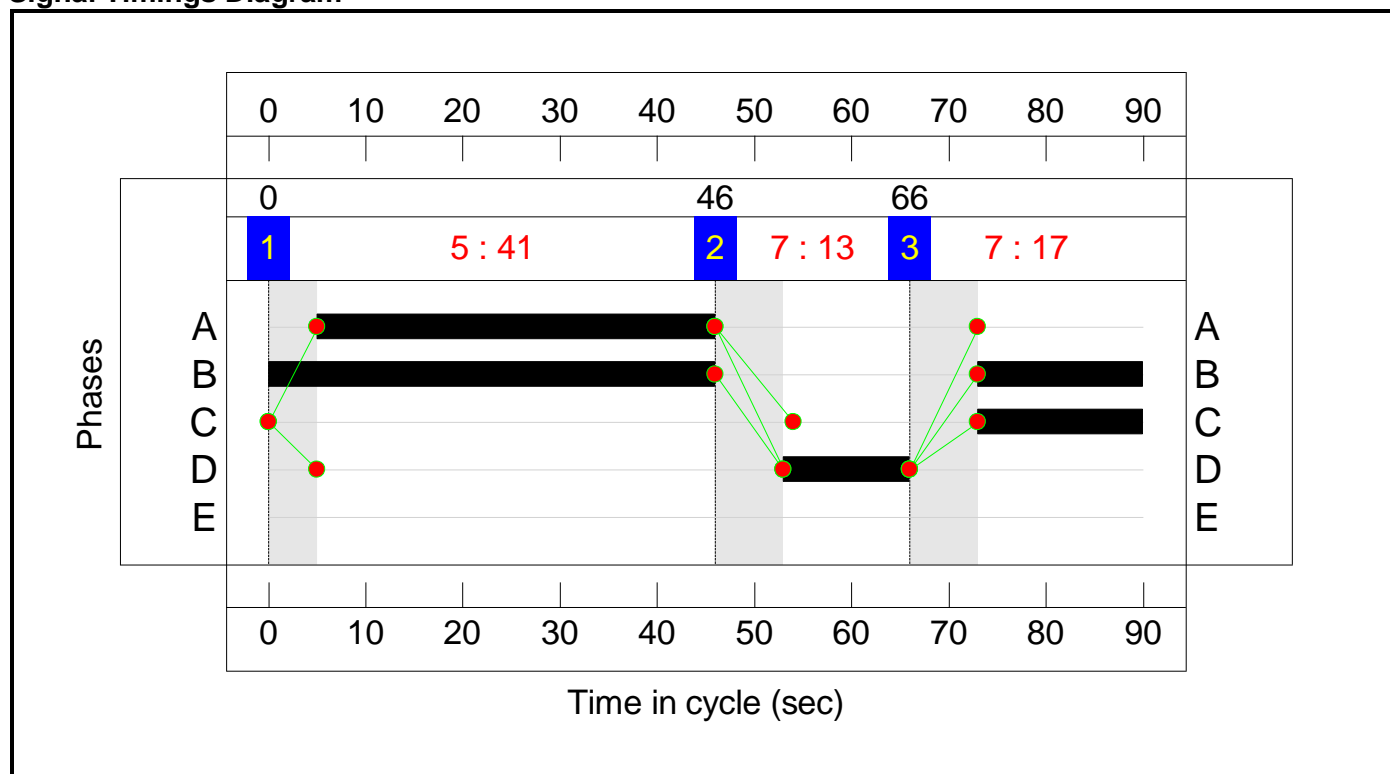
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	41	13	17
Change Point	0	46	66

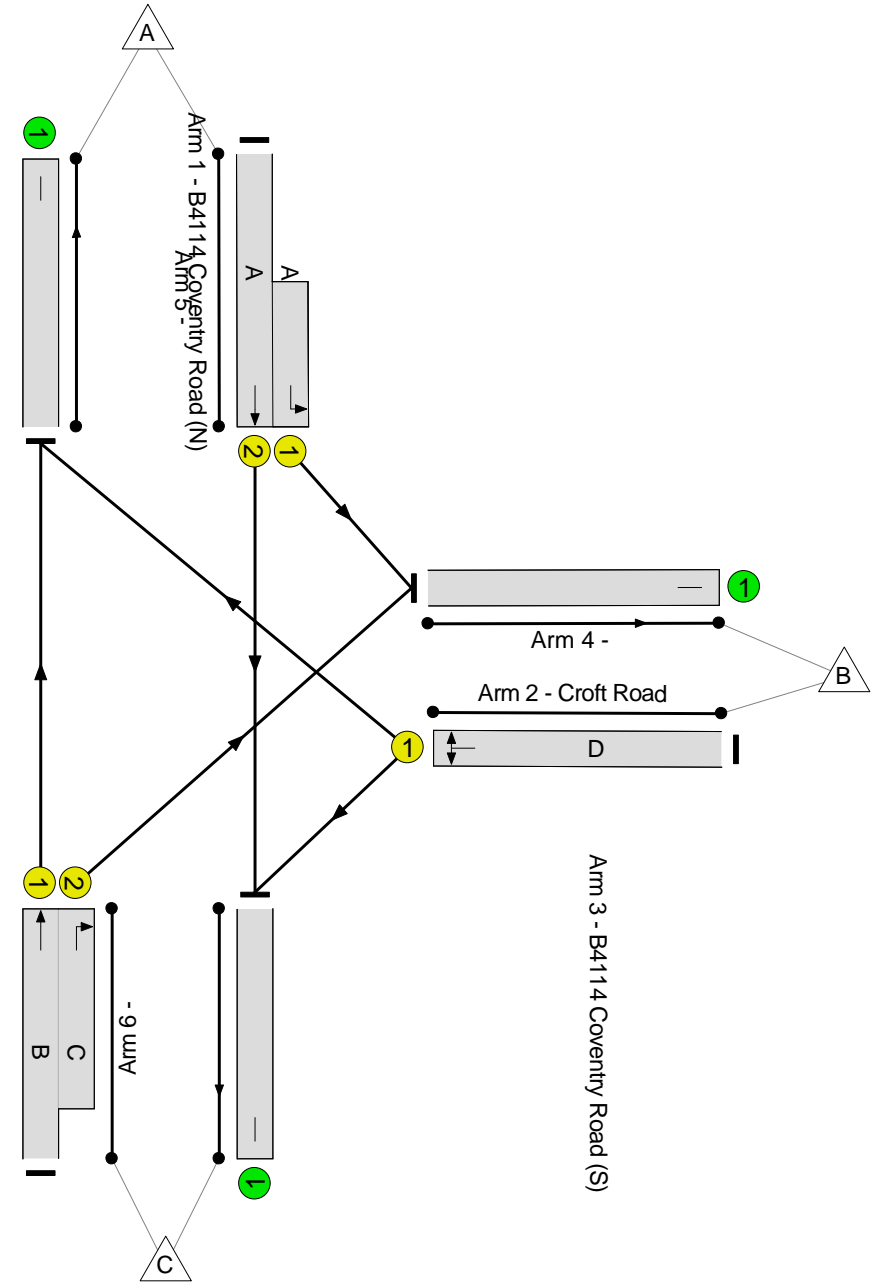
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction
PRC: -3.3 %
Total Traffic Delay: 27.5 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: B4114 Coventry Road/Croft Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	93.0%
B4114 Coventry Road/Cosby Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	93.0%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	41	-	877	1940:1663	775+169	92.9 : 92.9%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	13	-	246	1717	267	92.1%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	63:17	-	946	1965:1828	652+366	93.0 : 93.0%
4/1		U	N/A	N/A	-		-	-	-	497	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	682	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	890	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: B4114 Coventry Road/Croft Road Junction	-	-	0	0	0	12.0	15.5	0.0	27.5	-	-	-	-
B4114 Coventry Road/Cosby Road Junction	-	-	0	0	0	12.0	15.5	0.0	27.5	-	-	-	-
1/2+1/1	877	877	-	-	-	5.2	5.6	-	10.8	44.3	18.9	5.6	24.5
2/1	246	246	-	-	-	2.6	4.2	-	6.7	98.6	6.0	4.2	10.2
3/1+3/2	946	946	-	-	-	4.3	5.7	-	10.0	38.0	8.3	5.7	14.0
4/1	497	497	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	682	682	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	890	890	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): -3.3 Total Delay for Signalled Lanes (pcuHr): 27.50 Cycle Time (s): 90 PRC Over All Lanes (%): -3.3 Total Delay Over All Lanes(pcuHr): 27.50</p>													

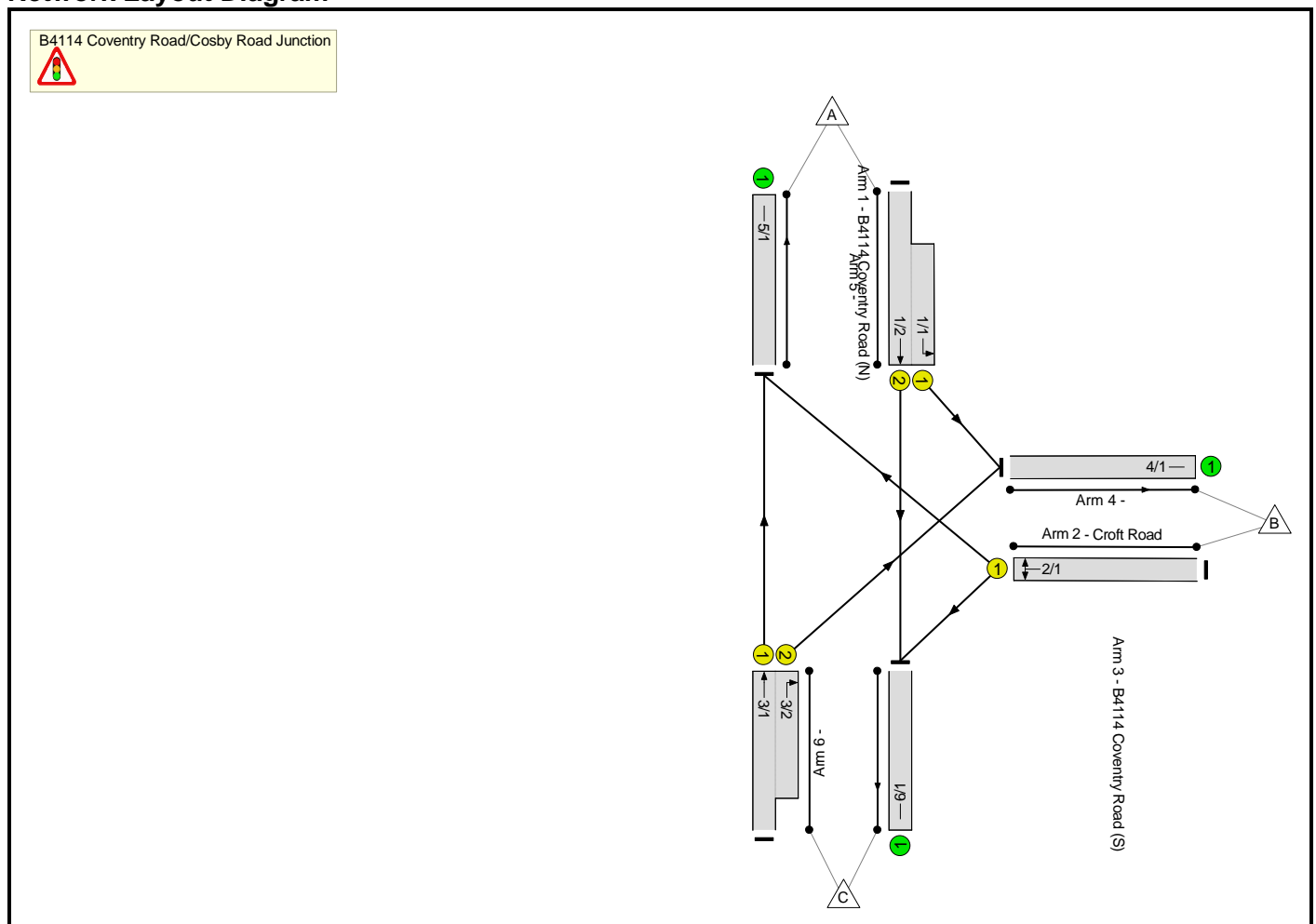
Appendix 7: Coventry Road/Croft Road Mitigation Results

Full Input Data And Results
Full Input Data And Results

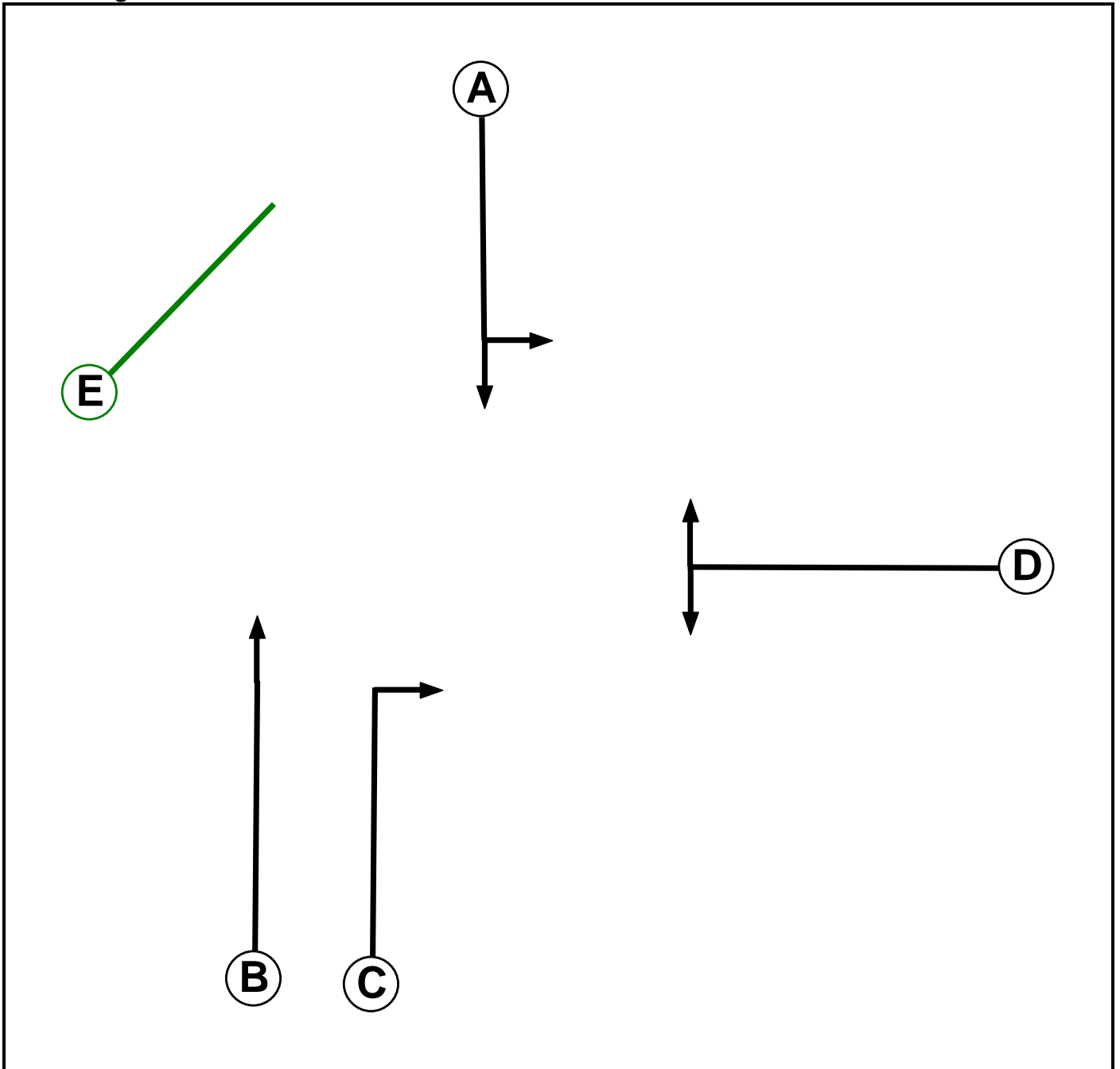
User and Project Details

Project:	Hinckley Rail Freight Interchange
Title:	B4114 Coventry Road/Croft Road Junction
Location:	
Additional detail:	Information taken from Signals Data/Drawing supplied by LCC Updated with 2023 Flows
File name:	J6_231214 B4114 Coventry Road_Croft Road (Mitigated) 2023 Sens.lsg3x
Author:	AJ Oakes
Company:	BWB Consulting Ltd
Address:	Nottingham

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	Traffic		7	7
E	Dummy R/A		4	4

Full Input Data And Results

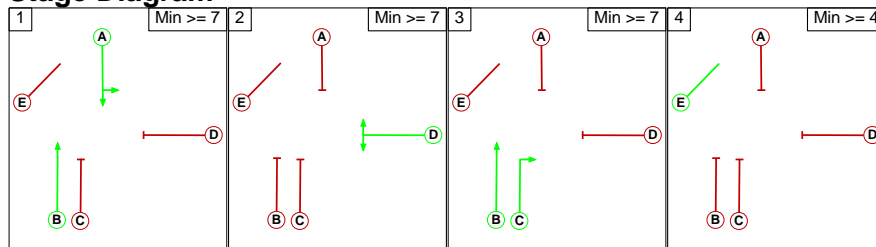
Phase Intergrens Matrix

		Starting Phase				
		A	B	C	D	E
Terminating Phase	A	-	-	8	7	3
	B	-	-	-	7	3
	C	5	-	-	5	3
	D	7	7	7	-	3
	E	2	2	2	2	-

Phases in Stage

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

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	4
From Stage	1	-	7	8	3
	2	7	-	7	3
	3	5	7	-	3
	4	2	2	2	-

Full Input Data And Results

Give-Way Lane Input Data

Junction: B4114 Coventry Road/Cosby Road Junction

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	U	A	2	3	8.0	Geom	-	3.50	0.00	Y	Arm 4 Left	12.00
1/2 (B4114 Coventry Road (N))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 6 Ahead	Inf
2/1 (Croft Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Right	20.00
											Arm 6 Left	15.00
3/1 (B4114 Coventry Road (S))	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
3/2 (B4114 Coventry Road (S))	U	C	2	3	12.0	Geom	-	3.65	0.00	Y	Arm 4 Right	20.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 Base AM'	08:00	09:00	01:00	
2: '2023 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	

Full Input Data And Results

Scenario 1: '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	87	486	573
	B	124	0	200	324
	C	798	223	0	1021
	Tot.	922	310	686	1918

Traffic Lane Flows

Lane	Scenario 1: 2026 WoDWS AM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	87
1/2 (with short)	573(In) 486(Out)
2/1	324
3/1 (with short)	1021(In) 798(Out)
3/2 (short)	223
4/1	310
5/1	922
6/1	686

Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.50	0.00	Y	Arm 5 Right	20.00	38.3 %	1802	1802
				Arm 6 Left	15.00	61.7 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.65	0.00	Y	Arm 4 Right	20.00	100.0 %	1842	1842
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '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	150	715	865
	B	90	0	165	255
	C	647	297	0	944
	Tot.	737	447	880	2064

Traffic Lane Flows

Lane	Scenario 2: 2026 WoDWS PM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	150
1/2 (with short)	865(In) 715(Out)
2/1	255
3/1 (with short)	944(In) 647(Out)
3/2 (short)	297
4/1	447
5/1	737
6/1	880

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.50	0.00	Y	Arm 5 Right	20.00	35.3 %	1801	1801
				Arm 6 Left	15.00	64.7 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.65	0.00	Y	Arm 4 Right	20.00	100.0 %	1842	1842
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '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	87	503	590
	B	118	0	201	319
	C	817	236	0	1053
	Tot.	935	323	704	1962

Traffic Lane Flows

Lane	Scenario 3: 2026 WD AM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	87
1/2 (with short)	590(In) 503(Out)
2/1	319
3/1 (with short)	1053(In) 817(Out)
3/2 (short)	236
4/1	323
5/1	935
6/1	704

Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.50	0.00	Y	Arm 5 Right	20.00	37.0 %	1802	1802
				Arm 6 Left	15.00	63.0 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.65	0.00	Y	Arm 4 Right	20.00	100.0 %	1842	1842
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '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	165	700	865
	B	94	0	173	267
	C	627	310	0	937
	Tot.	721	475	873	2069

Traffic Lane Flows

Lane	Scenario 4: 2026 WD PM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	165
1/2 (with short)	865(In) 700(Out)
2/1	267
3/1 (with short)	937(In) 627(Out)
3/2 (short)	310
4/1	475
5/1	721
6/1	873

Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.50	0.00	Y	Arm 5 Right	20.00	35.2 %	1801	1801
				Arm 6 Left	15.00	64.8 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.65	0.00	Y	Arm 4 Right	20.00	100.0 %	1842	1842
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '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	148	491	639
	B	154	0	180	334
	C	806	262	0	1068
	Tot.	960	410	671	2041

Traffic Lane Flows

Lane	Scenario 5: 2036 WoDWS AM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	148
1/2 (with short)	639(In) 491(Out)
2/1	334
3/1 (with short)	1068(In) 806(Out)
3/2 (short)	262
4/1	410
5/1	960
6/1	671

Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.50	0.00	Y	Arm 5 Right	20.00	46.1 %	1805	1805
				Arm 6 Left	15.00	53.9 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.65	0.00	Y	Arm 4 Right	20.00	100.0 %	1842	1842
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '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	132	724	856
	B	68	0	160	228
	C	643	335	0	978
	Tot.	711	467	884	2062

Traffic Lane Flows

Lane	Scenario 6: 2036 WoDWS PM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	132
1/2 (with short)	856(In) 724(Out)
2/1	228
3/1 (with short)	978(In) 643(Out)
3/2 (short)	335
4/1	467
5/1	711
6/1	884

Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.50	0.00	Y	Arm 5 Right	20.00	29.8 %	1799	1799
				Arm 6 Left	15.00	70.2 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.65	0.00	Y	Arm 4 Right	20.00	100.0 %	1842	1842
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: '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	146	507	653
	B	153	0	181	334
	C	814	266	0	1080
	Tot.	967	412	688	2067

Traffic Lane Flows

Lane	Scenario 7: 2036 WD AM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	146
1/2 (with short)	653(In) 507(Out)
2/1	334
3/1 (with short)	1080(In) 814(Out)
3/2 (short)	266
4/1	412
5/1	967
6/1	688

Full Input Data And Results

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.50	0.00	Y	Arm 5 Right	20.00	45.8 %	1805	1805
				Arm 6 Left	15.00	54.2 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.65	0.00	Y	Arm 4 Right	20.00	100.0 %	1842	1842
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: '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	157	720	877
	B	76	0	170	246
	C	606	340	0	946
	Tot.	682	497	890	2069

Traffic Lane Flows

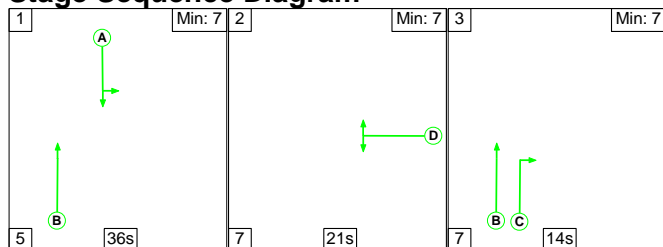
Lane	Scenario 8: 2036 WD PM
Junction: B4114 Coventry Road/Cosby Road Junction	
1/1 (short)	157
1/2 (with short)	877(In) 720(Out)
2/1	246
3/1 (with short)	946(In) 606(Out)
3/2 (short)	340
4/1	497
5/1	682
6/1	890

Lane Saturation Flows

Junction: B4114 Coventry Road/Cosby Road 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 (B4114 Coventry Road (N))	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
1/2 (B4114 Coventry Road (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Croft Road)	3.50	0.00	Y	Arm 5 Right	20.00	30.9 %	1799	1799
				Arm 6 Left	15.00	69.1 %		
3/1 (B4114 Coventry Road (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (B4114 Coventry Road (S))	3.65	0.00	Y	Arm 4 Right	20.00	100.0 %	1842	1842
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2026 WoDWS AM' (FG5: '2026 WoDWS AM', Plan 1: 'Network Control Plan 1')

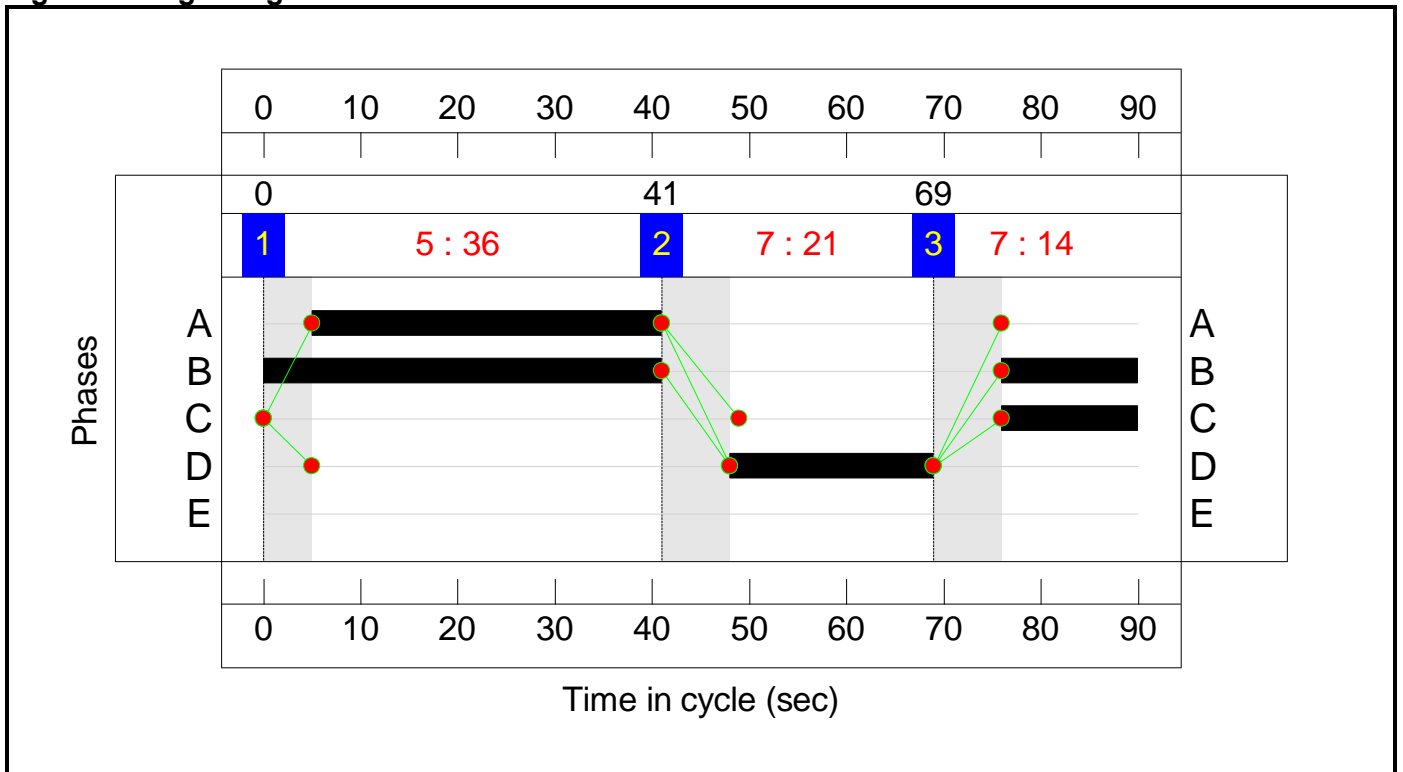
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	36	21	14
Change Point	0	41	69

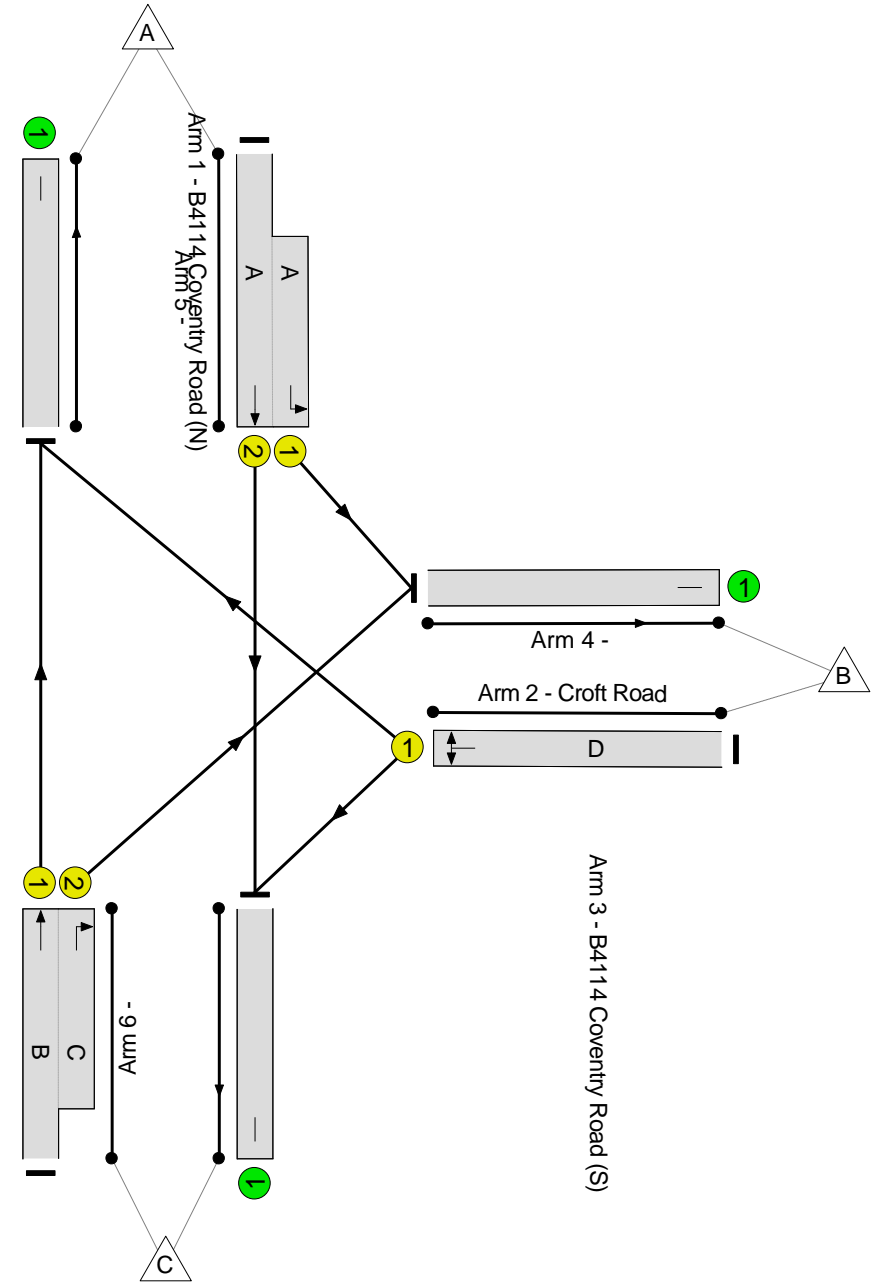
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction
PRC: 18.6 %
Total Traffic Delay: 14.6 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: B4114 Coventry Road/Croft Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	75.9%
B4114 Coventry Road/Cosby Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	75.9%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	36	-	573	1940:1747	716+128	67.9 : 67.9%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	21	-	324	1802	440	73.6%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	55:14	-	1021	1965:1842	1052+294	75.9 : 75.9%
4/1		U	N/A	N/A	-		-	-	-	310	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	922	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	686	Inf	Inf	0.0%

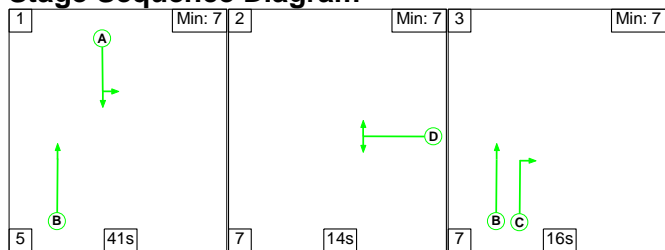
Full Input Data And Results

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: B4114 Coventry Road/Croft Road Junction	-	-	0	0	0	10.7	4.0	0.0	14.6	-	-	-	-
B4114 Coventry Road/Cosby Road Junction	-	-	0	0	0	10.7	4.0	0.0	14.6	-	-	-	-
1/2+1/1	573	573	-	-	-	3.2	1.1	-	4.3	26.9	9.9	1.1	10.9
2/1	324	324	-	-	-	2.8	1.4	-	4.2	46.4	7.4	1.4	8.7
3/1+3/2	1021	1021	-	-	-	4.6	1.6	-	6.2	21.7	13.4	1.6	15.0
4/1	310	310	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	922	922	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	686	686	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 18.6 Total Delay for Signalled Lanes (pcuHr): 14.62 Cycle Time (s): 90 PRC Over All Lanes (%): 18.6 Total Delay Over All Lanes(pcuHr): 14.62</p>													

Full Input Data And Results

Scenario 2: '2026 WoDWS PM' (FG6: '2026 WoDWS PM', Plan 1: 'Network Control Plan 1')

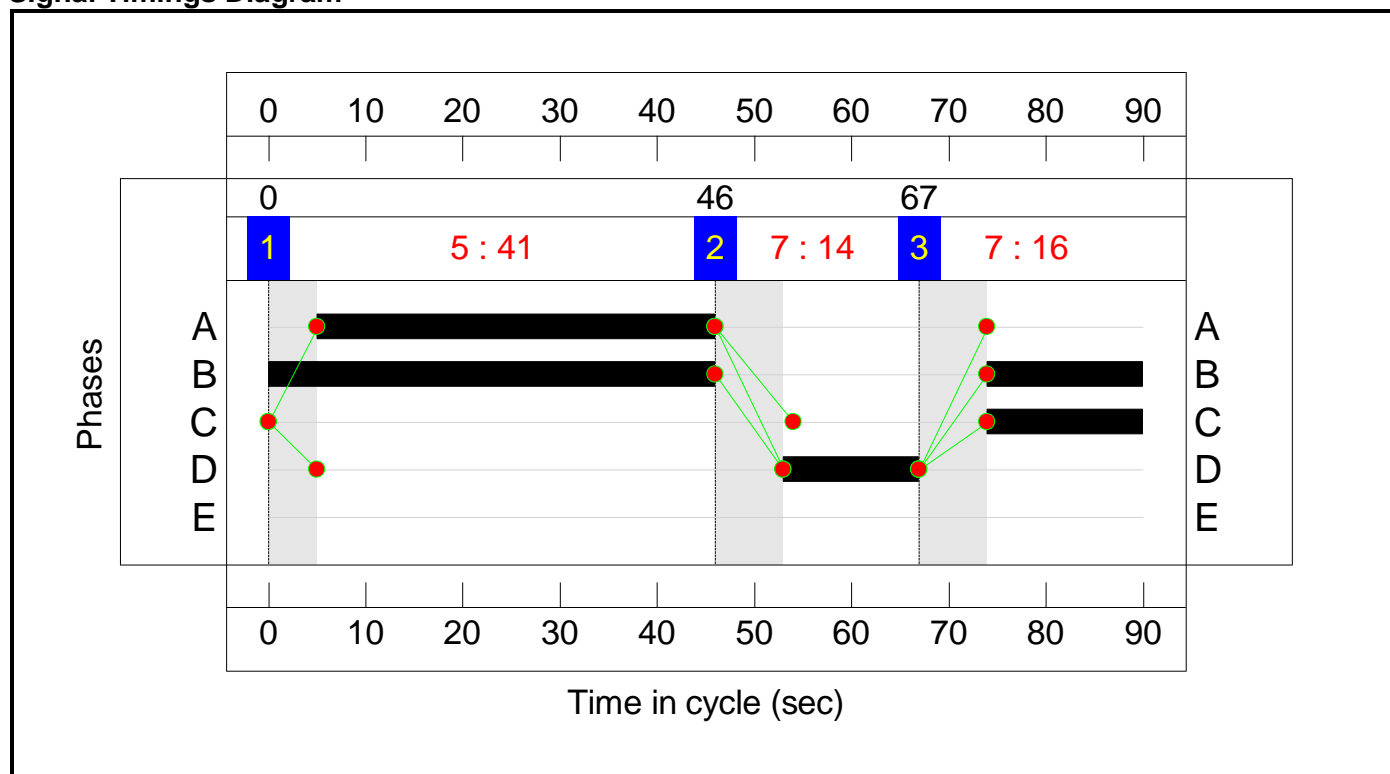
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	41	14	16
Change Point	0	46	67


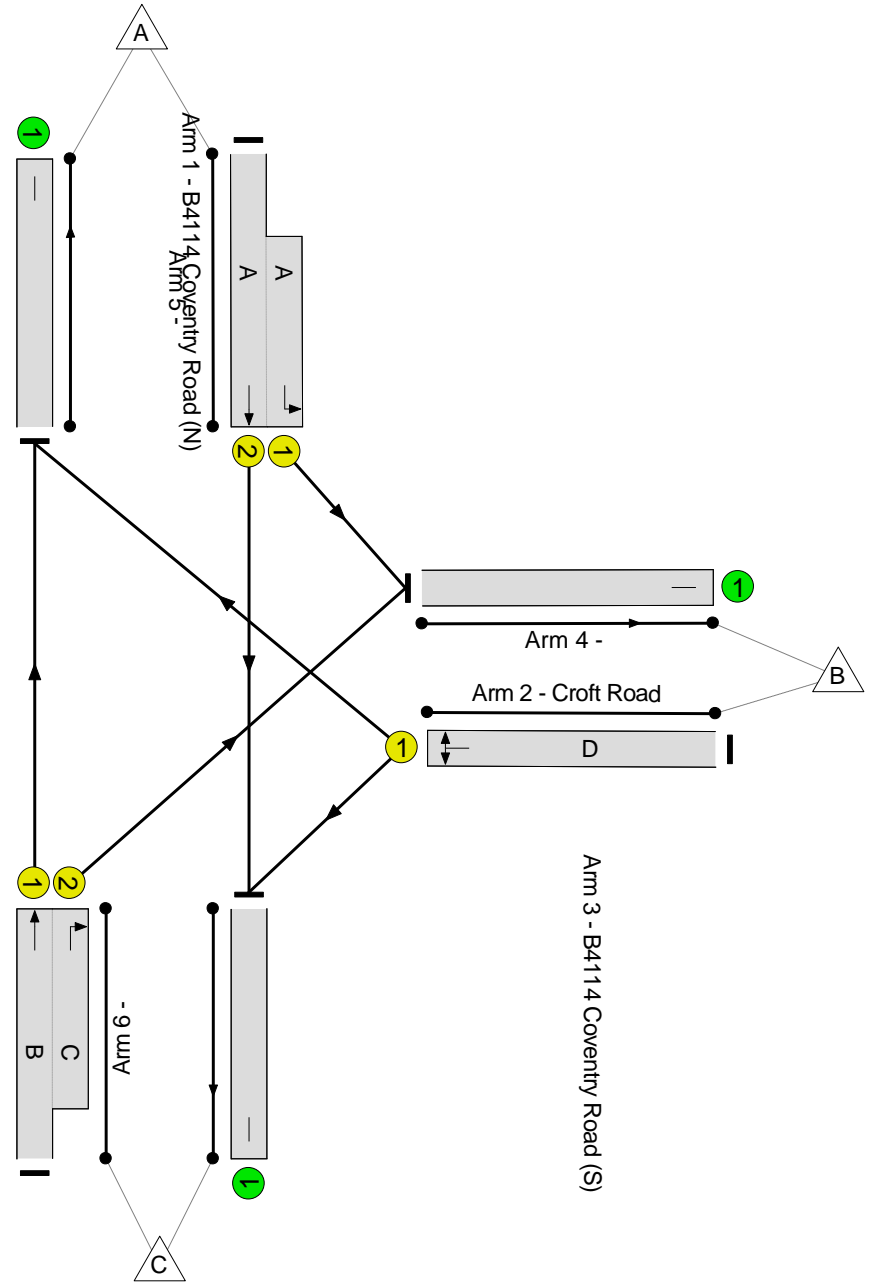
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction
 PRC: -0.3 %
 Total Traffic Delay: 21.1 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: B4114 Coventry Road/Croft Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	90.3%
B4114 Coventry Road/Cosby Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	90.3%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	41	-	865	1940:1747	792+166	90.3 : 90.3%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	14	-	255	1801	300	85.0%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	62:16	-	944	1965:1842	758+348	85.4 : 85.4%
4/1		U	N/A	N/A	-		-	-	-	447	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	737	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	880	Inf	Inf	0.0%

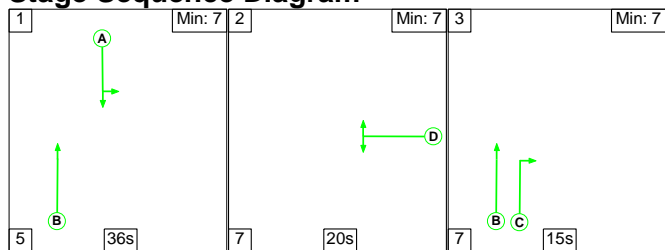
Full Input Data And Results

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: B4114 Coventry Road/Croft Road Junction	-	-	0	0	0	11.5	9.6	0.0	21.1	-	-	-	-
B4114 Coventry Road/Cosby Road Junction	-	-	0	0	0	11.5	9.6	0.0	21.1	-	-	-	-
1/2+1/1	865	865	-	-	-	5.0	4.3	-	9.2	38.3	17.8	4.3	22.0
2/1	255	255	-	-	-	2.6	2.5	-	5.1	72.2	6.2	2.5	8.7
3/1+3/2	944	944	-	-	-	4.0	2.8	-	6.8	26.0	7.2	2.8	10.0
4/1	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	880	880	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): -0.3 Total Delay for Signalled Lanes (pcuHr): 21.14 Cycle Time (s): 90 PRC Over All Lanes (%): -0.3 Total Delay Over All Lanes(pcuHr): 21.14</p>													

Full Input Data And Results

Scenario 3: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'Network Control Plan 1')

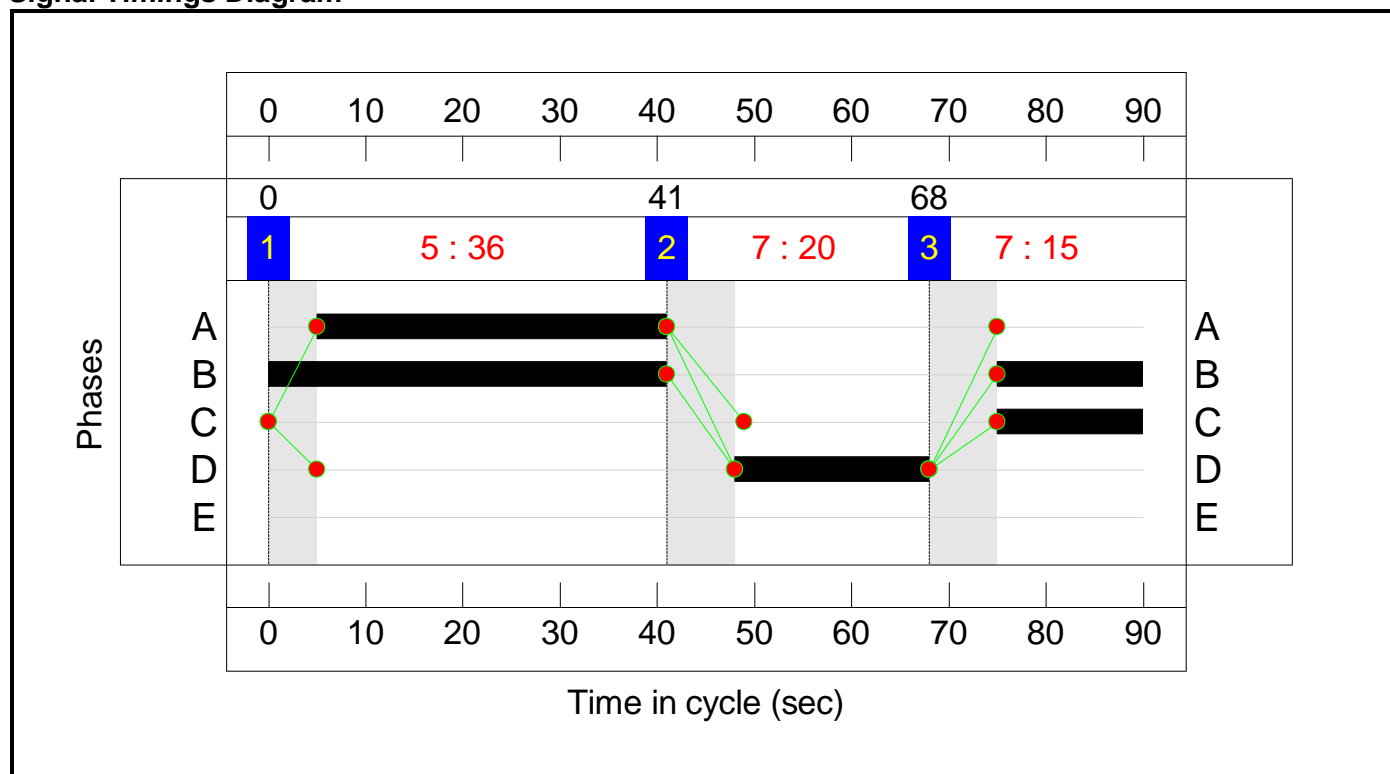
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	36	20	15
Change Point	0	41	68

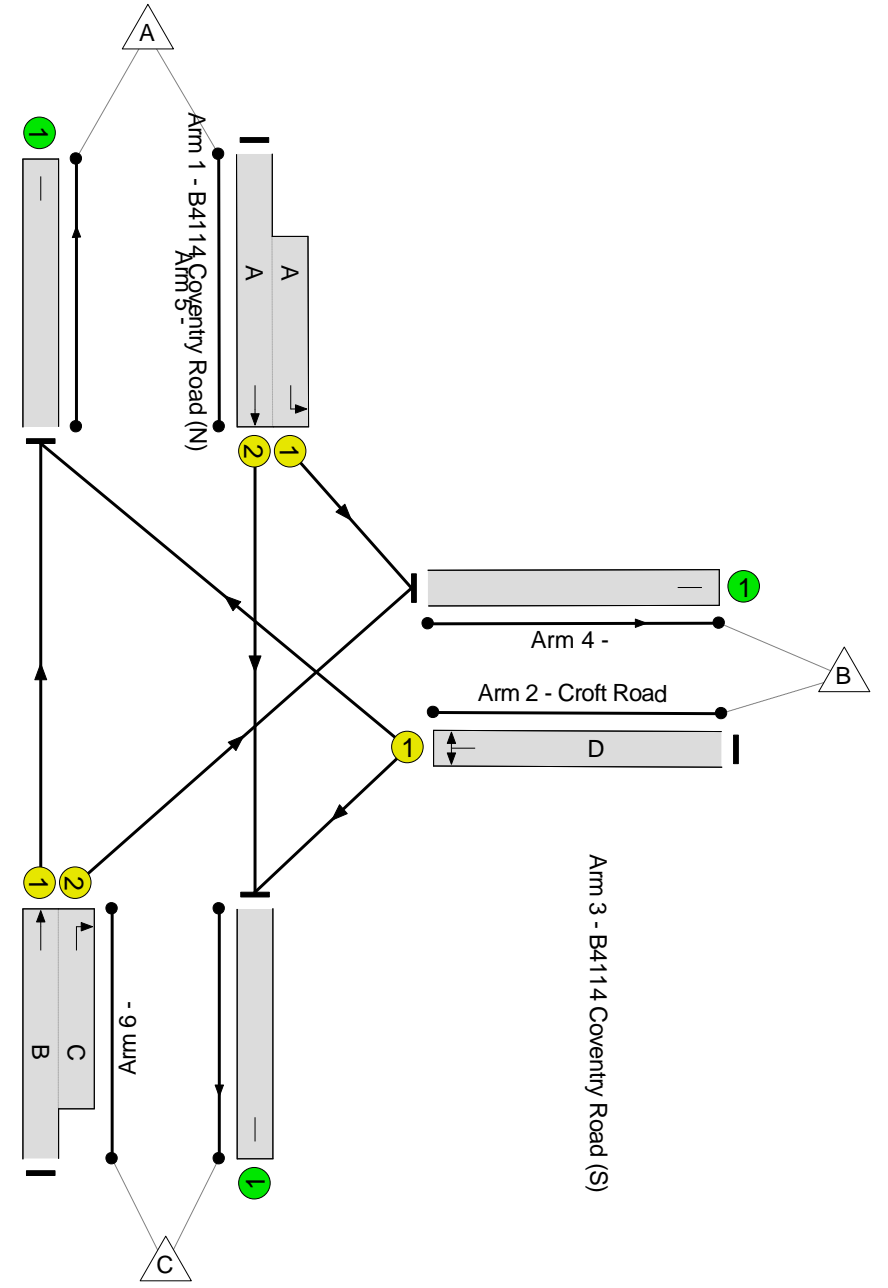

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction
PRC: 17.2 %
Total Traffic Delay: 15.2 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: B4114 Coventry Road/Croft Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	76.8%
B4114 Coventry Road/Cosby Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	76.8%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	36	-	590	1940:1747	718+124	70.1 : 70.1%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	20	-	319	1802	420	75.9%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	56:15	-	1053	1965:1842	1064+307	76.8 : 76.8%
4/1		U	N/A	N/A	-		-	-	-	323	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	935	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	704	Inf	Inf	0.0%

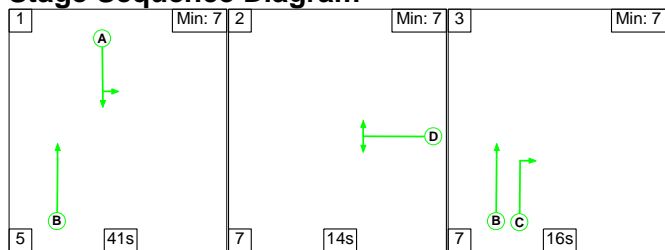
Full Input Data And Results

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: B4114 Coventry Road/Croft Road Junction	-	-	0	0	0	10.9	4.3	0.0	15.2	-	-	-	-
B4114 Coventry Road/Cosby Road Junction	-	-	0	0	0	10.9	4.3	0.0	15.2	-	-	-	-
1/2+1/1	590	590	-	-	-	3.4	1.2	-	4.5	27.7	10.4	1.2	11.6
2/1	319	319	-	-	-	2.8	1.5	-	4.4	49.4	7.4	1.5	8.9
3/1+3/2	1053	1053	-	-	-	4.6	1.6	-	6.3	21.5	13.5	1.6	15.1
4/1	323	323	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	935	935	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	704	704	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 17.2 Total Delay for Signalled Lanes (pcuHr): 15.19 Cycle Time (s): 90 PRC Over All Lanes (%): 17.2 Total Delay Over All Lanes(pcuHr): 15.19</p>													

Full Input Data And Results

Scenario 4: '2026 WD PM' (FG8: '2026 WD PM', Plan 1: 'Network Control Plan 1')

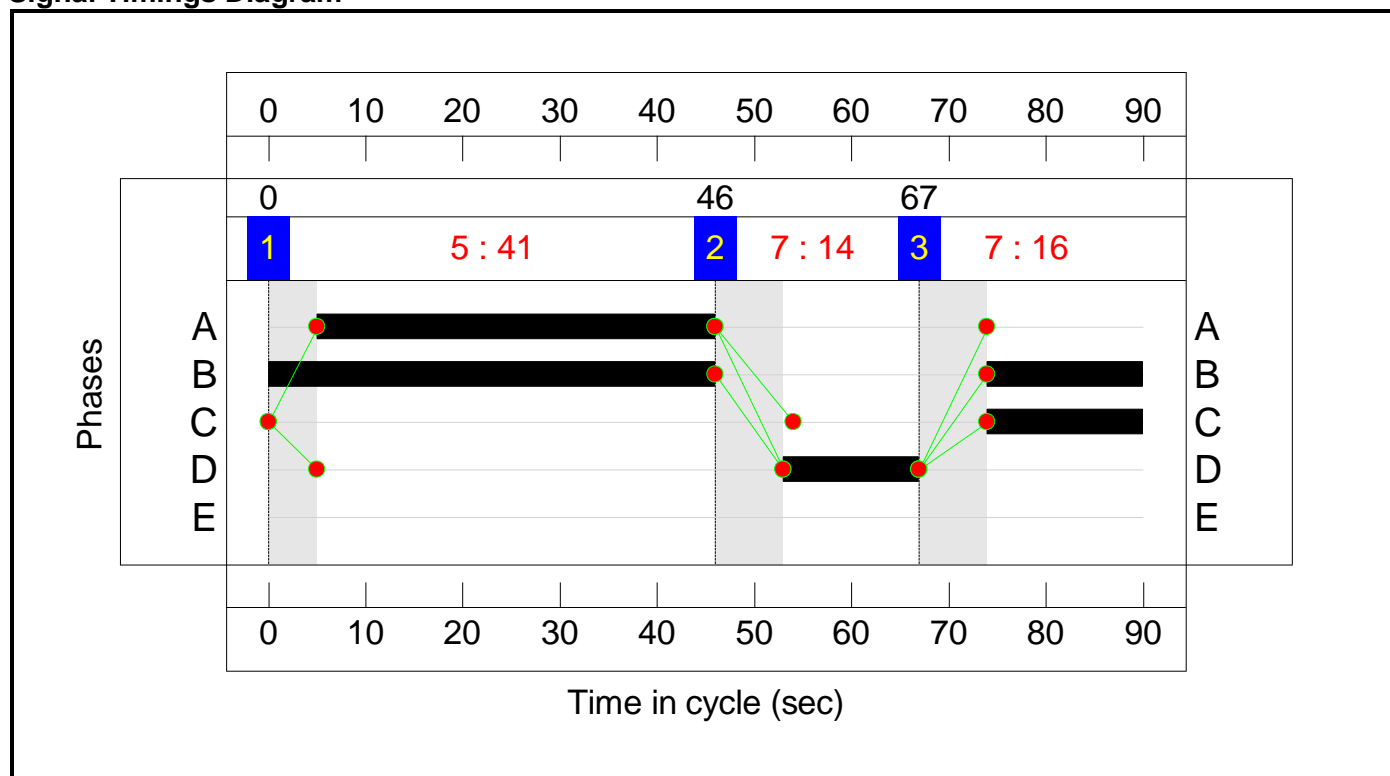
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	41	14	16
Change Point	0	46	67


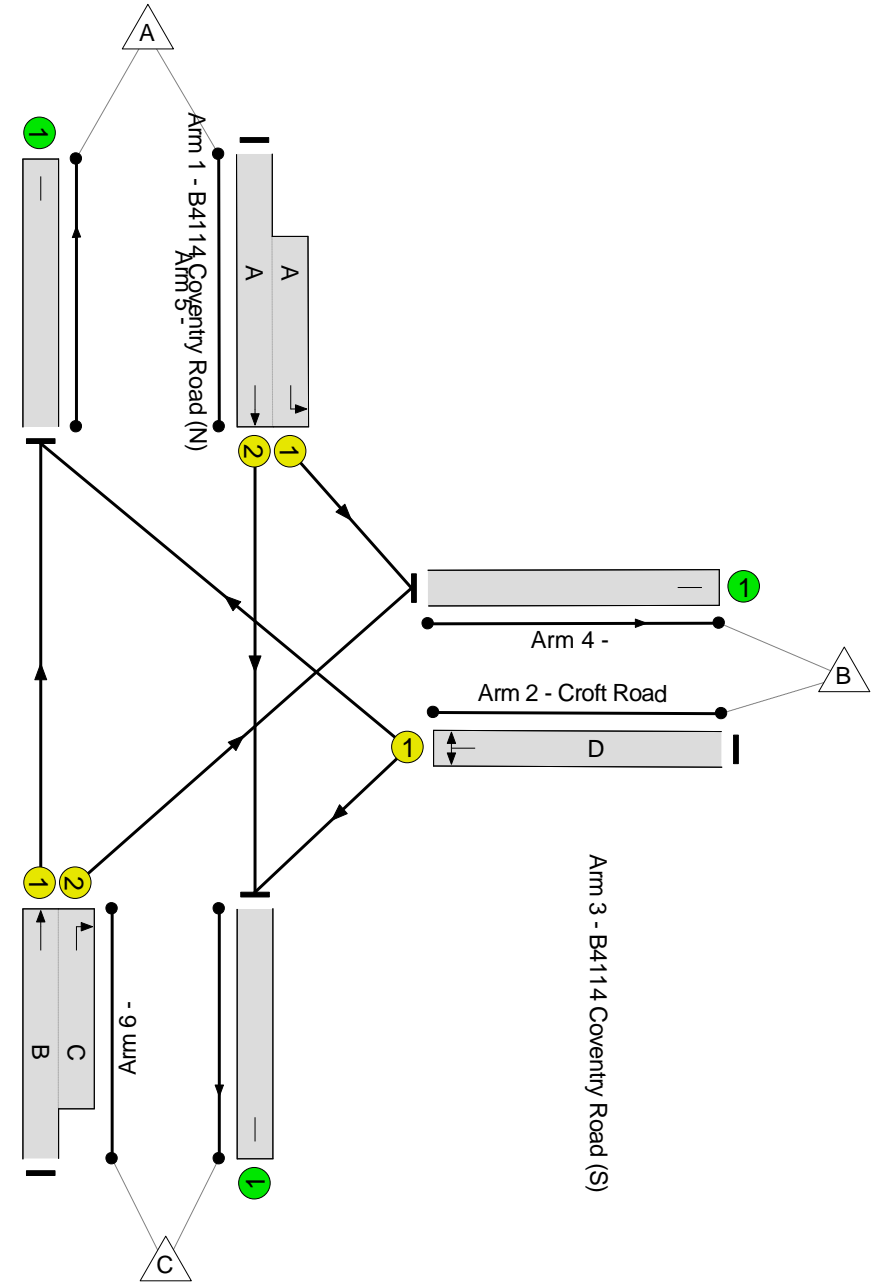
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction
 PRC: 0.4 %
 Total Traffic Delay: 22.9 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: B4114 Coventry Road/Croft Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	89.6%
B4114 Coventry Road/Cosby Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	89.6%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	41	-	865	1940:1747	781+184	89.6 : 89.6%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	14	-	267	1801	300	89.0%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	62:16	-	937	1965:1842	704+348	89.1 : 89.1%
4/1		U	N/A	N/A	-		-	-	-	475	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	721	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	873	Inf	Inf	0.0%

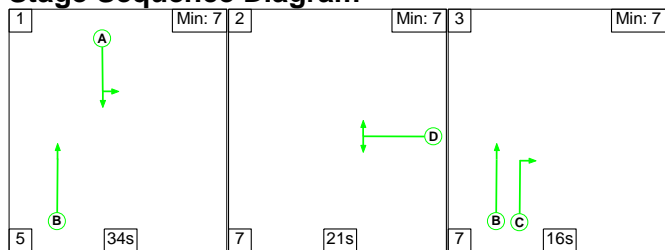
Full Input Data And Results

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: B4114 Coventry Road/Croft Road Junction	-	-	0	0	0	11.7	11.2	0.0	22.9	-	-	-	-
B4114 Coventry Road/Cosby Road Junction	-	-	0	0	0	11.7	11.2	0.0	22.9	-	-	-	-
1/2+1/1	865	865	-	-	-	4.9	4.0	-	8.9	37.0	17.6	4.0	21.6
2/1	267	267	-	-	-	2.7	3.3	-	6.1	81.8	6.5	3.3	9.9
3/1+3/2	937	937	-	-	-	4.1	3.8	-	7.9	30.5	7.5	3.8	11.3
4/1	475	475	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	721	721	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	873	873	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 0.4 Total Delay for Signalled Lanes (pcuHr): 22.88 Cycle Time (s): 90 PRC Over All Lanes (%): 0.4 Total Delay Over All Lanes(pcuHr): 22.88</p>													

Full Input Data And Results

Scenario 5: '2036 WoDWS AM' (FG11: '2036 WoDWS AM', Plan 1: 'Network Control Plan 1')

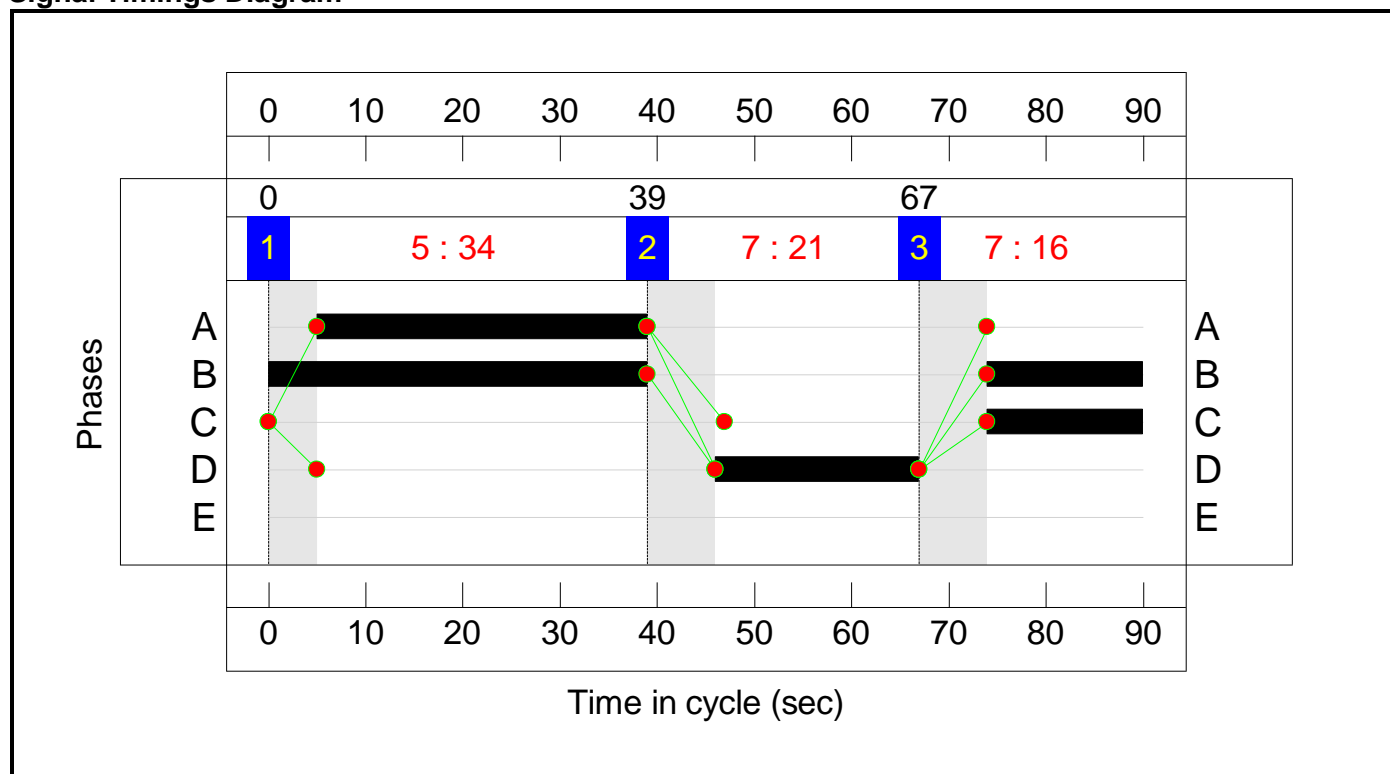
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	34	21	16
Change Point	0	39	67

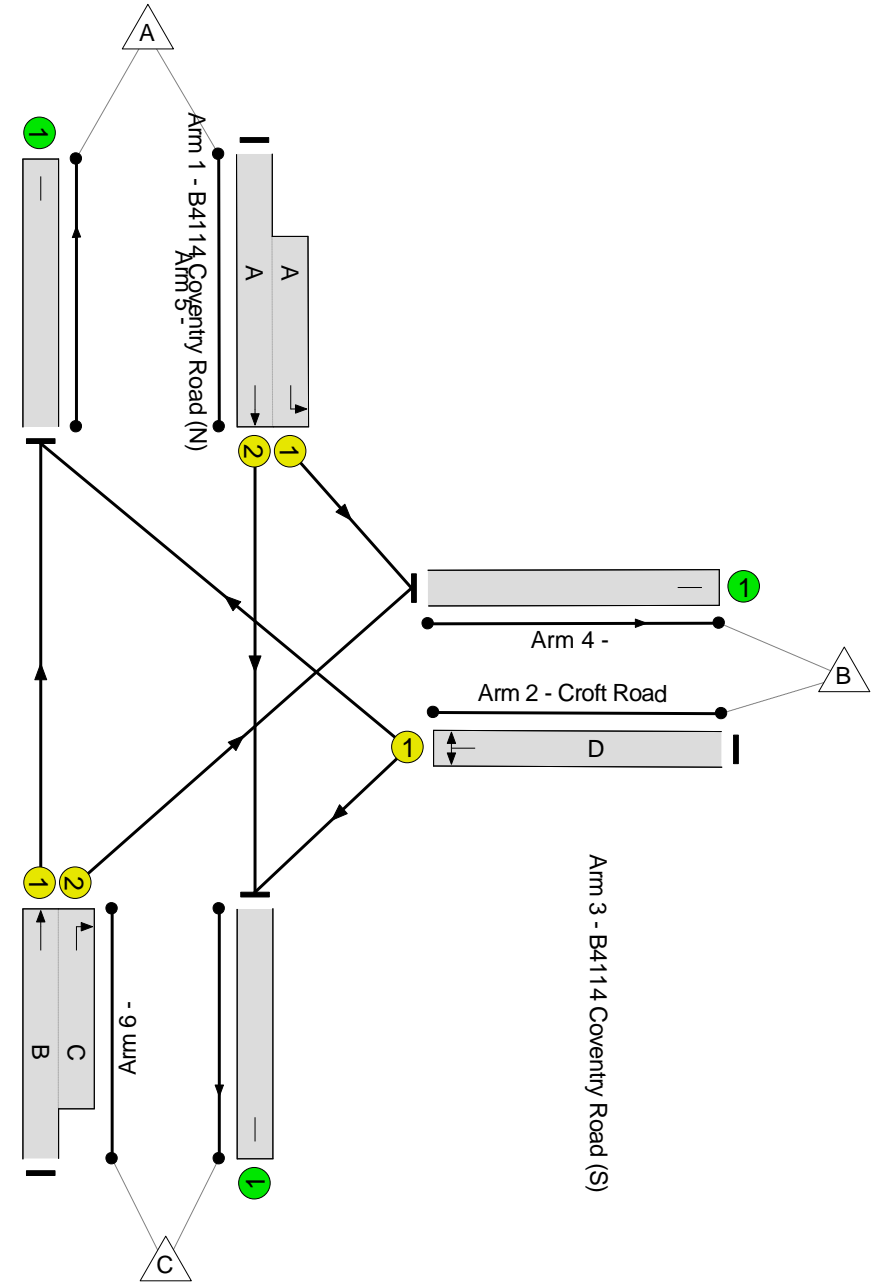
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction
PRC: 15.1 %
Total Traffic Delay: 16.6 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: B4114 Coventry Road/Croft Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	78.2%
B4114 Coventry Road/Cosby Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	78.2%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	34	-	639	1940:1747	643+194	76.4 : 76.4%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	21	-	334	1805	441	75.7%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	55:16	-	1068	1965:1842	1031+335	78.2 : 78.2%
4/1		U	N/A	N/A	-		-	-	-	410	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	960	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	671	Inf	Inf	0.0%

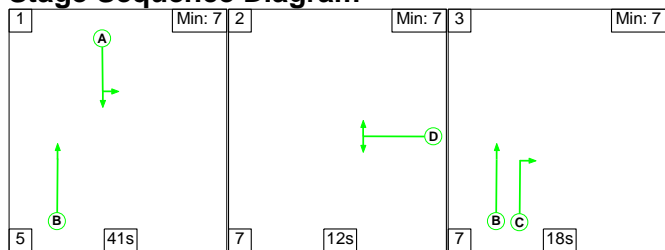
Full Input Data And Results

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: B4114 Coventry Road/Croft Road Junction	-	-	0	0	0	11.8	4.9	0.0	16.6	-	-	-	-
B4114 Coventry Road/Cosby Road Junction	-	-	0	0	0	11.8	4.9	0.0	16.6	-	-	-	-
1/2+1/1	639	639	-	-	-	3.9	1.6	-	5.5	30.9	10.9	1.6	12.5
2/1	334	334	-	-	-	2.9	1.5	-	4.4	47.9	7.7	1.5	9.2
3/1+3/2	1068	1068	-	-	-	5.0	1.8	-	6.7	22.7	13.5	1.8	15.3
4/1	410	410	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	960	960	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 15.1 Total Delay for Signalled Lanes (pcuHr): 16.64 Cycle Time (s): 90 PRC Over All Lanes (%): 15.1 Total Delay Over All Lanes(pcuHr): 16.64</p>													

Full Input Data And Results

Scenario 6: '2036 WoDWS PM' (FG12: '2036 WoDWS PM', Plan 1: 'Network Control Plan 1')

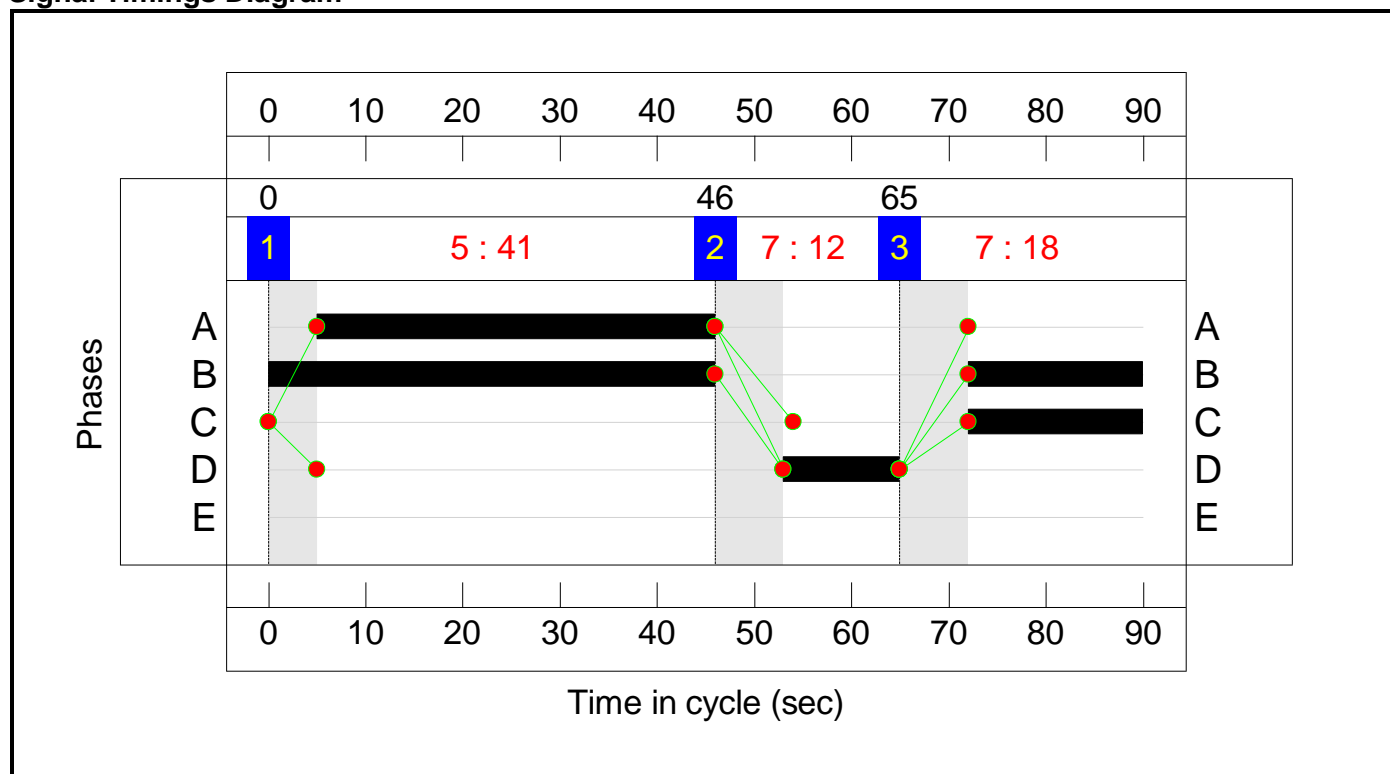
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	41	12	18
Change Point	0	46	65

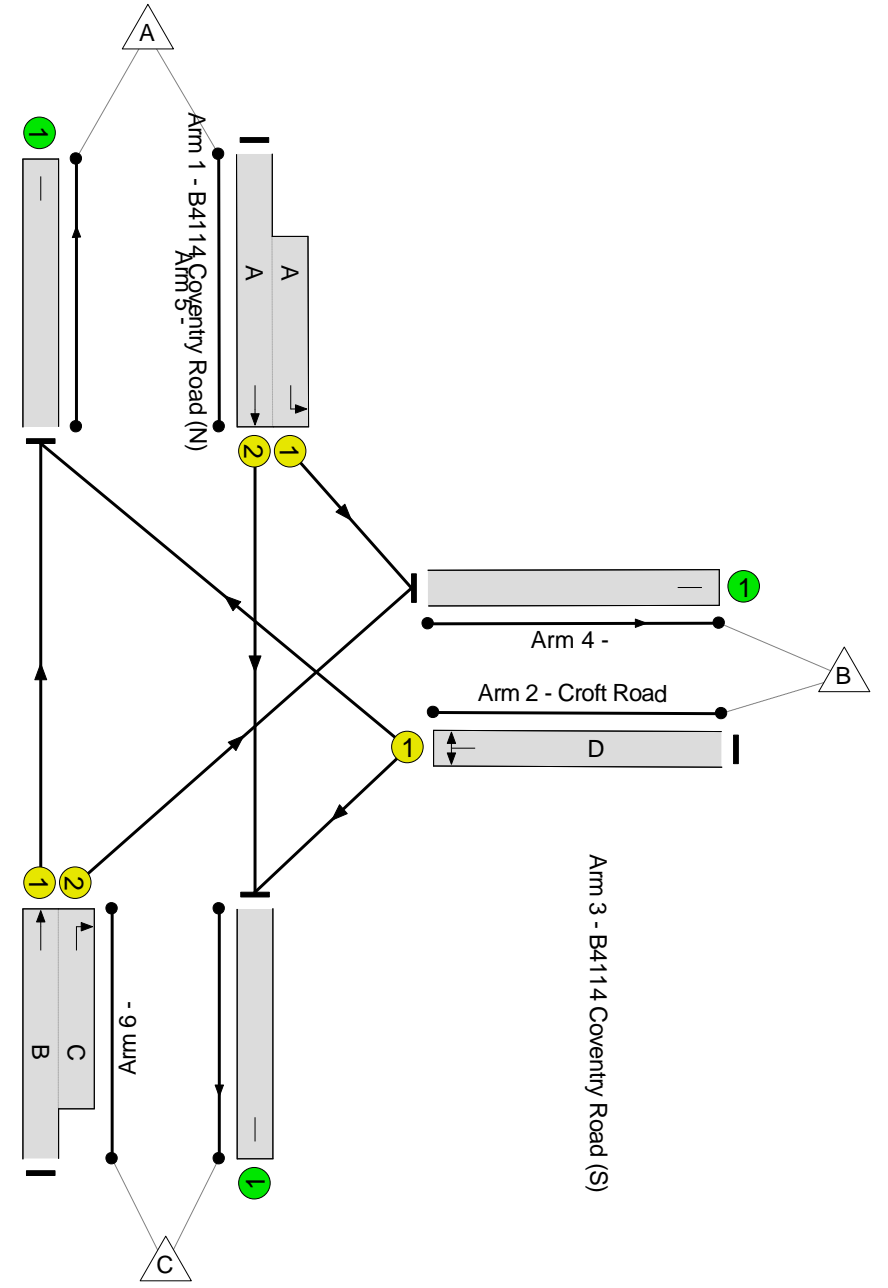
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction
PRC: -0.1 %
Total Traffic Delay: 21.6 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: B4114 Coventry Road/Croft Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	90.0%
B4114 Coventry Road/Cosby Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	90.0%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	41	-	856	1940:1747	804+147	90.0 : 90.0%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	12	-	228	1799	260	87.7%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	64:18	-	978	1965:1842	746+389	86.1 : 86.1%
4/1		U	N/A	N/A	-		-	-	-	467	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	711	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	884	Inf	Inf	0.0%

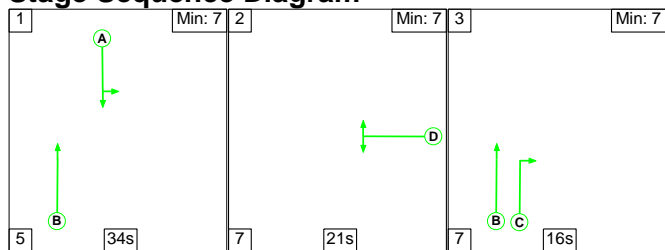
Full Input Data And Results

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: B4114 Coventry Road/Croft Road Junction	-	-	0	0	0	11.4	10.2	0.0	21.6	-	-	-	-
B4114 Coventry Road/Cosby Road Junction	-	-	0	0	0	11.4	10.2	0.0	21.6	-	-	-	-
1/2+1/1	856	856	-	-	-	4.9	4.2	-	9.1	38.2	17.8	4.2	22.0
2/1	228	228	-	-	-	2.4	3.0	-	5.4	85.2	5.6	3.0	8.6
3/1+3/2	978	978	-	-	-	4.1	3.0	-	7.1	26.1	8.0	3.0	11.0
4/1	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	711	711	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	884	884	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): -0.1 Total Delay for Signalled Lanes (pcuHr): 21.60 Cycle Time (s): 90 PRC Over All Lanes (%): -0.1 Total Delay Over All Lanes(pcuHr): 21.60</p>													

Full Input Data And Results

Scenario 7: '2036 WD AM' (FG13: '2036 WD AM', Plan 1: 'Network Control Plan 1')

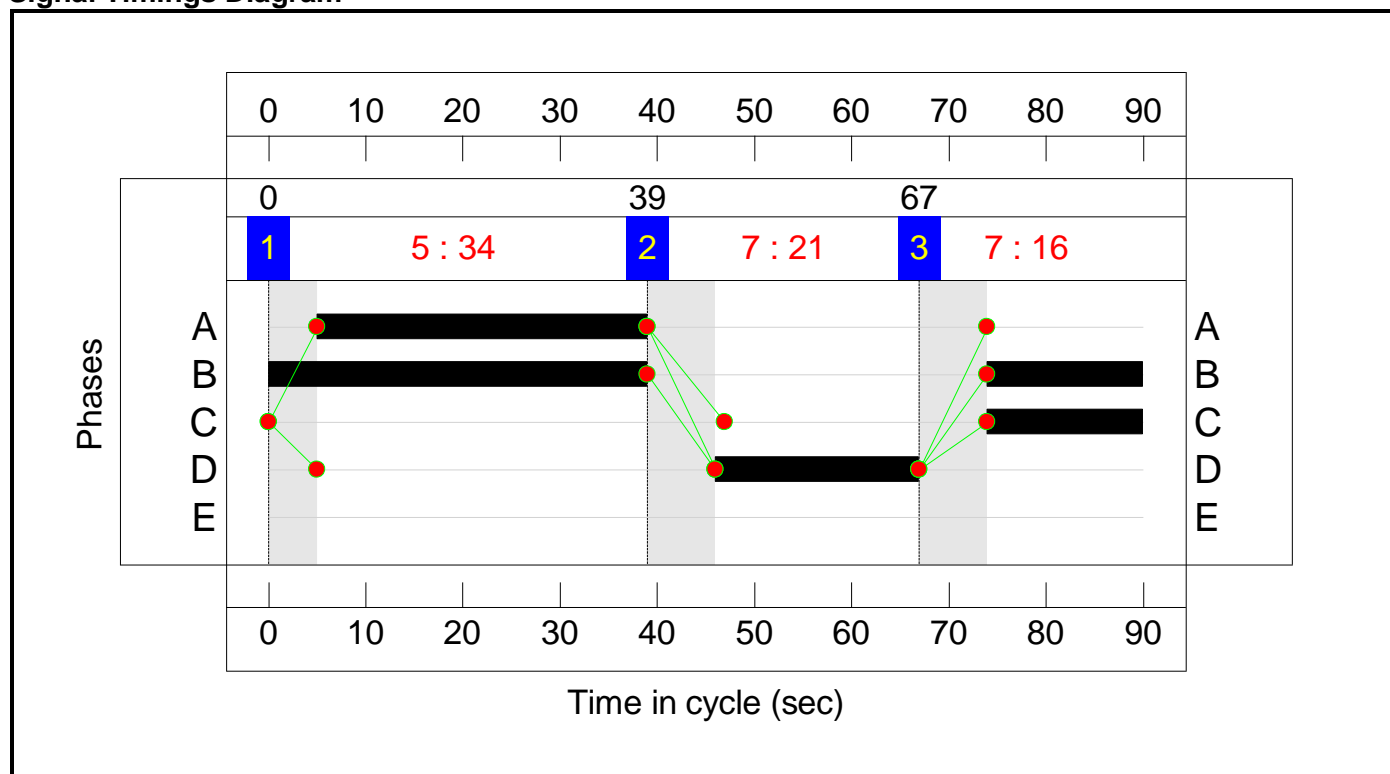
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	34	21	16
Change Point	0	39	67

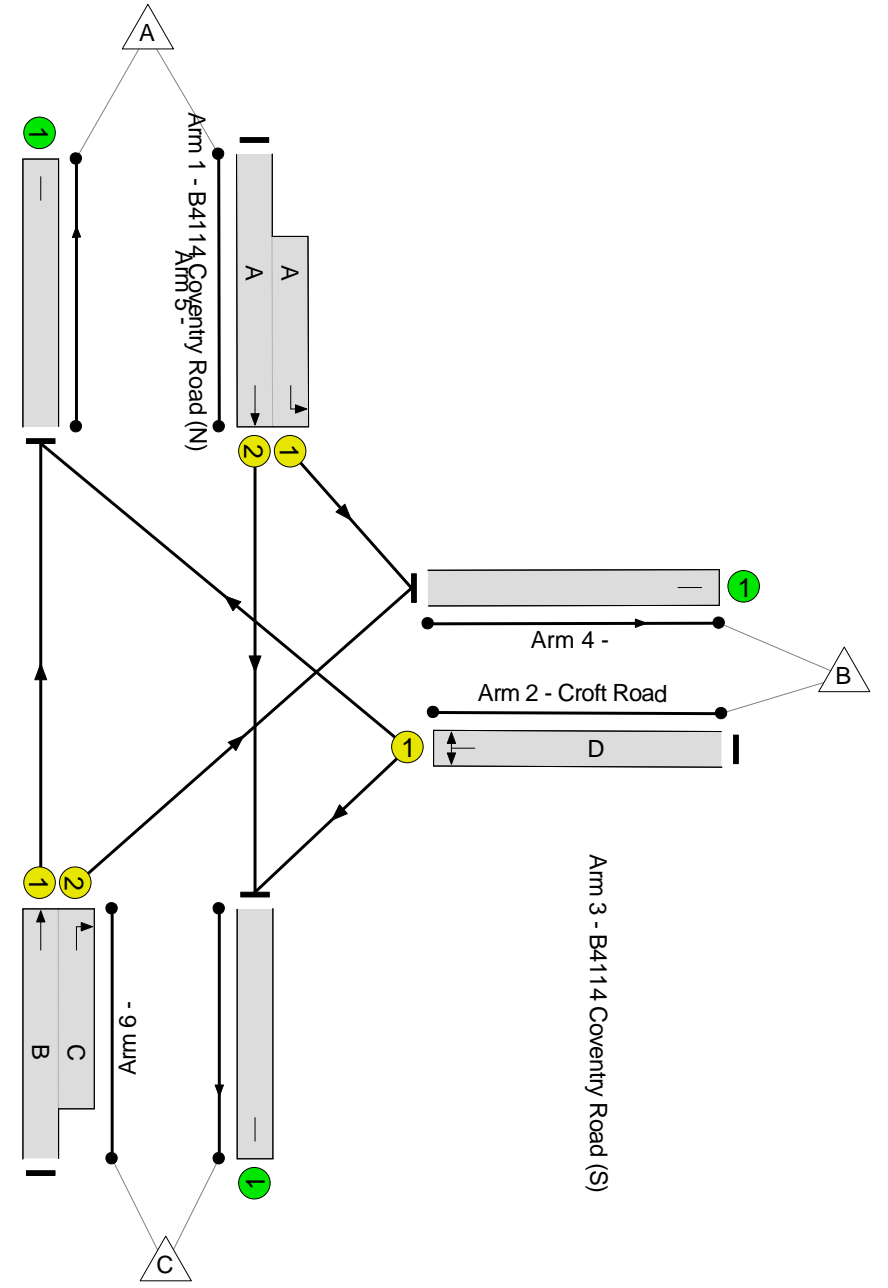

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction
PRC: 13.9 %
Total Traffic Delay: 17.2 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: B4114 Coventry Road/Croft Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	79.0%
B4114 Coventry Road/Cosby Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	79.0%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	34	-	653	1940:1747	647+186	78.4 : 78.4%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	21	-	334	1805	441	75.7%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	55:16	-	1080	1965:1842	1030+337	79.0 : 79.0%
4/1		U	N/A	N/A	-		-	-	-	412	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	967	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	688	Inf	Inf	0.0%

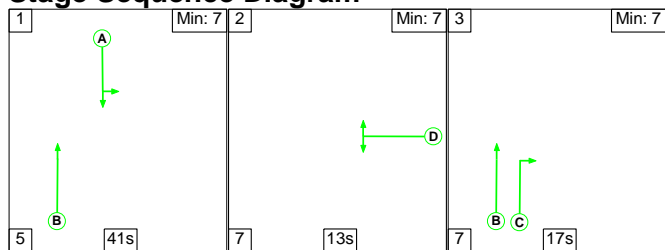
Full Input Data And Results

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: B4114 Coventry Road/Croft Road Junction	-	-	0	0	0	12.0	5.2	0.0	17.2	-	-	-	-
B4114 Coventry Road/Cosby Road Junction	-	-	0	0	0	12.0	5.2	0.0	17.2	-	-	-	-
1/2+1/1	653	653	-	-	-	4.0	1.8	-	5.8	32.1	11.5	1.8	13.3
2/1	334	334	-	-	-	2.9	1.5	-	4.4	47.9	7.7	1.5	9.2
3/1+3/2	1080	1080	-	-	-	5.0	1.9	-	6.9	23.0	14.1	1.9	16.0
4/1	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	967	967	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	688	688	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 13.9 Total Delay for Signalled Lanes (pcuHr): 17.15 Cycle Time (s): 90 PRC Over All Lanes (%): 13.9 Total Delay Over All Lanes(pcuHr): 17.15</p>													

Full Input Data And Results

Scenario 8: '2036 WD PM' (FG14: '2036 WD PM', Plan 1: 'Network Control Plan 1')

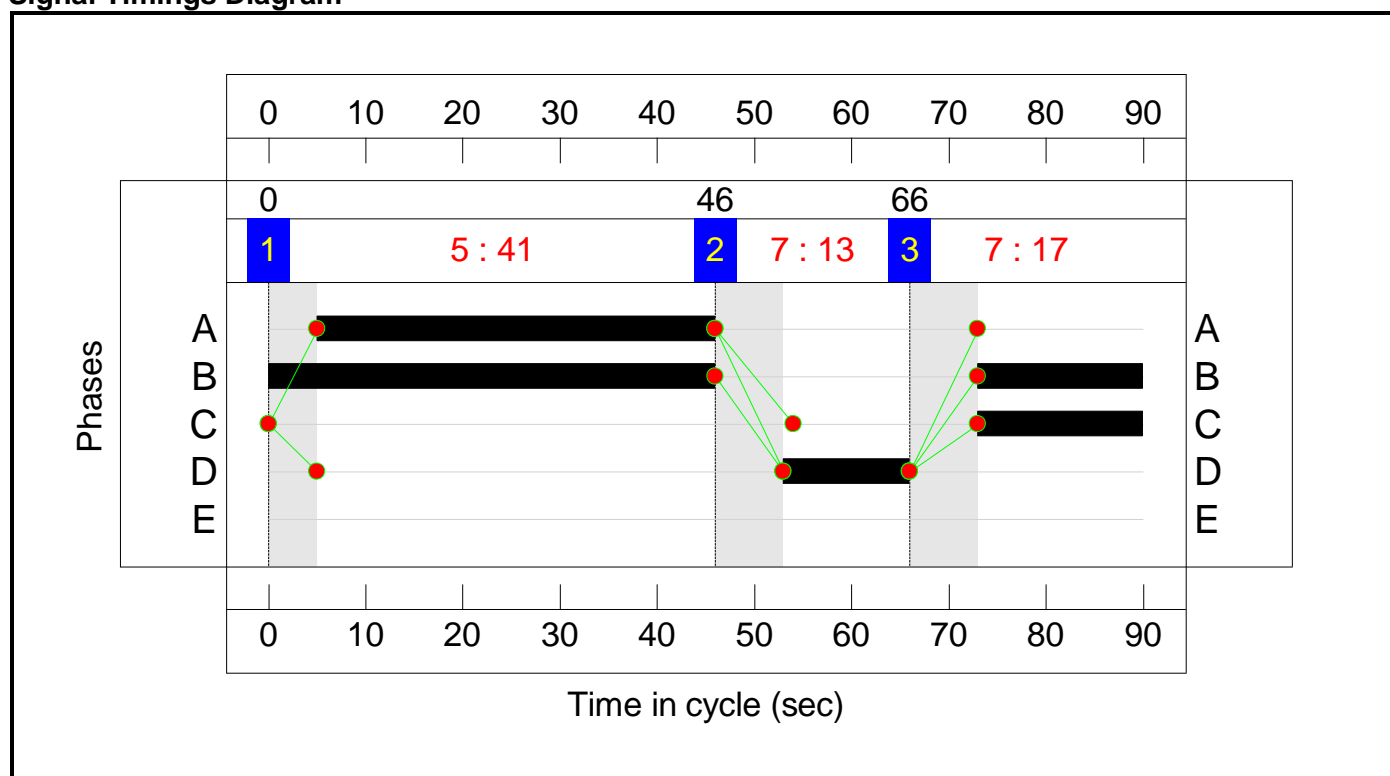
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	41	13	17
Change Point	0	46	66

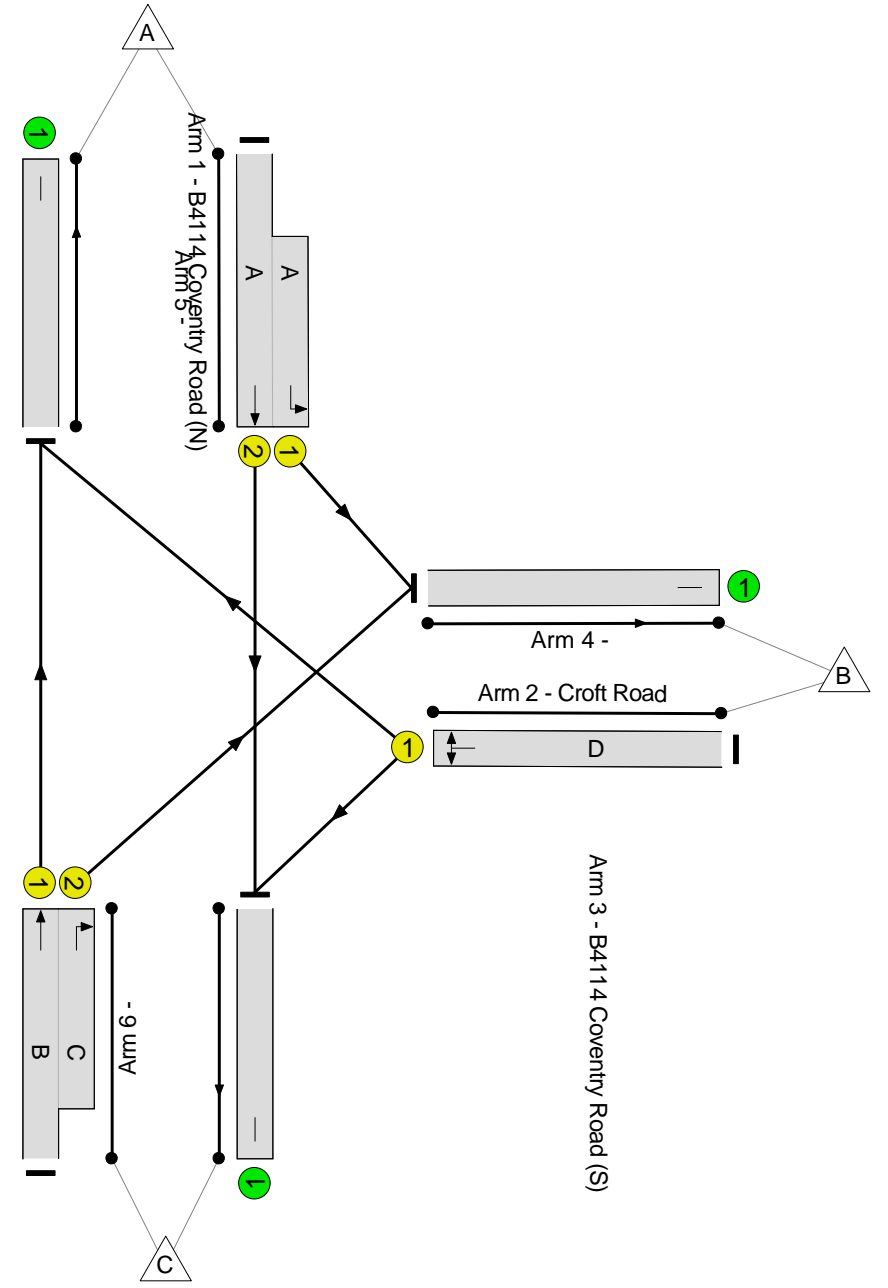

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

B4114 Coventry Road/Cosby Road Junction
PRC: -2.5 %
Total Traffic Delay: 24.9 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: B4114 Coventry Road/Croft Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	92.3%
B4114 Coventry Road/Cosby Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	92.3%
1/2+1/1	B4114 Coventry Road (N) Left Ahead	U	N/A	N/A	A		1	41	-	877	1940:1747	789+172	91.3 : 91.3%
2/1	Croft Road Right Left	U	N/A	N/A	D		1	13	-	246	1799	280	87.9%
3/1+3/2	B4114 Coventry Road (S) Right Ahead	U	N/A	N/A	B C		1	63:17	-	946	1965:1842	657+368	92.3 : 92.3%
4/1		U	N/A	N/A	-		-	-	-	497	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	682	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	890	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: B4114 Coventry Road/Croft Road Junction	-	-	0	0	0	11.9	13.1	0.0	24.9	-	-	-	-
B4114 Coventry Road/Cosby Road Junction	-	-	0	0	0	11.9	13.1	0.0	24.9	-	-	-	-
1/2+1/1	877	877	-	-	-	5.1	4.7	-	9.8	40.1	18.2	4.7	23.0
2/1	246	246	-	-	-	2.5	3.1	-	5.6	82.2	6.0	3.1	9.1
3/1+3/2	946	946	-	-	-	4.3	5.3	-	9.5	36.3	8.3	5.3	13.6
4/1	497	497	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	682	682	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	890	890	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): -2.5 Total Delay for Signalled Lanes (pcuHr): 24.93 Cycle Time (s): 90 PRC Over All Lanes (%): -2.5 Total Delay Over All Lanes(pcuHr): 24.93</p>													

Appendix 8: Common Barwell/A47/B4668 Existing Junction Results

<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: 231213 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\J24_JTC 29 - The Common Barwell - A47 - B4668 Leicester Rd

Report generation date: 14/12/2023 16:47:51

-
- »2023 Base, AM
 - »2023 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
2023 Base										
A - The Common Barwell	D1	0.3	3.92	0.25	A	D2	0.2	4.02	0.16	A
B - A47 (East)		1.3	2.88	0.56	A		0.8	2.24	0.46	A
C - B4668		0.4	3.18	0.30	A		1.0	4.29	0.49	A
D - A47 (West)		0.7	3.49	0.41	A		1.4	5.52	0.58	A
2026 WoD										
A - The Common Barwell	D3	0.2	3.62	0.20	A	D4	0.1	3.83	0.12	A
B - A47 (East)		1.2	2.68	0.54	A		0.9	2.27	0.47	A
C - B4668		0.5	3.25	0.35	A		1.2	4.74	0.55	A
D - A47 (West)		0.6	3.35	0.36	A		1.0	4.95	0.50	A
2026 WoDWS										
A - The Common Barwell	D5	0.5	4.76	0.35	A	D6	0.3	4.63	0.20	A
B - A47 (East)		1.6	3.42	0.61	A		0.9	2.30	0.47	A
C - B4668		0.8	3.70	0.44	A		4.8	12.32	0.83	B
D - A47 (West)		0.8	4.00	0.44	A		1.3	6.60	0.57	A
2026 WD										
A - The Common Barwell	D7	0.6	5.47	0.39	A	D8	0.3	5.05	0.22	A
B - A47 (East)		1.8	3.98	0.65	A		0.9	2.36	0.48	A
C - B4668		0.9	4.04	0.48	A		6.7	16.46	0.88	C
D - A47 (West)		1.1	4.83	0.53	A		2.1	9.00	0.69	A
2036 WoD										
A - The Common Barwell	D9	0.6	4.65	0.36	A	D10	0.3	4.65	0.26	A
B - A47 (East)		1.5	3.12	0.60	A		1.1	2.56	0.52	A
C - B4668		0.7	3.79	0.42	A		2.1	6.94	0.68	A
D - A47 (West)		0.7	3.83	0.41	A		1.4	6.56	0.59	A
2036 WoDWS										
A - The Common Barwell	D11	1.2	6.92	0.54	A	D12	0.6	5.84	0.36	A
B - A47 (East)		2.2	4.50	0.69	A		1.2	2.77	0.54	A
C - B4668		1.2	4.83	0.55	A		9.9	24.80	0.92	C
D - A47 (West)		1.0	4.86	0.51	A		2.3	10.20	0.70	B
2036 WD										
A - The Common Barwell	D13	1.3	7.76	0.57	A	D14	0.6	6.30	0.38	A
B - A47 (East)		2.6	5.15	0.72	A		1.2	2.76	0.54	A
C - B4668		1.3	5.22	0.57	A		15.8	37.48	0.96	E
D - A47 (West)		1.3	5.55	0.57	A		3.0	12.70	0.76	B

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

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

File summary

File Description

Title	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	2023 Base	AM	ONE HOUR	07:45	09:15	15
D2	2023 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

2023 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	3.17	A

Junction Network

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

Arms

Arms

Arm	Name	Description	No give-way line
A	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	2023 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		✓	285	100.000
B - A47 (East)		✓	1476	100.000
C - B4668		✓	441	100.000
D - A47 (West)		✓	653	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	95	156	34
	B - A47 (East)	120	0	647	709
	C - B4668	90	327	0	24
	D - A47 (West)	36	555	62	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	0.25	3.92	0.3	A
B - A47 (East)	0.56	2.88	1.3	A
C - B4668	0.30	3.18	0.4	A
D - A47 (West)	0.41	3.49	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	215	709	1390	0.154	214	0.2	3.060	A
B - A47 (East)	1111	189	2938	0.378	1109	0.6	1.965	A
C - B4668	332	648	1783	0.186	331	0.2	2.477	A
D - A47 (West)	492	403	1852	0.265	490	0.4	2.641	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	256	848	1323	0.194	256	0.2	3.374	A
B - A47 (East)	1327	226	2912	0.456	1326	0.8	2.268	A
C - B4668	396	775	1714	0.231	396	0.3	2.731	A
D - A47 (West)	587	482	1809	0.325	587	0.5	2.945	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	314	1038	1232	0.255	313	0.3	3.918	A
B - A47 (East)	1625	277	2877	0.565	1623	1.3	2.868	A
C - B4668	486	949	1619	0.300	485	0.4	3.172	A
D - A47 (West)	719	591	1750	0.411	718	0.7	3.485	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	314	1039	1231	0.255	314	0.3	3.924	A
B - A47 (East)	1625	277	2877	0.565	1625	1.3	2.875	A
C - B4668	486	950	1618	0.300	486	0.4	3.177	A
D - A47 (West)	719	591	1749	0.411	719	0.7	3.492	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	256	850	1322	0.194	257	0.2	3.382	A
B - A47 (East)	1327	227	2912	0.456	1329	0.8	2.277	A
C - B4668	396	777	1713	0.231	397	0.3	2.735	A
D - A47 (West)	587	483	1808	0.325	588	0.5	2.951	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	215	711	1388	0.155	215	0.2	3.070	A
B - A47 (East)	1111	190	2938	0.378	1112	0.6	1.974	A
C - B4668	332	650	1782	0.186	332	0.2	2.484	A
D - A47 (West)	492	405	1851	0.266	492	0.4	2.649	A

2023 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	3.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.76	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	2023 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		✓	153	100.000
B - A47 (East)		✓	1238	100.000
C - B4668		✓	735	100.000
D - A47 (West)		✓	825	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	54	64	35
B - A47 (East)	155	0	461	622
C - B4668	196	501	0	38
D - A47 (West)	63	727	35	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	0.16	4.02	0.2	A
B - A47 (East)	0.46	2.24	0.8	A
C - B4668	0.49	4.29	1.0	A
D - A47 (West)	0.58	5.52	1.4	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	115	948	1275	0.090	115	0.1	3.102	A
B - A47 (East)	932	101	3000	0.311	930	0.4	1.737	A
C - B4668	553	610	1804	0.307	552	0.4	2.870	A
D - A47 (West)	621	640	1723	0.360	619	0.6	3.253	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	138	1134	1186	0.116	137	0.1	3.433	A
B - A47 (East)	1113	120	2986	0.373	1112	0.6	1.921	A
C - B4668	661	730	1739	0.380	660	0.6	3.335	A
D - A47 (West)	742	765	1655	0.448	741	0.8	3.935	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	168	1388	1064	0.158	168	0.2	4.016	A
B - A47 (East)	1363	147	2967	0.459	1362	0.8	2.242	A
C - B4668	809	893	1649	0.491	808	1.0	4.270	A
D - A47 (West)	908	937	1561	0.582	906	1.4	5.478	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	168	1391	1063	0.158	168	0.2	4.024	A
B - A47 (East)	1363	148	2967	0.459	1363	0.8	2.244	A
C - B4668	809	894	1649	0.491	809	1.0	4.286	A
D - A47 (West)	908	938	1560	0.582	908	1.4	5.521	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	138	1138	1184	0.116	138	0.1	3.441	A
B - A47 (East)	1113	121	2986	0.373	1114	0.6	1.924	A
C - B4668	661	731	1738	0.380	662	0.6	3.348	A
D - A47 (West)	742	767	1653	0.449	744	0.8	3.969	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	115	952	1273	0.090	115	0.1	3.112	A
B - A47 (East)	932	101	2999	0.311	933	0.5	1.744	A
C - B4668	553	612	1803	0.307	554	0.4	2.882	A
D - A47 (West)	621	642	1722	0.361	622	0.6	3.278	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	3.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.00	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)
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		✓	222	100.000
B - A47 (East)		✓	1439	100.000
C - B4668		✓	535	100.000
D - A47 (West)		✓	555	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	79	124	19
	B - A47 (East)	130	0	727	582
	C - B4668	106	408	0	21
	D - A47 (West)	31	478	46	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	0.20	3.62	0.2	A
B - A47 (East)	0.54	2.68	1.2	A
C - B4668	0.35	3.25	0.5	A
D - A47 (West)	0.36	3.35	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	167	700	1394	0.120	167	0.1	2.931	A
B - A47 (East)	1083	142	2971	0.365	1081	0.6	1.903	A
C - B4668	403	549	1838	0.219	402	0.3	2.507	A
D - A47 (West)	418	484	1808	0.231	417	0.3	2.584	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	200	837	1328	0.150	199	0.2	3.189	A
B - A47 (East)	1294	170	2952	0.438	1293	0.8	2.169	A
C - B4668	481	657	1779	0.270	481	0.4	2.773	A
D - A47 (West)	499	579	1756	0.284	499	0.4	2.862	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	244	1025	1238	0.197	244	0.2	3.622	A
B - A47 (East)	1584	208	2925	0.542	1583	1.2	2.678	A
C - B4668	589	804	1698	0.347	588	0.5	3.242	A
D - A47 (West)	611	708	1686	0.363	610	0.6	3.346	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	244	1026	1237	0.198	244	0.2	3.624	A
B - A47 (East)	1584	208	2925	0.542	1584	1.2	2.684	A
C - B4668	589	805	1698	0.347	589	0.5	3.246	A
D - A47 (West)	611	709	1685	0.363	611	0.6	3.350	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	200	839	1327	0.150	200	0.2	3.193	A
B - A47 (East)	1294	170	2951	0.438	1295	0.8	2.177	A
C - B4668	481	658	1778	0.270	482	0.4	2.777	A
D - A47 (West)	499	580	1756	0.284	500	0.4	2.869	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	167	702	1393	0.120	167	0.1	2.937	A
B - A47 (East)	1083	142	2971	0.365	1084	0.6	1.911	A
C - B4668	403	551	1837	0.219	403	0.3	2.511	A
D - A47 (West)	418	485	1807	0.231	418	0.3	2.593	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	3.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.67	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		✓	120	100.000
B - A47 (East)		✓	1281	100.000
C - B4668		✓	848	100.000
D - A47 (West)		✓	668	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	48	50	22
	B - A47 (East)	192	0	564	525
	C - B4668	194	628	0	26
	D - A47 (West)	48	595	25	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	0.12	3.83	0.1	A
B - A47 (East)	0.47	2.27	0.9	A
C - B4668	0.55	4.74	1.2	A
D - A47 (West)	0.50	4.95	1.0	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	90	936	1280	0.071	90	0.1	3.024	A
B - A47 (East)	964	73	3019	0.319	963	0.5	1.748	A
C - B4668	638	555	1834	0.348	636	0.5	3.000	A
D - A47 (West)	503	761	1657	0.304	501	0.4	3.111	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	108	1121	1192	0.090	108	0.1	3.319	A
B - A47 (East)	1152	87	3009	0.383	1151	0.6	1.937	A
C - B4668	762	664	1775	0.430	761	0.7	3.549	A
D - A47 (West)	601	911	1575	0.381	600	0.6	3.689	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	132	1371	1072	0.123	132	0.1	3.828	A
B - A47 (East)	1410	107	2995	0.471	1409	0.9	2.269	A
C - B4668	934	813	1693	0.551	932	1.2	4.716	A
D - A47 (West)	735	1114	1464	0.502	734	1.0	4.921	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	132	1374	1071	0.123	132	0.1	3.834	A
B - A47 (East)	1410	107	2995	0.471	1410	0.9	2.270	A
C - B4668	934	814	1693	0.551	934	1.2	4.740	A
D - A47 (West)	735	1116	1463	0.503	735	1.0	4.948	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	108	1125	1190	0.091	108	0.1	3.326	A
B - A47 (East)	1152	87	3009	0.383	1153	0.6	1.941	A
C - B4668	762	665	1774	0.430	764	0.8	3.569	A
D - A47 (West)	601	914	1574	0.382	602	0.6	3.710	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	90	941	1278	0.071	90	0.1	3.032	A
B - A47 (East)	964	73	3019	0.319	965	0.5	1.755	A
C - B4668	638	557	1833	0.348	639	0.5	3.018	A
D - A47 (West)	503	764	1655	0.304	504	0.4	3.130	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	3.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.75	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		✓	372	100.000
B - A47 (East)		✓	1501	100.000
C - B4668		✓	700	100.000
D - A47 (West)		✓	653	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	65	278	29
	B - A47 (East)	98	0	875	528
	C - B4668	195	462	0	43
	D - A47 (West)	46	438	169	0

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	0.35	4.76	0.5	A
B - A47 (East)	0.61	3.42	1.6	A
C - B4668	0.44	3.70	0.8	A
D - A47 (West)	0.44	4.00	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	280	802	1345	0.208	279	0.3	3.375	A
B - A47 (East)	1130	357	2821	0.401	1127	0.7	2.119	A
C - B4668	527	492	1869	0.282	525	0.4	2.678	A
D - A47 (West)	492	567	1763	0.279	490	0.4	2.824	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	334	960	1269	0.264	334	0.4	3.848	A
B - A47 (East)	1349	427	2772	0.487	1348	0.9	2.524	A
C - B4668	629	588	1816	0.346	629	0.5	3.030	A
D - A47 (West)	587	678	1702	0.345	586	0.5	3.225	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	410	1175	1166	0.351	409	0.5	4.751	A
B - A47 (East)	1653	523	2706	0.611	1650	1.6	3.403	A
C - B4668	771	720	1744	0.442	770	0.8	3.691	A
D - A47 (West)	719	830	1619	0.444	718	0.8	3.989	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	410	1177	1165	0.352	410	0.5	4.763	A
B - A47 (East)	1653	524	2705	0.611	1653	1.6	3.419	A
C - B4668	771	721	1744	0.442	771	0.8	3.699	A
D - A47 (West)	719	831	1619	0.444	719	0.8	4.001	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	334	963	1268	0.264	335	0.4	3.863	A
B - A47 (East)	1349	429	2772	0.487	1352	1.0	2.541	A
C - B4668	629	590	1815	0.347	630	0.5	3.042	A
D - A47 (West)	587	680	1701	0.345	588	0.5	3.239	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	280	806	1343	0.209	280	0.3	3.388	A
B - A47 (East)	1130	359	2820	0.401	1131	0.7	2.134	A
C - B4668	527	494	1868	0.282	528	0.4	2.686	A
D - A47 (West)	492	569	1762	0.279	492	0.4	2.836	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	7.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.13	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)
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		✓	181	100.000
B - A47 (East)		✓	1240	100.000
C - B4668		✓	1310	100.000
D - A47 (West)		✓	653	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	45	101	35
	B - A47 (East)	121	0	601	518
	C - B4668	395	829	0	86
	D - A47 (West)	54	551	48	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	0.20	4.63	0.3	A
B - A47 (East)	0.47	2.30	0.9	A
C - B4668	0.83	12.32	4.8	B
D - A47 (West)	0.57	6.60	1.3	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	1071	1216	0.112	136	0.1	3.330	A
B - A47 (East)	934	138	2974	0.314	932	0.5	1.760	A
C - B4668	986	506	1861	0.530	982	1.1	4.075	A
D - A47 (West)	492	1008	1522	0.323	490	0.5	3.482	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	163	1281	1115	0.146	163	0.2	3.778	A
B - A47 (East)	1115	165	2955	0.377	1114	0.6	1.956	A
C - B4668	1178	606	1807	0.652	1175	1.8	5.670	A
D - A47 (West)	587	1206	1414	0.415	586	0.7	4.345	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	199	1563	980	0.203	199	0.3	4.606	A
B - A47 (East)	1365	202	2929	0.466	1364	0.9	2.299	A
C - B4668	1442	741	1732	0.833	1431	4.6	11.544	B
D - A47 (West)	719	1470	1270	0.566	717	1.3	6.481	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	199	1572	976	0.204	199	0.3	4.634	A
B - A47 (East)	1365	203	2929	0.466	1365	0.9	2.302	A
C - B4668	1442	742	1732	0.833	1442	4.8	12.319	B
D - A47 (West)	719	1480	1264	0.569	719	1.3	6.596	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	163	1293	1110	0.147	163	0.2	3.803	A
B - A47 (East)	1115	166	2954	0.377	1116	0.6	1.960	A
C - B4668	1178	607	1806	0.652	1189	1.9	5.938	A
D - A47 (West)	587	1220	1406	0.417	589	0.7	4.418	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	1078	1213	0.112	136	0.1	3.344	A
B - A47 (East)	934	139	2973	0.314	934	0.5	1.765	A
C - B4668	986	508	1860	0.530	989	1.1	4.147	A
D - A47 (West)	492	1016	1518	0.324	493	0.5	3.513	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	4.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.35	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)
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		✓	384	100.000
B - A47 (East)		✓	1528	100.000
C - B4668		✓	760	100.000
D - A47 (West)		✓	772	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	62	289	33
B - A47 (East)	86	0	880	562
C - B4668	207	501	0	52
D - A47 (West)	45	419	308	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	0.39	5.47	0.6	A
B - A47 (East)	0.65	3.98	1.8	A
C - B4668	0.48	4.04	0.9	A
D - A47 (West)	0.53	4.83	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	289	921	1288	0.225	288	0.3	3.598	A
B - A47 (East)	1150	473	2741	0.420	1147	0.7	2.255	A
C - B4668	572	511	1858	0.308	570	0.4	2.792	A
D - A47 (West)	581	596	1747	0.333	579	0.5	3.077	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	345	1103	1201	0.287	345	0.4	4.204	A
B - A47 (East)	1374	566	2676	0.513	1372	1.0	2.758	A
C - B4668	683	612	1803	0.379	683	0.6	3.210	A
D - A47 (West)	694	713	1683	0.412	693	0.7	3.633	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	423	1350	1082	0.391	422	0.6	5.441	A
B - A47 (East)	1682	692	2588	0.650	1679	1.8	3.946	A
C - B4668	837	748	1729	0.484	835	0.9	4.024	A
D - A47 (West)	850	873	1596	0.533	848	1.1	4.805	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	423	1352	1081	0.391	423	0.6	5.466	A
B - A47 (East)	1682	694	2587	0.650	1682	1.8	3.977	A
C - B4668	837	750	1728	0.484	837	0.9	4.039	A
D - A47 (West)	850	874	1595	0.533	850	1.1	4.831	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	345	1106	1199	0.288	346	0.4	4.226	A
B - A47 (East)	1374	568	2675	0.514	1377	1.1	2.781	A
C - B4668	683	614	1802	0.379	685	0.6	3.223	A
D - A47 (West)	694	715	1682	0.413	696	0.7	3.658	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	289	926	1286	0.225	290	0.3	3.617	A
B - A47 (East)	1150	475	2739	0.420	1152	0.7	2.270	A
C - B4668	572	513	1857	0.308	573	0.4	2.806	A
D - A47 (West)	581	598	1746	0.333	582	0.5	3.098	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	9.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.38	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		✓	180	100.000
B - A47 (East)		✓	1258	100.000
C - B4668		✓	1398	100.000
D - A47 (West)		✓	789	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	37	107	36
B - A47 (East)	100	0	654	504
C - B4668	397	843	0	158
D - A47 (West)	81	643	65	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	0.22	5.05	0.3	A
B - A47 (East)	0.48	2.36	0.9	A
C - B4668	0.88	16.46	6.7	C
D - A47 (West)	0.69	9.00	2.1	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	1162	1172	0.116	135	0.1	3.469	A
B - A47 (East)	947	156	2961	0.320	945	0.5	1.783	A
C - B4668	1052	481	1875	0.561	1047	1.3	4.325	A
D - A47 (West)	594	1004	1524	0.390	591	0.6	3.850	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	1391	1063	0.152	162	0.2	3.994	A
B - A47 (East)	1131	187	2940	0.385	1130	0.6	1.989	A
C - B4668	1257	575	1823	0.689	1253	2.2	6.272	A
D - A47 (West)	709	1201	1417	0.501	708	1.0	5.069	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	1694	918	0.216	198	0.3	4.999	A
B - A47 (East)	1385	228	2911	0.476	1384	0.9	2.357	A
C - B4668	1539	704	1753	0.878	1523	6.4	14.665	B
D - A47 (West)	869	1460	1275	0.681	864	2.1	8.671	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	1707	911	0.217	198	0.3	5.046	A
B - A47 (East)	1385	229	2910	0.476	1385	0.9	2.359	A
C - B4668	1539	705	1753	0.878	1538	6.7	16.463	C
D - A47 (West)	869	1474	1268	0.685	868	2.1	9.003	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	1409	1054	0.154	162	0.2	4.039	A
B - A47 (East)	1131	188	2939	0.385	1132	0.6	1.994	A
C - B4668	1257	576	1823	0.689	1275	2.3	6.771	A
D - A47 (West)	709	1221	1406	0.504	714	1.0	5.233	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	1171	1168	0.116	136	0.1	3.487	A
B - A47 (East)	947	157	2961	0.320	948	0.5	1.788	A
C - B4668	1052	482	1874	0.562	1056	1.3	4.424	A
D - A47 (West)	594	1012	1520	0.391	596	0.6	3.903	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	3.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.58	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)
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		✓	388	100.000
B - A47 (East)		✓	1540	100.000
C - B4668		✓	613	100.000
D - A47 (West)		✓	604	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	142	211	35
B - A47 (East)	189	0	720	631
C - B4668	151	439	0	23
D - A47 (West)	41	520	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	0.36	4.65	0.6	A
B - A47 (East)	0.60	3.12	1.5	A
C - B4668	0.42	3.79	0.7	A
D - A47 (West)	0.41	3.83	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	292	752	1369	0.213	291	0.3	3.337	A
B - A47 (East)	1159	217	2919	0.397	1157	0.7	2.040	A
C - B4668	461	642	1787	0.258	460	0.3	2.711	A
D - A47 (West)	455	585	1753	0.259	453	0.3	2.768	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	349	900	1298	0.269	348	0.4	3.788	A
B - A47 (East)	1384	260	2889	0.479	1383	0.9	2.390	A
C - B4668	551	768	1718	0.321	551	0.5	3.082	A
D - A47 (West)	543	700	1690	0.321	542	0.5	3.134	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	427	1102	1201	0.356	426	0.5	4.643	A
B - A47 (East)	1696	318	2849	0.595	1693	1.5	3.111	A
C - B4668	675	940	1624	0.416	674	0.7	3.786	A
D - A47 (West)	665	857	1605	0.414	664	0.7	3.823	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	427	1103	1201	0.356	427	0.6	4.654	A
B - A47 (East)	1696	318	2848	0.595	1696	1.5	3.121	A
C - B4668	675	941	1623	0.416	675	0.7	3.795	A
D - A47 (West)	665	858	1604	0.415	665	0.7	3.832	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	349	902	1297	0.269	350	0.4	3.805	A
B - A47 (East)	1384	260	2889	0.479	1387	0.9	2.401	A
C - B4668	551	770	1717	0.321	552	0.5	3.092	A
D - A47 (West)	543	701	1689	0.321	544	0.5	3.144	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	292	755	1367	0.214	292	0.3	3.349	A
B - A47 (East)	1159	218	2918	0.397	1160	0.7	2.049	A
C - B4668	461	644	1786	0.258	462	0.3	2.722	A
D - A47 (West)	455	587	1752	0.260	455	0.4	2.777	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	4.87	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)
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		✓	247	100.000
B - A47 (East)		✓	1392	100.000
C - B4668		✓	1000	100.000
D - A47 (West)		✓	708	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	100	104	43
	B - A47 (East)	270	0	574	548
	C - B4668	315	654	0	31
	D - A47 (West)	68	614	26	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	0.26	4.65	0.3	A
B - A47 (East)	0.52	2.56	1.1	A
C - B4668	0.68	6.94	2.1	A
D - A47 (West)	0.59	6.56	1.4	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	186	970	1264	0.147	185	0.2	3.335	A
B - A47 (East)	1048	130	2979	0.352	1046	0.5	1.860	A
C - B4668	753	647	1784	0.422	750	0.7	3.470	A
D - A47 (West)	533	930	1565	0.341	531	0.5	3.474	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	222	1161	1173	0.189	222	0.2	3.786	A
B - A47 (East)	1251	155	2962	0.423	1251	0.7	2.102	A
C - B4668	899	774	1715	0.524	898	1.1	4.396	A
D - A47 (West)	636	1112	1465	0.434	635	0.8	4.333	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	272	1420	1049	0.259	271	0.3	4.628	A
B - A47 (East)	1533	190	2937	0.522	1531	1.1	2.558	A
C - B4668	1101	947	1620	0.680	1097	2.1	6.831	A
D - A47 (West)	780	1360	1330	0.586	777	1.4	6.480	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	272	1425	1047	0.260	272	0.3	4.647	A
B - A47 (East)	1533	190	2937	0.522	1533	1.1	2.562	A
C - B4668	1101	948	1620	0.680	1101	2.1	6.938	A
D - A47 (West)	780	1364	1328	0.587	779	1.4	6.562	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	222	1168	1169	0.190	223	0.2	3.802	A
B - A47 (East)	1251	156	2961	0.423	1253	0.7	2.108	A
C - B4668	899	775	1714	0.524	903	1.1	4.460	A
D - A47 (West)	636	1118	1462	0.435	639	0.8	4.388	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	186	976	1261	0.147	186	0.2	3.350	A
B - A47 (East)	1048	130	2979	0.352	1049	0.5	1.864	A
C - B4668	753	649	1783	0.422	754	0.7	3.503	A
D - A47 (West)	533	934	1562	0.341	534	0.5	3.506	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	5.00	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)
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		✓	551	100.000
B - A47 (East)		✓	1632	100.000
C - B4668		✓	833	100.000
D - A47 (West)		✓	703	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	101	401	49
B - A47 (East)	143	0	890	599
C - B4668	282	502	0	49
D - A47 (West)	63	471	169	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	0.54	6.92	1.2	A
B - A47 (East)	0.69	4.50	2.2	A
C - B4668	0.55	4.83	1.2	A
D - A47 (West)	0.51	4.86	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	415	857	1319	0.315	413	0.5	3.967	A
B - A47 (East)	1229	464	2747	0.447	1225	0.8	2.361	A
C - B4668	627	594	1813	0.346	625	0.5	3.025	A
D - A47 (West)	529	696	1693	0.313	527	0.5	3.086	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	495	1025	1238	0.400	495	0.7	4.838	A
B - A47 (East)	1467	556	2683	0.547	1466	1.2	2.952	A
C - B4668	749	710	1750	0.428	748	0.7	3.591	A
D - A47 (West)	632	832	1618	0.391	631	0.6	3.647	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	607	1255	1128	0.538	605	1.1	6.857	A
B - A47 (East)	1797	680	2597	0.692	1793	2.2	4.453	A
C - B4668	917	869	1663	0.552	915	1.2	4.804	A
D - A47 (West)	774	1019	1516	0.510	772	1.0	4.830	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	607	1257	1127	0.538	607	1.2	6.921	A
B - A47 (East)	1797	681	2596	0.692	1797	2.2	4.505	A
C - B4668	917	871	1662	0.552	917	1.2	4.834	A
D - A47 (West)	774	1021	1515	0.511	774	1.0	4.856	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	495	1029	1236	0.401	497	0.7	4.885	A
B - A47 (East)	1467	558	2681	0.547	1471	1.2	2.983	A
C - B4668	749	713	1748	0.428	751	0.8	3.615	A
D - A47 (West)	632	835	1616	0.391	634	0.6	3.671	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	415	861	1317	0.315	416	0.5	4.000	A
B - A47 (East)	1229	467	2745	0.448	1230	0.8	2.380	A
C - B4668	627	596	1812	0.346	628	0.5	3.045	A
D - A47 (West)	529	699	1691	0.313	530	0.5	3.102	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	12.40	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.40	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)
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		✓	319	100.000
B - A47 (East)		✓	1407	100.000
C - B4668		✓	1392	100.000
D - A47 (West)		✓	742	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	81	181	57
	B - A47 (East)	196	0	679	532
	C - B4668	524	787	0	81
	D - A47 (West)	84	606	52	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	0.36	5.84	0.6	A
B - A47 (East)	0.54	2.77	1.2	A
C - B4668	0.92	24.80	9.9	C
D - A47 (West)	0.70	10.20	2.3	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	240	1083	1210	0.198	239	0.2	3.703	A
B - A47 (East)	1059	217	2918	0.363	1057	0.6	1.931	A
C - B4668	1048	590	1815	0.577	1043	1.3	4.626	A
D - A47 (West)	559	1129	1456	0.384	556	0.6	3.991	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	287	1295	1109	0.259	286	0.3	4.377	A
B - A47 (East)	1265	260	2889	0.438	1264	0.8	2.214	A
C - B4668	1251	705	1752	0.714	1247	2.4	7.065	A
D - A47 (West)	667	1351	1335	0.500	666	1.0	5.364	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	351	1572	976	0.360	350	0.6	5.749	A
B - A47 (East)	1549	318	2848	0.544	1548	1.2	2.763	A
C - B4668	1533	863	1666	0.920	1507	8.9	20.014	C
D - A47 (West)	817	1635	1180	0.692	812	2.2	9.660	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	351	1588	968	0.363	351	0.6	5.835	A
B - A47 (East)	1549	319	2848	0.544	1549	1.2	2.771	A
C - B4668	1533	864	1665	0.920	1529	9.9	24.799	C
D - A47 (West)	817	1655	1169	0.699	817	2.3	10.200	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	287	1320	1097	0.262	288	0.4	4.453	A
B - A47 (East)	1265	262	2888	0.438	1266	0.8	2.224	A
C - B4668	1251	707	1751	0.714	1281	2.6	8.104	A
D - A47 (West)	667	1383	1318	0.506	672	1.0	5.618	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	240	1092	1206	0.199	241	0.2	3.729	A
B - A47 (East)	1059	219	2918	0.363	1060	0.6	1.940	A
C - B4668	1048	592	1814	0.578	1053	1.4	4.754	A
D - A47 (West)	559	1139	1451	0.385	560	0.6	4.050	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	5.62	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.62	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)
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		✓	555	100.000
B - A47 (East)		✓	1665	100.000
C - B4668		✓	842	100.000
D - A47 (West)		✓	780	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	113	388	54
	B - A47 (East)	148	0	853	664
	C - B4668	274	518	0	50
	D - A47 (West)	58	462	260	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	0.57	7.76	1.3	A
B - A47 (East)	0.72	5.15	2.6	A
C - B4668	0.57	5.22	1.3	A
D - A47 (West)	0.57	5.55	1.3	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	418	930	1283	0.326	416	0.5	4.140	A
B - A47 (East)	1253	526	2704	0.464	1250	0.9	2.469	A
C - B4668	634	650	1782	0.356	632	0.5	3.123	A
D - A47 (West)	587	705	1687	0.348	585	0.5	3.261	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	499	1113	1196	0.417	498	0.7	5.153	A
B - A47 (East)	1497	630	2632	0.569	1495	1.3	3.161	A
C - B4668	757	778	1713	0.442	756	0.8	3.759	A
D - A47 (West)	701	844	1612	0.435	700	0.8	3.946	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	611	1362	1077	0.568	609	1.3	7.657	A
B - A47 (East)	1833	770	2534	0.723	1828	2.6	5.063	A
C - B4668	927	951	1618	0.573	925	1.3	5.178	A
D - A47 (West)	859	1032	1509	0.569	857	1.3	5.503	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	611	1365	1075	0.568	611	1.3	7.756	A
B - A47 (East)	1833	773	2532	0.724	1833	2.6	5.146	A
C - B4668	927	953	1617	0.573	927	1.3	5.220	A
D - A47 (West)	859	1035	1507	0.570	859	1.3	5.549	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	499	1118	1193	0.418	501	0.7	5.219	A
B - A47 (East)	1497	634	2629	0.569	1502	1.3	3.209	A
C - B4668	757	781	1711	0.442	759	0.8	3.790	A
D - A47 (West)	701	848	1610	0.436	703	0.8	3.982	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	418	935	1281	0.326	419	0.5	4.178	A
B - A47 (East)	1253	530	2701	0.464	1255	0.9	2.492	A
C - B4668	634	653	1781	0.356	635	0.6	3.145	A
D - A47 (West)	587	709	1685	0.348	588	0.5	3.283	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	17.76	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	17.76	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)
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		✓	323	100.000
B - A47 (East)		✓	1401	100.000
C - B4668		✓	1459	100.000
D - A47 (West)		✓	806	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	81	182	60
	B - A47 (East)	181	0	692	528
	C - B4668	508	824	0	127
	D - A47 (West)	103	654	49	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	0.38	6.30	0.6	A
B - A47 (East)	0.54	2.76	1.2	A
C - B4668	0.96	37.48	15.8	E
D - A47 (West)	0.76	12.70	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	243	1144	1181	0.206	242	0.3	3.831	A
B - A47 (East)	1055	218	2918	0.361	1052	0.6	1.927	A
C - B4668	1098	578	1822	0.603	1092	1.5	4.894	A
D - A47 (West)	607	1133	1454	0.417	604	0.7	4.223	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	290	1368	1074	0.270	290	0.4	4.592	A
B - A47 (East)	1259	261	2888	0.436	1259	0.8	2.208	A
C - B4668	1312	691	1760	0.745	1306	2.8	7.839	A
D - A47 (West)	725	1355	1333	0.544	723	1.2	5.884	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	356	1652	937	0.379	355	0.6	6.168	A
B - A47 (East)	1543	319	2848	0.542	1541	1.2	2.751	A
C - B4668	1606	846	1676	0.959	1566	13.0	26.352	D
D - A47 (West)	887	1628	1184	0.750	881	2.9	11.638	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	356	1674	927	0.384	356	0.6	6.301	A
B - A47 (East)	1543	320	2847	0.542	1543	1.2	2.759	A
C - B4668	1606	847	1675	0.959	1595	15.8	37.483	E
D - A47 (West)	887	1656	1169	0.759	887	3.0	12.701	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	290	1408	1055	0.275	291	0.4	4.723	A
B - A47 (East)	1259	263	2887	0.436	1261	0.8	2.215	A
C - B4668	1312	692	1759	0.746	1363	3.0	10.188	B
D - A47 (West)	725	1407	1304	0.555	732	1.3	6.362	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	243	1155	1176	0.207	244	0.3	3.865	A
B - A47 (East)	1055	220	2917	0.362	1056	0.6	1.936	A
C - B4668	1098	579	1821	0.603	1104	1.5	5.064	A
D - A47 (West)	607	1145	1448	0.419	609	0.7	4.303	A

Appendix 9: Common Barwell/A47/B4668 Mitigation Results

<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: 231213 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\J24_JTC 29 - The Common Barwell - A47 - B4668 Leicester Rd

Report generation date: 14/12/2023 16:51:48

-
- »2023 Base, AM
 - »2023 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
2023 Base										
A - The Common Barwell	D1	0.3	3.92	0.25	A	D2	0.2	4.02	0.16	A
B - A47 (East)		1.3	2.88	0.56	A		0.8	2.24	0.46	A
C - B4668		0.4	2.63	0.26	A		0.7	3.33	0.43	A
D - A47 (West)		0.7	3.49	0.41	A		1.4	5.52	0.58	A
2026 WoD										
A - The Common Barwell	D3	0.2	3.62	0.20	A	D4	0.1	3.83	0.12	A
B - A47 (East)		1.2	2.68	0.54	A		0.9	2.27	0.47	A
C - B4668		0.4	2.66	0.30	A		0.9	3.58	0.48	A
D - A47 (West)		0.6	3.35	0.36	A		1.0	4.95	0.50	A
2026 WoDWS										
A - The Common Barwell	D5	0.5	4.76	0.35	A	D6	0.3	4.63	0.20	A
B - A47 (East)		1.6	3.42	0.61	A		0.9	2.30	0.47	A
C - B4668		0.6	2.94	0.39	A		2.6	6.68	0.73	A
D - A47 (West)		0.8	4.00	0.44	A		1.3	6.60	0.57	A
2026 WD										
A - The Common Barwell	D7	0.6	5.47	0.39	A	D8	0.3	5.05	0.22	A
B - A47 (East)		1.8	3.98	0.65	A		0.9	2.36	0.48	A
C - B4668		0.7	3.16	0.42	A		3.3	7.75	0.77	A
D - A47 (West)		1.1	4.83	0.53	A		2.1	9.02	0.69	A
2036 WoD										
A - The Common Barwell	D9	0.6	4.65	0.36	A	D10	0.3	4.65	0.26	A
B - A47 (East)		1.5	3.12	0.60	A		1.1	2.56	0.52	A
C - B4668		0.6	3.03	0.36	A		1.4	4.76	0.59	A
D - A47 (West)		0.7	3.83	0.41	A		1.4	6.56	0.59	A
2036 WoDWS										
A - The Common Barwell	D11	1.2	6.92	0.54	A	D12	0.6	5.84	0.36	A
B - A47 (East)		2.2	4.50	0.69	A		1.2	2.77	0.54	A
C - B4668		0.9	3.65	0.48	A		4.0	9.56	0.80	A
D - A47 (West)		1.0	4.86	0.51	A		2.3	10.26	0.70	B
2036 WD										
A - The Common Barwell	D13	1.3	7.76	0.57	A	D14	0.6	6.34	0.39	A
B - A47 (East)		2.6	5.15	0.72	A		1.2	2.76	0.54	A
C - B4668		1.0	3.88	0.50	A		5.0	11.46	0.84	B
D - A47 (West)		1.3	5.55	0.57	A		4.1	17.02	0.82	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	2023 Base	AM	ONE HOUR	07:45	09:15	15
D2	2023 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

2023 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	D - A47 (West) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
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	3.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.08	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		

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
D - A47 (West)	3.50	3.00	2.90	5.00	6.00	6.00	7.00

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	2023 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		✓	285	100.000
B - A47 (East)		✓	1476	100.000
C - B4668		✓	441	100.000
D - A47 (West)		✓	653	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - The Common Barwell	
B - A47 (East)	
C - B4668	
D - A47 (West)	0.00

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	95	156	34
	B - A47 (East)	120	0	647	709
	C - B4668	90	327	0	24
	D - A47 (West)	36	555	62	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	0.25	3.92	0.3	A
B - A47 (East)	0.56	2.88	1.3	A
C - B4668	0.26	2.63	0.4	A
D - A47 (West)	0.41	3.49	0.7	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	215	709		1390	0.154	214	0.2	3.060	A
B - A47 (East)	1111	189		2938	0.378	1109	0.6	1.965	A
C - B4668	332	648		2037	0.163	331	0.2	2.110	A
D - A47 (West)	492	403	0.00	1852	0.265	490	0.4	2.641	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	256	848		1323	0.194	256	0.2	3.374	A
B - A47 (East)	1327	226		2912	0.456	1326	0.8	2.268	A
C - B4668	396	775		1961	0.202	396	0.3	2.301	A
D - A47 (West)	587	482	0.00	1809	0.325	587	0.5	2.945	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	314	1038		1232	0.255	313	0.3	3.918	A
B - A47 (East)	1625	277		2877	0.565	1623	1.3	2.868	A
C - B4668	486	949		1857	0.261	485	0.4	2.624	A
D - A47 (West)	719	591	0.00	1750	0.411	718	0.7	3.486	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	314	1039		1231	0.255	314	0.3	3.924	A
B - A47 (East)	1625	277		2877	0.565	1625	1.3	2.875	A
C - B4668	486	950		1856	0.262	486	0.4	2.625	A
D - A47 (West)	719	591	0.00	1749	0.411	719	0.7	3.492	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	256	850		1322	0.194	257	0.2	3.379	A
B - A47 (East)	1327	227		2912	0.456	1329	0.8	2.277	A
C - B4668	396	777		1960	0.202	397	0.3	2.305	A
D - A47 (West)	587	483	0.00	1808	0.325	588	0.5	2.951	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	215	711		1388	0.155	215	0.2	3.067	A
B - A47 (East)	1111	190		2938	0.378	1112	0.6	1.974	A
C - B4668	332	650		2035	0.163	332	0.2	2.115	A
D - A47 (West)	492	405	0.00	1851	0.266	492	0.4	2.651	A

2023 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	D - A47 (West) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
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	3.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.52	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)
D2	2023 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		✓	153	100.000
B - A47 (East)		✓	1238	100.000
C - B4668		✓	735	100.000
D - A47 (West)		✓	825	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - The Common Barwell	
B - A47 (East)	
C - B4668	
D - A47 (West)	0.00

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	54	64	35
	B - A47 (East)	155	0	461	622
	C - B4668	196	501	0	38
	D - A47 (West)	63	727	35	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	0.16	4.02	0.2	A
B - A47 (East)	0.46	2.24	0.8	A
C - B4668	0.43	3.33	0.7	A
D - A47 (West)	0.58	5.52	1.4	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	115	948		1275	0.090	115	0.1	3.103	A
B - A47 (East)	932	101		3000	0.311	930	0.4	1.737	A
C - B4668	553	610		2059	0.269	552	0.4	2.386	A
D - A47 (West)	621	640	0.00	1723	0.360	619	0.6	3.253	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	138	1134		1186	0.116	137	0.1	3.433	A
B - A47 (East)	1113	120		2986	0.373	1112	0.6	1.921	A
C - B4668	661	730		1988	0.332	660	0.5	2.709	A
D - A47 (West)	742	765	0.00	1654	0.448	741	0.8	3.935	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	168	1388		1064	0.158	168	0.2	4.017	A
B - A47 (East)	1363	147		2967	0.459	1362	0.8	2.242	A
C - B4668	809	893		1890	0.428	808	0.7	3.324	A
D - A47 (West)	908	937	0.00	1561	0.582	906	1.4	5.480	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	168	1391		1063	0.158	168	0.2	4.024	A
B - A47 (East)	1363	148		2967	0.459	1363	0.8	2.244	A
C - B4668	809	894		1890	0.428	809	0.7	3.331	A
D - A47 (West)	908	938	0.00	1560	0.582	908	1.4	5.521	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	138	1138		1184	0.116	138	0.1	3.444	A
B - A47 (East)	1113	121		2986	0.373	1114	0.6	1.924	A
C - B4668	661	731		1987	0.332	662	0.5	2.719	A
D - A47 (West)	742	767	0.00	1654	0.449	744	0.8	3.968	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	115	952		1273	0.090	115	0.1	3.111	A
B - A47 (East)	932	101		2999	0.311	933	0.5	1.744	A
C - B4668	553	612		2058	0.269	554	0.4	2.393	A
D - A47 (West)	621	642	0.00	1722	0.361	622	0.6	3.275	A

2026 WoD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	D - A47 (West) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
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	2.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.89	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		✓	222	100.000
B - A47 (East)		✓	1439	100.000
C - B4668		✓	535	100.000
D - A47 (West)		✓	555	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - The Common Barwell	
B - A47 (East)	
C - B4668	
D - A47 (West)	0.00

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	79	124	19
	B - A47 (East)	130	0	727	582
	C - B4668	106	408	0	21
	D - A47 (West)	31	478	46	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	0.20	3.62	0.2	A
B - A47 (East)	0.54	2.68	1.2	A
C - B4668	0.30	2.66	0.4	A
D - A47 (West)	0.36	3.35	0.6	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	167	700		1394	0.120	167	0.1	2.931	A
B - A47 (East)	1083	142		2971	0.365	1081	0.6	1.903	A
C - B4668	403	549		2096	0.192	402	0.2	2.124	A
D - A47 (West)	418	484	0.00	1808	0.231	417	0.3	2.584	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	200	837		1328	0.150	199	0.2	3.189	A
B - A47 (East)	1294	170		2952	0.438	1293	0.8	2.169	A
C - B4668	481	657		2031	0.237	481	0.3	2.321	A
D - A47 (West)	499	579	0.00	1756	0.284	499	0.4	2.862	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	244	1025		1238	0.197	244	0.2	3.622	A
B - A47 (East)	1584	208		2925	0.542	1583	1.2	2.678	A
C - B4668	589	804		1943	0.303	589	0.4	2.657	A
D - A47 (West)	611	708	0.00	1686	0.363	610	0.6	3.347	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	244	1026		1237	0.198	244	0.2	3.624	A
B - A47 (East)	1584	208		2925	0.542	1584	1.2	2.684	A
C - B4668	589	805		1943	0.303	589	0.4	2.658	A
D - A47 (West)	611	709	0.00	1685	0.363	611	0.6	3.350	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	200	839		1327	0.150	200	0.2	3.195	A
B - A47 (East)	1294	170		2951	0.438	1295	0.8	2.175	A
C - B4668	481	658		2031	0.237	481	0.3	2.323	A
D - A47 (West)	499	580	0.00	1756	0.284	500	0.4	2.868	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	167	702		1393	0.120	167	0.1	2.937	A
B - A47 (East)	1083	142		2971	0.365	1084	0.6	1.911	A
C - B4668	403	551		2095	0.192	403	0.2	2.129	A
D - A47 (West)	418	485	0.00	1807	0.231	418	0.3	2.591	A

2026 WoD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	D - A47 (West) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
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	3.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.33	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)
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		✓	120	100.000
B - A47 (East)		✓	1281	100.000
C - B4668		✓	848	100.000
D - A47 (West)		✓	668	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - The Common Barwell	
B - A47 (East)	
C - B4668	
D - A47 (West)	0.00

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	48	50	22
	B - A47 (East)	192	0	564	525
	C - B4668	194	628	0	26
	D - A47 (West)	48	595	25	0

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	0.12	3.83	0.1	A
B - A47 (East)	0.47	2.27	0.9	A
C - B4668	0.48	3.58	0.9	A
D - A47 (West)	0.50	4.95	1.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	90	937		1280	0.071	90	0.1	3.024	A
B - A47 (East)	964	73		3019	0.319	963	0.5	1.748	A
C - B4668	638	555		2092	0.305	637	0.4	2.470	A
D - A47 (West)	503	761	0.00	1657	0.304	501	0.4	3.112	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	108	1121		1192	0.090	108	0.1	3.319	A
B - A47 (East)	1152	87		3009	0.383	1151	0.6	1.937	A
C - B4668	762	664		2027	0.376	762	0.6	2.843	A
D - A47 (West)	601	911	0.00	1575	0.381	600	0.6	3.690	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	132	1372		1072	0.123	132	0.1	3.829	A
B - A47 (East)	1410	107		2995	0.471	1409	0.9	2.269	A
C - B4668	934	813		1938	0.482	932	0.9	3.574	A
D - A47 (West)	735	1115	0.00	1464	0.502	734	1.0	4.923	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	132	1374		1071	0.123	132	0.1	3.834	A
B - A47 (East)	1410	107		2995	0.471	1410	0.9	2.270	A
C - B4668	934	814		1938	0.482	934	0.9	3.584	A
D - A47 (West)	735	1116	0.00	1463	0.503	735	1.0	4.948	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	108	1124		1190	0.091	108	0.1	3.328	A
B - A47 (East)	1152	87		3009	0.383	1153	0.6	1.940	A
C - B4668	762	665		2027	0.376	764	0.6	2.852	A
D - A47 (West)	601	913	0.00	1574	0.382	602	0.6	3.709	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	90	941		1278	0.071	90	0.1	3.032	A
B - A47 (East)	964	73		3019	0.319	965	0.5	1.755	A
C - B4668	638	557		2091	0.305	639	0.4	2.481	A
D - A47 (West)	503	764	0.00	1655	0.304	504	0.4	3.127	A

2026 WoDWS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	D - A47 (West) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
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)
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		✓	372	100.000
B - A47 (East)		✓	1501	100.000
C - B4668		✓	700	100.000
D - A47 (West)		✓	653	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - The Common Barwell	
B - A47 (East)	
C - B4668	
D - A47 (West)	0.00

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	65	278	29
	B - A47 (East)	98	0	875	528
	C - B4668	195	462	0	43
	D - A47 (West)	46	438	169	0

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	0.35	4.76	0.5	A
B - A47 (East)	0.61	3.42	1.6	A
C - B4668	0.39	2.94	0.6	A
D - A47 (West)	0.44	4.00	0.8	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	280	803		1345	0.208	279	0.3	3.375	A
B - A47 (East)	1130	357		2821	0.401	1127	0.7	2.119	A
C - B4668	527	492		2130	0.247	526	0.3	2.242	A
D - A47 (West)	492	567	0.00	1763	0.279	490	0.4	2.825	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	334	960		1269	0.264	334	0.4	3.848	A
B - A47 (East)	1349	427		2772	0.487	1348	0.9	2.524	A
C - B4668	629	588		2072	0.304	629	0.4	2.494	A
D - A47 (West)	587	678	0.00	1702	0.345	586	0.5	3.225	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	410	1175		1166	0.351	409	0.5	4.751	A
B - A47 (East)	1653	523		2706	0.611	1650	1.6	3.403	A
C - B4668	771	720		1994	0.387	770	0.6	2.940	A
D - A47 (West)	719	830	0.00	1619	0.444	718	0.8	3.990	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	410	1177		1165	0.352	410	0.5	4.763	A
B - A47 (East)	1653	524		2705	0.611	1653	1.6	3.419	A
C - B4668	771	721		1993	0.387	771	0.6	2.944	A
D - A47 (West)	719	831	0.00	1619	0.444	719	0.8	4.001	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	334	963		1268	0.264	335	0.4	3.863	A
B - A47 (East)	1349	429		2772	0.487	1352	1.0	2.541	A
C - B4668	629	590		2071	0.304	630	0.4	2.498	A
D - A47 (West)	587	680	0.00	1701	0.345	588	0.5	3.236	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	280	806		1343	0.209	280	0.3	3.390	A
B - A47 (East)	1130	359		2820	0.401	1131	0.7	2.134	A
C - B4668	527	494		2129	0.248	527	0.3	2.248	A
D - A47 (West)	492	569	0.00	1762	0.279	492	0.4	2.838	A

2026 WoDWS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	D - A47 (West) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
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	4.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.95	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)
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		✓	181	100.000
B - A47 (East)		✓	1240	100.000
C - B4668		✓	1310	100.000
D - A47 (West)		✓	653	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - The Common Barwell	
B - A47 (East)	
C - B4668	
D - A47 (West)	0.00

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	45	101	35
	B - A47 (East)	121	0	601	518
	C - B4668	395	829	0	86
	D - A47 (West)	54	551	48	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	0.20	4.63	0.3	A
B - A47 (East)	0.47	2.30	0.9	A
C - B4668	0.73	6.68	2.6	A
D - A47 (West)	0.57	6.60	1.3	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	136	1071		1216	0.112	136	0.1	3.331	A
B - A47 (East)	934	138		2974	0.314	932	0.5	1.760	A
C - B4668	986	506		2121	0.465	983	0.9	3.153	A
D - A47 (West)	492	1009	0.00	1521	0.323	490	0.5	3.483	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	163	1282		1115	0.146	163	0.2	3.779	A
B - A47 (East)	1115	165		2955	0.377	1114	0.6	1.956	A
C - B4668	1178	606		2062	0.571	1176	1.3	4.054	A
D - A47 (West)	587	1207	0.00	1413	0.415	586	0.7	4.348	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	199	1567		978	0.204	199	0.3	4.616	A
B - A47 (East)	1365	202		2929	0.466	1364	0.9	2.299	A
C - B4668	1442	741		1981	0.728	1437	2.6	6.558	A
D - A47 (West)	719	1476	0.00	1267	0.568	717	1.3	6.517	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	199	1572		976	0.204	199	0.3	4.635	A
B - A47 (East)	1365	203		2929	0.466	1365	0.9	2.302	A
C - B4668	1442	742		1980	0.728	1442	2.6	6.683	A
D - A47 (West)	719	1481	0.00	1264	0.569	719	1.3	6.599	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	163	1289		1111	0.146	163	0.2	3.799	A
B - A47 (East)	1115	166		2954	0.377	1116	0.6	1.960	A
C - B4668	1178	607		2061	0.571	1183	1.3	4.120	A
D - A47 (West)	587	1214	0.00	1410	0.416	589	0.7	4.400	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	136	1077		1213	0.112	136	0.1	3.343	A
B - A47 (East)	934	139		2973	0.314	934	0.5	1.765	A
C - B4668	986	508		2120	0.465	988	0.9	3.183	A
D - A47 (West)	492	1014	0.00	1519	0.324	493	0.5	3.513	A

2026 WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	D - A47 (West) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
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		✓	384	100.000
B - A47 (East)		✓	1528	100.000
C - B4668		✓	760	100.000
D - A47 (West)		✓	772	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - The Common Barwell	
B - A47 (East)	
C - B4668	
D - A47 (West)	0.00

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	62	289	33
	B - A47 (East)	86	0	880	562
	C - B4668	207	501	0	52
	D - A47 (West)	45	419	308	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	0.39	5.47	0.6	A
B - A47 (East)	0.65	3.98	1.8	A
C - B4668	0.42	3.16	0.7	A
D - A47 (West)	0.53	4.83	1.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	289	922		1288	0.225	288	0.3	3.599	A
B - A47 (East)	1150	473		2741	0.420	1147	0.7	2.255	A
C - B4668	572	511		2118	0.270	571	0.4	2.324	A
D - A47 (West)	581	596	0.00	1747	0.333	579	0.5	3.078	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	345	1103		1201	0.288	345	0.4	4.204	A
B - A47 (East)	1374	566		2676	0.513	1372	1.0	2.758	A
C - B4668	683	612		2058	0.332	683	0.5	2.617	A
D - A47 (West)	694	713	0.00	1683	0.412	693	0.7	3.633	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	423	1350		1082	0.391	422	0.6	5.442	A
B - A47 (East)	1682	692		2588	0.650	1679	1.8	3.946	A
C - B4668	837	748		1977	0.423	836	0.7	3.152	A
D - A47 (West)	850	873	0.00	1596	0.533	848	1.1	4.806	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	423	1352		1081	0.391	423	0.6	5.466	A
B - A47 (East)	1682	694		2587	0.650	1682	1.8	3.977	A
C - B4668	837	750		1976	0.423	837	0.7	3.159	A
D - A47 (West)	850	874	0.00	1595	0.533	850	1.1	4.831	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	345	1106		1199	0.288	346	0.4	4.226	A
B - A47 (East)	1374	568		2675	0.514	1377	1.1	2.779	A
C - B4668	683	614		2057	0.332	684	0.5	2.625	A
D - A47 (West)	694	715	0.00	1682	0.413	696	0.7	3.655	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	289	926		1286	0.225	290	0.3	3.614	A
B - A47 (East)	1150	475		2739	0.420	1152	0.7	2.268	A
C - B4668	572	513		2117	0.270	573	0.4	2.333	A
D - A47 (West)	581	598	0.00	1746	0.333	582	0.5	3.095	A

2026 WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	D - A47 (West) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
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	6.02	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.02	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)
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		✓	180	100.000
B - A47 (East)		✓	1258	100.000
C - B4668		✓	1398	100.000
D - A47 (West)		✓	789	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - The Common Barwell	
B - A47 (East)	
C - B4668	
D - A47 (West)	0.00

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	37	107	36
	B - A47 (East)	100	0	654	504
	C - B4668	397	843	0	158
	D - A47 (West)	81	643	65	0

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	0.22	5.05	0.3	A
B - A47 (East)	0.48	2.36	0.9	A
C - B4668	0.77	7.75	3.3	A
D - A47 (West)	0.69	9.02	2.1	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	136	1163		1172	0.116	135	0.1	3.470	A
B - A47 (East)	947	156		2961	0.320	945	0.5	1.783	A
C - B4668	1052	481		2137	0.493	1049	1.0	3.299	A
D - A47 (West)	594	1005	0.00	1524	0.390	591	0.6	3.852	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	162	1392		1062	0.152	162	0.2	3.996	A
B - A47 (East)	1131	187		2940	0.385	1130	0.6	1.989	A
C - B4668	1257	575		2080	0.604	1255	1.5	4.349	A
D - A47 (West)	709	1203	0.00	1416	0.501	708	1.0	5.074	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	198	1700		915	0.217	198	0.3	5.019	A
B - A47 (East)	1385	228		2911	0.476	1384	0.9	2.357	A
C - B4668	1539	704		2003	0.768	1532	3.2	7.540	A
D - A47 (West)	869	1469	0.00	1270	0.684	864	2.1	8.770	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	198	1707		911	0.218	198	0.3	5.049	A
B - A47 (East)	1385	229		2910	0.476	1385	0.9	2.359	A
C - B4668	1539	705		2003	0.769	1539	3.3	7.751	A
D - A47 (West)	869	1475	0.00	1267	0.686	869	2.1	9.021	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	162	1402		1057	0.153	162	0.2	4.025	A
B - A47 (East)	1131	188		2939	0.385	1132	0.6	1.994	A
C - B4668	1257	576		2080	0.604	1264	1.5	4.449	A
D - A47 (West)	709	1211	0.00	1411	0.503	714	1.0	5.194	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	136	1170		1168	0.116	136	0.1	3.486	A
B - A47 (East)	947	157		2961	0.320	948	0.5	1.790	A
C - B4668	1052	482		2136	0.493	1055	1.0	3.339	A
D - A47 (West)	594	1011	0.00	1521	0.391	596	0.6	3.899	A

2036 WoD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	D - A47 (West) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
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	3.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.43	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		✓	388	100.000
B - A47 (East)		✓	1540	100.000
C - B4668		✓	613	100.000
D - A47 (West)		✓	604	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - The Common Barwell	
B - A47 (East)	
C - B4668	
D - A47 (West)	0.00

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	142	211	35
	B - A47 (East)	189	0	720	631
	C - B4668	151	439	0	23
	D - A47 (West)	41	520	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	0.36	4.65	0.6	A
B - A47 (East)	0.60	3.12	1.5	A
C - B4668	0.36	3.03	0.6	A
D - A47 (West)	0.41	3.83	0.7	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	292	752		1369	0.213	291	0.3	3.337	A
B - A47 (East)	1159	217		2919	0.397	1157	0.7	2.040	A
C - B4668	461	642		2040	0.226	460	0.3	2.278	A
D - A47 (West)	455	585	0.00	1753	0.259	453	0.3	2.768	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	349	900		1298	0.269	348	0.4	3.789	A
B - A47 (East)	1384	260		2889	0.479	1383	0.9	2.390	A
C - B4668	551	768		1965	0.280	551	0.4	2.545	A
D - A47 (West)	543	700	0.00	1690	0.321	542	0.5	3.134	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	427	1102		1201	0.356	426	0.5	4.643	A
B - A47 (East)	1696	318		2849	0.595	1693	1.5	3.111	A
C - B4668	675	940		1862	0.362	674	0.6	3.029	A
D - A47 (West)	665	857	0.00	1605	0.414	664	0.7	3.824	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	427	1103		1201	0.356	427	0.6	4.654	A
B - A47 (East)	1696	318		2848	0.595	1696	1.5	3.121	A
C - B4668	675	941		1861	0.363	675	0.6	3.033	A
D - A47 (West)	665	858	0.00	1604	0.415	665	0.7	3.832	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	349	902		1297	0.269	350	0.4	3.801	A
B - A47 (East)	1384	260		2889	0.479	1387	0.9	2.401	A
C - B4668	551	770		1964	0.281	552	0.4	2.552	A
D - A47 (West)	543	701	0.00	1689	0.321	544	0.5	3.146	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	292	755		1367	0.214	292	0.3	3.349	A
B - A47 (East)	1159	218		2918	0.397	1160	0.7	2.049	A
C - B4668	461	644		2039	0.226	462	0.3	2.284	A
D - A47 (West)	455	587	0.00	1752	0.260	455	0.4	2.779	A

2036 WoD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	D - A47 (West) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
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	4.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.22	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		✓	247	100.000
B - A47 (East)		✓	1392	100.000
C - B4668		✓	1000	100.000
D - A47 (West)		✓	708	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - The Common Barwell	
B - A47 (East)	
C - B4668	
D - A47 (West)	0.00

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	100	104	43
	B - A47 (East)	270	0	574	548
	C - B4668	315	654	0	31
	D - A47 (West)	68	614	26	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	0.26	4.65	0.3	A
B - A47 (East)	0.52	2.56	1.1	A
C - B4668	0.59	4.76	1.4	A
D - A47 (West)	0.59	6.56	1.4	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	186	971		1264	0.147	185	0.2	3.335	A
B - A47 (East)	1048	130		2979	0.352	1046	0.5	1.860	A
C - B4668	753	647		2037	0.370	751	0.6	2.793	A
D - A47 (West)	533	930	0.00	1565	0.341	531	0.5	3.475	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	222	1162		1173	0.189	222	0.2	3.786	A
B - A47 (East)	1251	155		2962	0.423	1251	0.7	2.102	A
C - B4668	899	774		1962	0.458	898	0.8	3.381	A
D - A47 (West)	636	1113	0.00	1465	0.434	635	0.8	4.334	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	272	1421		1048	0.259	271	0.3	4.631	A
B - A47 (East)	1533	190		2937	0.522	1531	1.1	2.558	A
C - B4668	1101	947		1858	0.593	1099	1.4	4.725	A
D - A47 (West)	780	1362	0.00	1329	0.586	777	1.4	6.490	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	272	1425		1047	0.260	272	0.3	4.647	A
B - A47 (East)	1533	190		2937	0.522	1533	1.1	2.562	A
C - B4668	1101	948		1858	0.593	1101	1.4	4.758	A
D - A47 (West)	780	1364	0.00	1328	0.587	779	1.4	6.565	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	222	1167		1170	0.190	223	0.2	3.803	A
B - A47 (East)	1251	156		2961	0.423	1253	0.7	2.110	A
C - B4668	899	775		1961	0.458	901	0.9	3.404	A
D - A47 (West)	636	1116	0.00	1463	0.435	639	0.8	4.382	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	186	976		1262	0.147	186	0.2	3.347	A
B - A47 (East)	1048	130		2979	0.352	1049	0.5	1.864	A
C - B4668	753	649		2036	0.370	754	0.6	2.811	A
D - A47 (West)	533	934	0.00	1562	0.341	534	0.5	3.503	A

2036 WoDWS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	D - A47 (West) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
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	4.74	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)
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		✓	551	100.000
B - A47 (East)		✓	1632	100.000
C - B4668		✓	833	100.000
D - A47 (West)		✓	703	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - The Common Barwell	
B - A47 (East)	
C - B4668	
D - A47 (West)	0.00

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	101	401	49
	B - A47 (East)	143	0	890	599
	C - B4668	282	502	0	49
	D - A47 (West)	63	471	169	0

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	0.54	6.92	1.2	A
B - A47 (East)	0.69	4.50	2.2	A
C - B4668	0.48	3.65	0.9	A
D - A47 (West)	0.51	4.86	1.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	415	857		1318	0.315	413	0.5	3.967	A
B - A47 (East)	1229	464		2747	0.447	1225	0.8	2.361	A
C - B4668	627	594		2069	0.303	625	0.4	2.490	A
D - A47 (West)	529	696	0.00	1692	0.313	527	0.5	3.087	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	495	1026		1238	0.400	495	0.7	4.839	A
B - A47 (East)	1467	556		2683	0.547	1466	1.2	2.952	A
C - B4668	749	710		1999	0.375	748	0.6	2.875	A
D - A47 (West)	632	833	0.00	1618	0.391	631	0.6	3.648	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	607	1255		1128	0.538	605	1.1	6.859	A
B - A47 (East)	1797	680		2597	0.692	1793	2.2	4.453	A
C - B4668	917	869		1905	0.482	916	0.9	3.635	A
D - A47 (West)	774	1019	0.00	1516	0.511	772	1.0	4.832	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	607	1257		1127	0.538	607	1.2	6.921	A
B - A47 (East)	1797	681		2596	0.692	1797	2.2	4.505	A
C - B4668	917	871		1904	0.482	917	0.9	3.648	A
D - A47 (West)	774	1021	0.00	1515	0.511	774	1.0	4.856	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	495	1029		1236	0.401	497	0.7	4.884	A
B - A47 (East)	1467	558		2681	0.547	1471	1.2	2.983	A
C - B4668	749	713		1998	0.375	750	0.6	2.890	A
D - A47 (West)	632	835	0.00	1617	0.391	634	0.6	3.667	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	415	861		1317	0.315	416	0.5	4.000	A
B - A47 (East)	1229	467		2745	0.448	1230	0.8	2.378	A
C - B4668	627	596		2068	0.303	628	0.4	2.503	A
D - A47 (West)	529	699	0.00	1691	0.313	530	0.5	3.102	A

2036 WoDWS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	D - A47 (West) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
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	6.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.92	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)
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		✓	319	100.000
B - A47 (East)		✓	1407	100.000
C - B4668		✓	1392	100.000
D - A47 (West)		✓	742	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - The Common Barwell	
B - A47 (East)	
C - B4668	
D - A47 (West)	0.00

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	81	181	57
	B - A47 (East)	196	0	679	532
	C - B4668	524	787	0	81
	D - A47 (West)	84	606	52	0

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	0.36	5.84	0.6	A
B - A47 (East)	0.54	2.77	1.2	A
C - B4668	0.80	9.56	4.0	A
D - A47 (West)	0.70	10.26	2.3	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	240	1083		1210	0.198	239	0.2	3.705	A
B - A47 (East)	1059	217		2918	0.363	1057	0.6	1.931	A
C - B4668	1048	590		2072	0.506	1044	1.0	3.487	A
D - A47 (West)	559	1130	0.00	1455	0.384	556	0.6	3.994	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	287	1296		1108	0.259	286	0.3	4.379	A
B - A47 (East)	1265	260		2889	0.438	1264	0.8	2.214	A
C - B4668	1251	705		2003	0.625	1249	1.6	4.760	A
D - A47 (West)	667	1352	0.00	1334	0.500	666	1.0	5.371	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	351	1582		971	0.362	350	0.6	5.788	A
B - A47 (East)	1549	318		2848	0.544	1548	1.2	2.763	A
C - B4668	1533	863		1908	0.803	1524	3.9	9.156	A
D - A47 (West)	817	1651	0.00	1171	0.697	812	2.2	9.881	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	351	1591		967	0.363	351	0.6	5.845	A
B - A47 (East)	1549	319		2848	0.544	1549	1.2	2.771	A
C - B4668	1533	864		1908	0.803	1532	4.0	9.565	A
D - A47 (West)	817	1659	0.00	1167	0.700	817	2.3	10.262	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	287	1309		1102	0.260	288	0.4	4.424	A
B - A47 (East)	1265	262		2888	0.438	1266	0.8	2.224	A
C - B4668	1251	707		2002	0.625	1261	1.7	4.915	A
D - A47 (West)	667	1364	0.00	1328	0.502	672	1.0	5.528	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	240	1091		1207	0.199	241	0.2	3.727	A
B - A47 (East)	1059	219		2918	0.363	1060	0.6	1.940	A
C - B4668	1048	592		2070	0.506	1051	1.0	3.538	A
D - A47 (West)	559	1137	0.00	1452	0.385	560	0.6	4.046	A

2036 WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	D - A47 (West) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
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	5.33	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)
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		✓	555	100.000
B - A47 (East)		✓	1665	100.000
C - B4668		✓	842	100.000
D - A47 (West)		✓	780	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - The Common Barwell	
B - A47 (East)	
C - B4668	
D - A47 (West)	0.00

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	113	388	54
	B - A47 (East)	148	0	853	664
	C - B4668	274	518	0	50
	D - A47 (West)	58	462	260	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	0.57	7.76	1.3	A
B - A47 (East)	0.72	5.15	2.6	A
C - B4668	0.50	3.88	1.0	A
D - A47 (West)	0.57	5.55	1.3	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	418	930		1283	0.326	416	0.5	4.141	A
B - A47 (East)	1253	526		2704	0.464	1250	0.9	2.469	A
C - B4668	634	650		2035	0.311	632	0.5	2.562	A
D - A47 (West)	587	706	0.00	1687	0.348	585	0.5	3.262	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	499	1113		1196	0.417	498	0.7	5.154	A
B - A47 (East)	1497	630		2632	0.569	1495	1.3	3.161	A
C - B4668	757	778		1959	0.386	756	0.6	2.991	A
D - A47 (West)	701	844	0.00	1611	0.435	700	0.8	3.947	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	611	1362		1076	0.568	609	1.3	7.661	A
B - A47 (East)	1833	770		2534	0.723	1828	2.6	5.063	A
C - B4668	927	951		1856	0.500	926	1.0	3.863	A
D - A47 (West)	859	1033	0.00	1508	0.569	857	1.3	5.506	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	611	1365		1075	0.568	611	1.3	7.756	A
B - A47 (East)	1833	773		2532	0.724	1833	2.6	5.146	A
C - B4668	927	953		1854	0.500	927	1.0	3.882	A
D - A47 (West)	859	1035	0.00	1507	0.570	859	1.3	5.549	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	499	1118		1194	0.418	501	0.7	5.218	A
B - A47 (East)	1497	634		2629	0.569	1502	1.3	3.206	A
C - B4668	757	781		1957	0.387	758	0.6	3.006	A
D - A47 (West)	701	847	0.00	1610	0.436	703	0.8	3.981	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	418	935		1281	0.326	419	0.5	4.180	A
B - A47 (East)	1253	530		2701	0.464	1255	0.9	2.492	A
C - B4668	634	653		2034	0.312	635	0.5	2.573	A
D - A47 (West)	587	709	0.00	1685	0.348	588	0.5	3.285	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	9.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.11	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)
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		✓	323	100.000
B - A47 (East)		✓	1401	100.000
C - B4668		✓	1459	100.000
D - A47 (West)		✓	806	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - The Common Barwell	
B - A47 (East)	
C - B4668	
D - A47 (West)	200.00

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	81	182	60
	B - A47 (East)	181	0	692	528
	C - B4668	508	824	0	127
	D - A47 (West)	103	654	49	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	0.39	6.34	0.6	A
B - A47 (East)	0.54	2.76	1.2	A
C - B4668	0.84	11.46	5.0	B
D - A47 (West)	0.82	17.02	4.1	C

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	243	1143		1182	0.206	242	0.3	3.829	A
B - A47 (East)	1055	218		2918	0.361	1052	0.6	1.927	A
C - B4668	1098	578		2079	0.528	1094	1.1	3.639	A
D - A47 (West)	607	1135	150.57	1088	0.558	602	1.2	7.330	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	290	1368		1074	0.270	290	0.4	4.592	A
B - A47 (East)	1259	261		2888	0.436	1259	0.8	2.208	A
C - B4668	1312	691		2011	0.652	1309	1.8	5.103	A
D - A47 (West)	725	1357	179.80	1066	0.680	721	2.1	10.344	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	356	1667		930	0.382	355	0.6	6.244	A
B - A47 (East)	1543	319		2848	0.542	1541	1.2	2.751	A
C - B4668	1606	846		1919	0.837	1595	4.8	10.739	B
D - A47 (West)	887	1655	220.20	1082	0.820	879	4.1	17.019	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	356	1682		923	0.385	356	0.6	6.339	A
B - A47 (East)	1543	320		2847	0.542	1543	1.2	2.759	A
C - B4668	1606	847		1918	0.838	1606	5.0	11.461	B
D - A47 (West)	887	1665	220.20	1121	0.791	888	4.0	15.553	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	290	1388		1064	0.273	291	0.4	4.663	A
B - A47 (East)	1259	263		2887	0.436	1261	0.8	2.217	A
C - B4668	1312	692		2010	0.652	1324	1.9	5.334	A
D - A47 (West)	725	1372	179.80	1172	0.618	734	1.7	8.372	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - The Common Barwell	243	1153		1177	0.207	244	0.3	3.860	A
B - A47 (East)	1055	220		2917	0.362	1056	0.6	1.936	A
C - B4668	1098	579		2078	0.529	1102	1.1	3.701	A
D - A47 (West)	607	1142	150.57	1153	0.526	609	1.1	6.638	A

Appendix 10: A5/A426/Gibbet Lane Existing Junction Results

<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: J26 231214 - A5_A426_Gibbet Lane (existing) 2023 Sens.j10

Path: X:\NTT\NTT2814_Hinckley Rail Freight Interchange\02. Project Delivery\01. WIP\Design and Calculations\T&I Planning\04 Junction Modelling\J26_JTC 47 - A5 - A426 - Gibbet Lane

Report generation date: 14/12/2023 17:01:57

-
- »2023, AM
 - »2023, 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
2023												
A - A5 (North)	D1	1.6	6.19	0.61	A	12 % [C - Gibbet Lane]	D2	0.9	4.91	0.48	A	24 % [E - A426]
B - Rugby Road		1.4	6.36	0.58	A			0.9	4.55	0.47	A	
C - Gibbet Lane		0.6	18.54	0.38	C			0.3	11.67	0.26	B	
D - A5 (South)		2.7	11.82	0.74	B			1.6	7.53	0.62	A	
E - A426		0.7	4.43	0.41	A			2.3	8.71	0.70	A	
2026 WoD												
A - A5 (North)	D3	1.0	4.57	0.51	A	-7 % [D - A5 (South)]	D4	0.8	4.55	0.44	A	8 % [D - A5 (South)]
B - Rugby Road		0.9	4.89	0.47	A			1.1	4.92	0.52	A	
C - Gibbet Lane		2.3	31.47	0.71	D			0.4	12.52	0.28	B	
D - A5 (South)		35.0	99.08	1.03	F			4.6	16.47	0.83	C	
E - A426		0.4	3.67	0.28	A			1.7	7.43	0.63	A	
2026 WoDWS												
A - A5 (North)	D5	1.0	4.50	0.50	A	-7 % [D - A5 (South)]	D6	0.8	4.53	0.44	A	10 % [D - A5 (South)]
B - Rugby Road		0.9	4.82	0.47	A			1.1	4.99	0.52	A	
C - Gibbet Lane		2.1	28.71	0.69	D			0.4	12.75	0.29	B	
D - A5 (South)		30.8	89.06	1.02	F			4.1	14.85	0.81	B	
E - A426		0.4	3.60	0.26	A			1.6	7.16	0.62	A	
2026 WD												
A - A5 (North)	D7	1.0	4.49	0.51	A	-7 % [D - A5 (South)]	D8	0.9	4.81	0.47	A	4 % [D - A5 (South)]
B - Rugby Road		0.9	4.95	0.47	A			1.2	5.30	0.54	A	
C - Gibbet Lane		2.6	34.57	0.74	D			0.4	13.68	0.30	B	
D - A5 (South)		34.7	97.83	1.03	F			6.6	22.38	0.88	C	
E - A426		0.3	3.57	0.25	A			1.9	8.18	0.65	A	
2026 WoD												
A - A5 (North)	D9	0.9	4.32	0.47	A	-12 % [D - A5 (South)]	D10	1.1	5.80	0.52	A	-6 % [D - A5 (South)]
B - Rugby Road		1.0	5.13	0.50	A			1.5	6.38	0.61	A	
C - Gibbet Lane		13.9	126.12	1.00	F			1.3	25.45	0.57	D	
D - A5 (South)		72.9	193.23	1.12	F			26.2	77.57	1.01	F	
E - A426		0.7	4.40	0.40	A			2.7	10.49	0.74	B	
2026 WoDWS												
A - A5 (North)	D11	0.9	4.30	0.47	A	-12 % [D - A5 (South)]	D12	1.1	5.62	0.52	A	-5 % [D - A5 (South)]
B - Rugby Road		1.0	5.11	0.50	A			1.5	6.27	0.60	A	
C - Gibbet Lane		13.2	121.44	0.99	F			1.2	24.18	0.55	C	
D - A5 (South)		71.6	189.63	1.12	F			23.2	70.22	1.00	F	
E - A426		0.6	4.30	0.38	A			2.5	9.80	0.72	A	
2026 WD												
A - A5 (North)	D13	1.0	4.55	0.50	A	-14 % [C - Gibbet Lane]	D14	1.1	5.97	0.54	A	-7 % [D - A5 (South)]
B - Rugby Road		1.1	5.44	0.52	A			1.6	6.51	0.61	A	
C - Gibbet Lane		26.3	214.99	1.10	F			1.5	28.30	0.61	D	
D - A5 (South)		77.9	206.42	1.13	F			33.2	91.97	1.03	F	
E - A426		0.6	4.33	0.38	A			3.0	11.61	0.76	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.

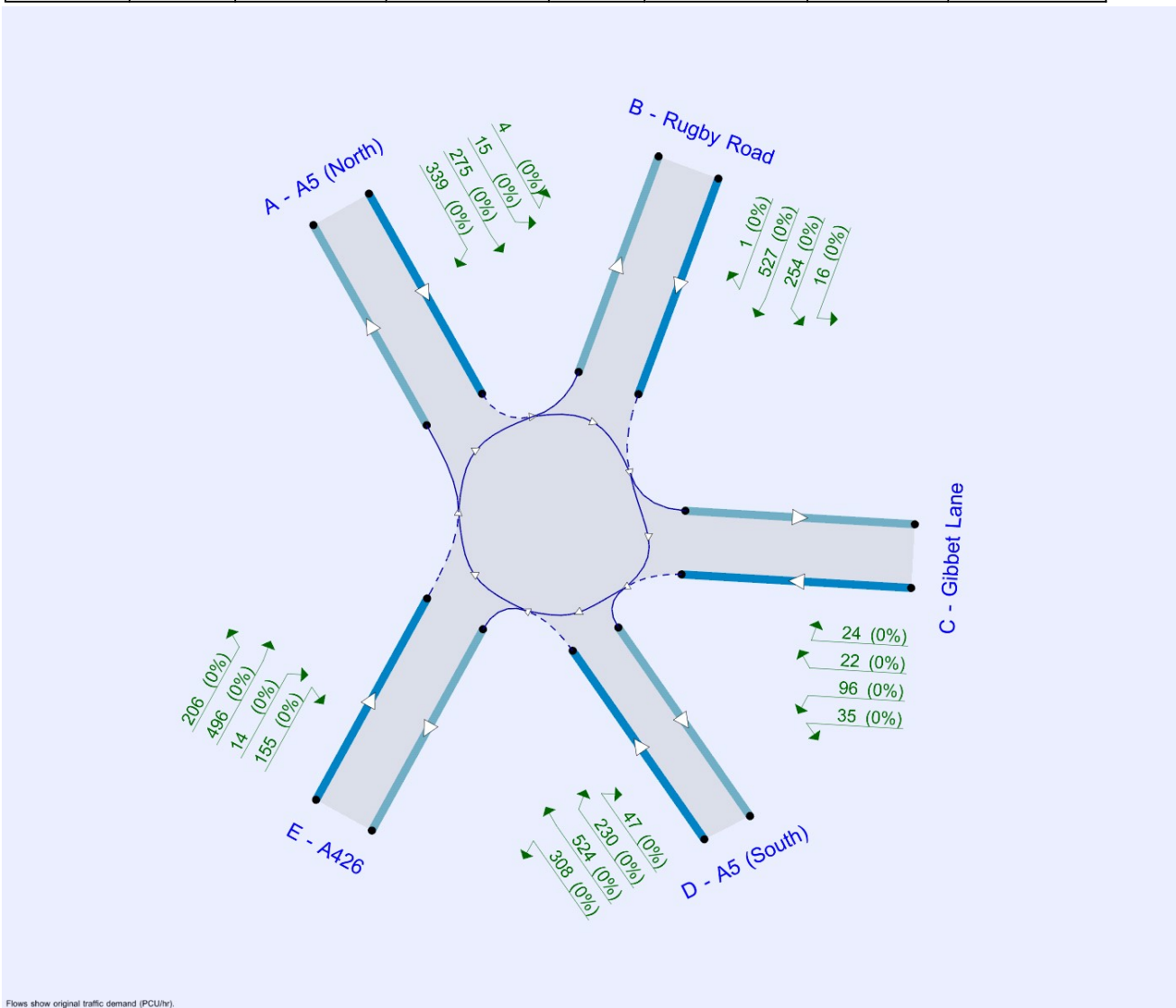
File summary

File Description

Title	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



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	2023	AM	Observed Flows	ONE HOUR	07:45	09:15	15	✓
D2	2023	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

2023, 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	7.84	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	12	C - Gibbet Lane	7.84	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	5.50	3.2	7.7	73.0	33.0		
D - A5 (South)	3.95	7.46	17.0	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	0.356	936
D - A5 (South)	0.510	1778
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	2023	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	✓	842	100.000
B - Rugby Road		ONE HOUR	✓	713	100.000
C - Gibbet Lane		ONE HOUR	✓	106	100.000
D - A5 (South)		ONE HOUR	✓	777	100.000
E - A426		ONE HOUR	✓	523	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	32	353	452
	B - Rugby Road	2	0	25	139	547
	C - Gibbet Lane	20	23	1	5	57
	D - A5 (South)	328	219	32	5	193
	E - A426	189	215	19	100	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)	0.61	6.19	1.6	A	773	1159
B - Rugby Road	0.58	6.36	1.4	A	654	981
C - Gibbet Lane	0.38	18.54	0.6	C	97	146
D - A5 (South)	0.74	11.82	2.7	B	713	1069
E - A426	0.41	4.43	0.7	A	480	720

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)	634	158	460	1621	0.391	631	404	0.0	0.6	3.627	A
B - Rugby Road	537	134	745	1545	0.347	535	346	0.0	0.5	3.554	A
C - Gibbet Lane	80	20	1198	510	0.156	79	82	0.0	0.2	8.335	A
D - A5 (South)	585	146	826	1357	0.431	582	451	0.0	0.8	4.630	A
E - A426	394	98	472	1502	0.262	392	936	0.0	0.4	3.239	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)	757	189	551	1574	0.481	756	484	0.6	0.9	4.394	A
B - Rugby Road	641	160	892	1464	0.438	640	415	0.5	0.8	4.365	A
C - Gibbet Lane	95	24	1434	426	0.224	95	98	0.2	0.3	10.851	B
D - A5 (South)	699	175	989	1273	0.549	697	540	0.8	1.2	6.224	A
E - A426	470	118	565	1454	0.323	470	1121	0.4	0.5	3.655	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)	927	232	673	1510	0.614	924	590	0.9	1.6	6.123	A
B - Rugby Road	785	196	1091	1353	0.580	783	506	0.8	1.4	6.288	A
C - Gibbet Lane	117	29	1754	312	0.374	116	120	0.3	0.6	18.175	C
D - A5 (South)	855	214	1209	1161	0.737	850	661	1.2	2.7	11.343	B
E - A426	576	144	689	1390	0.414	575	1370	0.5	0.7	4.411	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)	927	232	676	1508	0.615	927	593	1.6	1.6	6.188	A
B - Rugby Road	785	196	1094	1351	0.581	785	509	1.4	1.4	6.358	A
C - Gibbet Lane	117	29	1759	311	0.376	117	120	0.6	0.6	18.538	C
D - A5 (South)	855	214	1213	1159	0.738	855	663	2.7	2.7	11.819	B
E - A426	576	144	693	1388	0.415	576	1375	0.7	0.7	4.433	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)	757	189	555	1572	0.482	760	488	1.6	0.9	4.444	A
B - Rugby Road	641	160	897	1461	0.439	643	418	1.4	0.8	4.414	A
C - Gibbet Lane	95	24	1441	424	0.225	96	98	0.6	0.3	11.040	B
D - A5 (South)	699	175	995	1270	0.550	705	543	2.7	1.2	6.427	A
E - A426	470	118	571	1451	0.324	471	1128	0.7	0.5	3.680	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)	634	158	463	1620	0.391	635	407	0.9	0.6	3.659	A
B - Rugby Road	537	134	750	1543	0.348	538	349	0.8	0.5	3.587	A
C - Gibbet Lane	80	20	1205	508	0.157	80	82	0.3	0.2	8.428	A
D - A5 (South)	585	146	831	1354	0.432	587	454	1.2	0.8	4.705	A
E - A426	394	98	476	1500	0.263	394	942	0.5	0.4	3.259	A

2023, 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	6.84	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	24	E - A426	6.84	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	2023	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	✓	622	100.000
B - Rugby Road		ONE HOUR	✓	630	100.000
C - Gibbet Lane		ONE HOUR	✓	98	100.000
D - A5 (South)		ONE HOUR	✓	721	100.000
E - A426		ONE HOUR	✓	887	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	25	230	362
	B - Rugby Road	1	0	16	163	450
	C - Gibbet Lane	20	19	0	13	46
	D - A5 (South)	432	125	23	7	134
	E - A426	290	468	14	111	4

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)	0.48	4.91	0.9	A	571	856
B - Rugby Road	0.47	4.55	0.9	A	578	867
C - Gibbet Lane	0.26	11.67	0.3	B	90	135
D - A5 (South)	0.62	7.53	1.6	A	662	992
E - A426	0.70	8.71	2.3	A	814	1221

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)	468	117	578	1560	0.300	467	557	0.0	0.4	3.289	A
B - Rugby Road	474	119	582	1636	0.290	473	462	0.0	0.4	3.090	A
C - Gibbet Lane	74	18	996	582	0.127	73	58	0.0	0.1	7.067	A
D - A5 (South)	543	136	676	1433	0.379	540	393	0.0	0.6	4.023	A
E - A426	668	167	470	1503	0.444	665	747	0.0	0.8	4.277	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)	559	140	692	1500	0.373	559	667	0.4	0.6	3.821	A
B - Rugby Road	566	142	697	1572	0.360	566	554	0.4	0.6	3.574	A
C - Gibbet Lane	88	22	1192	512	0.172	88	70	0.1	0.2	8.475	A
D - A5 (South)	648	162	810	1365	0.475	647	470	0.6	0.9	5.007	A
E - A426	797	199	563	1455	0.548	796	894	0.8	1.2	5.446	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)	685	171	845	1420	0.482	684	815	0.6	0.9	4.880	A
B - Rugby Road	694	173	852	1486	0.467	692	676	0.6	0.9	4.538	A
C - Gibbet Lane	108	27	1459	417	0.258	107	86	0.2	0.3	11.587	B
D - A5 (South)	794	198	991	1272	0.624	791	575	0.9	1.6	7.433	A
E - A426	977	244	688	1391	0.702	972	1094	1.2	2.3	8.516	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)	685	171	849	1418	0.483	685	818	0.9	0.9	4.910	A
B - Rugby Road	694	173	854	1485	0.467	694	679	0.9	0.9	4.550	A
C - Gibbet Lane	108	27	1462	416	0.259	108	86	0.3	0.3	11.668	B
D - A5 (South)	794	198	993	1271	0.624	794	577	1.6	1.6	7.535	A
E - A426	977	244	690	1389	0.703	976	1097	2.3	2.3	8.709	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)	559	140	697	1498	0.373	560	671	0.9	0.6	3.846	A
B - Rugby Road	566	142	700	1571	0.361	568	558	0.9	0.6	3.595	A
C - Gibbet Lane	88	22	1197	511	0.173	89	70	0.3	0.2	8.541	A
D - A5 (South)	648	162	813	1363	0.475	651	473	1.6	0.9	5.077	A
E - A426	797	199	566	1453	0.549	802	898	2.3	1.2	5.563	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)	468	117	582	1558	0.301	469	561	0.6	0.4	3.310	A
B - Rugby Road	474	119	585	1634	0.290	475	466	0.6	0.4	3.108	A
C - Gibbet Lane	74	18	1001	580	0.127	74	59	0.2	0.1	7.116	A
D - A5 (South)	543	136	680	1431	0.379	544	395	0.9	0.6	4.063	A
E - A426	668	167	473	1501	0.445	669	751	1.2	0.8	4.336	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	40.98	E

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-7	D - A5 (South)	40.98	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
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	✓	733	100.000
B - Rugby Road		ONE HOUR	✓	599	100.000
C - Gibbet Lane		ONE HOUR	✓	255	100.000
D - A5 (South)		ONE HOUR	✓	1091	100.000
E - A426		ONE HOUR	✓	339	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	2	26	311	394
	B - Rugby Road	1	0	30	113	455
	C - Gibbet Lane	31	28	3	11	182
	D - A5 (South)	425	161	61	8	436
	E - A426	126	91	17	105	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)	0.51	4.57	1.0	A	673	1009
B - Rugby Road	0.47	4.89	0.9	A	550	824
C - Gibbet Lane	0.71	31.47	2.3	D	234	351
D - A5 (South)	1.03	99.08	35.0	F	1001	1502
E - A426	0.28	3.67	0.4	A	311	467

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)	552	138	355	1677	0.329	550	436	0.0	0.5	3.189	A
B - Rugby Road	451	113	694	1574	0.287	449	211	0.0	0.4	3.197	A
C - Gibbet Lane	192	48	1041	566	0.339	190	103	0.0	0.5	9.516	A
D - A5 (South)	821	205	819	1360	0.604	815	411	0.0	1.5	6.542	A
E - A426	255	64	536	1469	0.174	254	1098	0.0	0.2	2.963	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)	659	165	424	1640	0.402	658	521	0.5	0.7	3.665	A
B - Rugby Road	538	135	830	1498	0.359	538	252	0.4	0.6	3.747	A
C - Gibbet Lane	229	57	1245	493	0.465	228	123	0.5	0.8	13.486	B
D - A5 (South)	981	245	981	1277	0.768	974	492	1.5	3.1	11.628	B
E - A426	305	76	641	1415	0.215	304	1314	0.2	0.3	3.242	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)	807	202	505	1598	0.505	806	612	0.7	1.0	4.536	A
B - Rugby Road	660	165	1012	1397	0.472	658	299	0.6	0.9	4.864	A
C - Gibbet Lane	281	70	1524	394	0.712	275	146	0.8	2.2	28.961	D
D - A5 (South)	1201	300	1197	1167	1.029	1126	602	3.1	22.0	52.422	F
E - A426	373	93	744	1362	0.274	373	1579	0.3	0.4	3.638	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)	807	202	511	1595	0.506	807	622	1.0	1.0	4.569	A
B - Rugby Road	660	165	1015	1395	0.473	659	303	0.9	0.9	4.893	A
C - Gibbet Lane	281	70	1527	393	0.714	280	148	2.2	2.3	31.470	D
D - A5 (South)	1201	300	1204	1164	1.032	1150	603	22.0	35.0	99.084	F
E - A426	373	93	759	1354	0.276	373	1594	0.4	0.4	3.670	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)	659	165	453	1625	0.406	660	574	1.0	0.7	3.738	A
B - Rugby Road	538	135	841	1492	0.361	540	273	0.9	0.6	3.787	A
C - Gibbet Lane	229	57	1250	492	0.466	235	130	2.3	0.9	14.324	B
D - A5 (South)	981	245	991	1273	0.771	1106	495	35.0	3.7	34.963	D
E - A426	305	76	722	1373	0.222	305	1375	0.4	0.3	3.374	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)	552	138	359	1674	0.330	553	442	0.7	0.5	3.212	A
B - Rugby Road	451	113	698	1572	0.287	452	214	0.6	0.4	3.215	A
C - Gibbet Lane	192	48	1046	564	0.340	193	104	0.9	0.5	9.743	A
D - A5 (South)	821	205	826	1357	0.605	830	413	3.7	1.6	6.937	A
E - A426	255	64	546	1464	0.174	256	1110	0.3	0.2	2.981	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	8	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	✓	563	100.000
B - Rugby Road		ONE HOUR	✓	706	100.000
C - Gibbet Lane		ONE HOUR	✓	104	100.000
D - A5 (South)		ONE HOUR	✓	940	100.000
E - A426		ONE HOUR	✓	758	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	19	205	335
	B - Rugby Road	1	0	15	183	507
	C - Gibbet Lane	22	16	0	12	54
	D - A5 (South)	500	169	32	12	227
	E - A426	205	419	12	118	4

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)	0.44	4.55	0.8	A	517	775
B - Rugby Road	0.52	4.92	1.1	A	648	972
C - Gibbet Lane	0.28	12.52	0.4	B	95	143
D - A5 (South)	0.83	16.47	4.6	C	863	1294
E - A426	0.63	7.43	1.7	A	696	1043

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)	424	106	586	1556	0.272	422	545	0.0	0.4	3.172	A
B - Rugby Road	532	133	553	1652	0.322	530	456	0.0	0.5	3.200	A
C - Gibbet Lane	78	20	1024	572	0.137	78	58	0.0	0.2	7.270	A
D - A5 (South)	708	177	704	1419	0.499	704	397	0.0	1.0	5.008	A
E - A426	571	143	563	1455	0.392	568	845	0.0	0.6	4.048	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)	506	127	701	1495	0.339	506	653	0.4	0.5	3.636	A
B - Rugby Road	635	159	662	1592	0.399	634	545	0.5	0.7	3.752	A
C - Gibbet Lane	93	23	1226	500	0.187	93	70	0.2	0.2	8.832	A
D - A5 (South)	845	211	843	1348	0.627	842	476	1.0	1.6	7.085	A
E - A426	681	170	674	1398	0.488	680	1011	0.6	0.9	5.009	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)	620	155	856	1414	0.438	619	795	0.5	0.8	4.522	A
B - Rugby Road	777	194	809	1510	0.515	776	666	0.7	1.0	4.896	A
C - Gibbet Lane	115	29	1500	403	0.284	114	85	0.2	0.4	12.420	B
D - A5 (South)	1035	259	1032	1252	0.827	1024	582	1.6	4.4	15.143	C
E - A426	835	209	820	1323	0.631	832	1236	0.9	1.7	7.287	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)	620	155	861	1412	0.439	620	801	0.8	0.8	4.546	A
B - Rugby Road	777	194	811	1509	0.515	777	669	1.0	1.1	4.922	A
C - Gibbet Lane	115	29	1503	402	0.285	114	86	0.4	0.4	12.522	B
D - A5 (South)	1035	259	1034	1251	0.828	1034	583	4.4	4.6	16.473	C
E - A426	835	209	827	1319	0.633	834	1241	1.7	1.7	7.430	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)	506	127	708	1492	0.339	507	661	0.8	0.5	3.659	A
B - Rugby Road	635	159	665	1590	0.399	636	550	1.1	0.7	3.778	A
C - Gibbet Lane	93	23	1230	499	0.187	94	71	0.4	0.2	8.910	A
D - A5 (South)	845	211	846	1346	0.628	856	478	4.6	1.7	7.516	A
E - A426	681	170	685	1392	0.489	684	1018	1.7	1.0	5.108	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)	424	106	590	1553	0.273	424	550	0.5	0.4	3.189	A
B - Rugby Road	532	133	556	1651	0.322	532	459	0.7	0.5	3.220	A
C - Gibbet Lane	78	20	1029	570	0.137	79	59	0.2	0.2	7.326	A
D - A5 (South)	708	177	708	1417	0.500	711	400	1.7	1.0	5.117	A
E - A426	571	143	568	1452	0.393	572	850	1.0	0.7	4.095	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	37.40	E

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-7	D - A5 (South)	37.40	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
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	✓	726	100.000
B - Rugby Road		ONE HOUR	✓	594	100.000
C - Gibbet Lane		ONE HOUR	✓	250	100.000
D - A5 (South)		ONE HOUR	✓	1089	100.000
E - A426		ONE HOUR	✓	321	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	1	25	313	387
	B - Rugby Road	1	0	30	115	448
	C - Gibbet Lane	31	28	3	11	177
	D - A5 (South)	421	159	63	8	438
	E - A426	118	87	16	100	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)	0.50	4.50	1.0	A	666	999
B - Rugby Road	0.47	4.82	0.9	A	545	818
C - Gibbet Lane	0.69	28.71	2.1	D	229	344
D - A5 (South)	1.02	89.06	30.8	F	999	1499
E - A426	0.26	3.60	0.4	A	295	442

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)	547	137	347	1681	0.325	545	427	0.0	0.5	3.163	A
B - Rugby Road	447	112	686	1578	0.283	446	206	0.0	0.4	3.174	A
C - Gibbet Lane	188	47	1029	570	0.330	186	103	0.0	0.5	9.329	A
D - A5 (South)	820	205	805	1367	0.600	814	410	0.0	1.5	6.443	A
E - A426	242	60	534	1470	0.164	241	1086	0.0	0.2	2.927	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)	653	163	416	1645	0.397	652	511	0.5	0.7	3.624	A
B - Rugby Road	534	133	821	1503	0.355	533	246	0.4	0.5	3.711	A
C - Gibbet Lane	225	56	1232	498	0.451	223	123	0.5	0.8	13.042	B
D - A5 (South)	979	245	964	1286	0.761	973	491	1.5	3.0	11.269	B
E - A426	289	72	638	1416	0.204	288	1299	0.2	0.3	3.191	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)	799	200	496	1603	0.499	798	602	0.7	1.0	4.465	A
B - Rugby Road	654	164	1001	1403	0.466	653	292	0.5	0.9	4.792	A
C - Gibbet Lane	275	69	1507	400	0.688	270	147	0.8	2.0	26.783	D
D - A5 (South)	1199	300	1177	1177	1.018	1131	601	3.0	20.1	48.807	E
E - A426	353	88	744	1362	0.260	353	1564	0.3	0.3	3.569	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)	799	200	502	1600	0.500	799	612	1.0	1.0	4.497	A
B - Rugby Road	654	164	1005	1401	0.467	654	296	0.9	0.9	4.818	A
C - Gibbet Lane	275	69	1510	399	0.689	275	148	2.0	2.1	28.708	D
D - A5 (South)	1199	300	1183	1174	1.021	1156	602	20.1	30.8	89.059	F
E - A426	353	88	760	1353	0.261	353	1579	0.3	0.4	3.600	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)	653	163	441	1631	0.400	654	556	1.0	0.7	3.686	A
B - Rugby Road	534	133	831	1498	0.357	535	264	0.9	0.6	3.747	A
C - Gibbet Lane	225	56	1237	497	0.453	230	130	2.1	0.8	13.738	B
D - A5 (South)	979	245	973	1282	0.764	1088	494	30.8	3.5	28.085	D
E - A426	289	72	708	1380	0.209	289	1353	0.4	0.3	3.302	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)	547	137	351	1678	0.326	547	433	0.7	0.5	3.183	A
B - Rugby Road	447	112	690	1576	0.284	448	208	0.6	0.4	3.194	A
C - Gibbet Lane	188	47	1034	568	0.331	190	104	0.8	0.5	9.534	A
D - A5 (South)	820	205	812	1364	0.601	828	412	3.5	1.5	6.806	A
E - A426	242	60	543	1466	0.165	242	1097	0.3	0.2	2.942	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	10	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	✓	572	100.000
B - Rugby Road		ONE HOUR	✓	709	100.000
C - Gibbet Lane		ONE HOUR	✓	104	100.000
D - A5 (South)		ONE HOUR	✓	931	100.000
E - A426		ONE HOUR	✓	740	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	20	223	325
	B - Rugby Road	1	0	15	200	493
	C - Gibbet Lane	22	16	0	14	52
	D - A5 (South)	508	163	31	13	216
	E - A426	204	401	12	119	4

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)	0.44	4.53	0.8	A	525	787
B - Rugby Road	0.52	4.99	1.1	A	651	976
C - Gibbet Lane	0.29	12.75	0.4	B	95	143
D - A5 (South)	0.81	14.85	4.1	B	854	1281
E - A426	0.62	7.16	1.6	A	679	1019

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)	431	108	569	1565	0.275	429	550	0.0	0.4	3.166	A
B - Rugby Road	534	133	560	1648	0.324	532	438	0.0	0.5	3.219	A
C - Gibbet Lane	78	20	1034	569	0.138	78	58	0.0	0.2	7.321	A
D - A5 (South)	701	175	685	1429	0.491	697	427	0.0	1.0	4.895	A
E - A426	557	139	564	1454	0.383	555	817	0.0	0.6	3.992	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)	514	129	681	1506	0.341	514	659	0.4	0.5	3.626	A
B - Rugby Road	637	159	671	1587	0.402	637	524	0.5	0.7	3.784	A
C - Gibbet Lane	93	23	1237	496	0.188	93	70	0.2	0.2	8.923	A
D - A5 (South)	837	209	820	1360	0.615	834	511	1.0	1.6	6.819	A
E - A426	665	166	676	1397	0.476	664	978	0.6	0.9	4.898	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)	630	157	832	1427	0.441	629	803	0.5	0.8	4.504	A
B - Rugby Road	781	195	820	1504	0.519	779	640	0.7	1.1	4.958	A
C - Gibbet Lane	115	29	1514	398	0.288	114	85	0.2	0.4	12.641	B
D - A5 (South)	1025	256	1003	1266	0.809	1016	625	1.6	3.9	13.861	B
E - A426	815	204	823	1321	0.617	812	1196	0.9	1.6	7.034	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)	630	157	835	1425	0.442	630	809	0.8	0.8	4.527	A
B - Rugby Road	781	195	822	1502	0.520	781	643	1.1	1.1	4.987	A
C - Gibbet Lane	115	29	1517	397	0.289	114	86	0.4	0.4	12.747	B
D - A5 (South)	1025	256	1005	1265	0.810	1024	626	3.9	4.1	14.851	B
E - A426	815	204	830	1317	0.618	815	1200	1.6	1.6	7.157	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)	514	129	687	1503	0.342	515	667	0.8	0.5	3.650	A
B - Rugby Road	637	159	674	1585	0.402	639	528	1.1	0.7	3.809	A
C - Gibbet Lane	93	23	1242	495	0.189	94	71	0.4	0.2	9.002	A
D - A5 (South)	837	209	823	1358	0.616	847	513	4.1	1.6	7.170	A
E - A426	665	166	686	1392	0.478	668	984	1.6	0.9	4.991	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)	431	108	573	1562	0.276	431	555	0.5	0.4	3.185	A
B - Rugby Road	534	133	563	1647	0.324	535	441	0.7	0.5	3.238	A
C - Gibbet Lane	78	20	1039	567	0.138	79	59	0.2	0.2	7.379	A
D - A5 (South)	701	175	688	1427	0.491	704	429	1.6	1.0	4.997	A
E - A426	557	139	570	1451	0.384	558	822	0.9	0.6	4.037	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	41.16	E

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-7	D - A5 (South)	41.16	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
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	✓	753	100.000
B - Rugby Road		ONE HOUR	✓	597	100.000
C - Gibbet Lane		ONE HOUR	✓	263	100.000
D - A5 (South)		ONE HOUR	✓	1099	100.000
E - A426		ONE HOUR	✓	301	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	1	30	346	376
	B - Rugby Road	1	0	29	119	448
	C - Gibbet Lane	36	27	4	11	185
	D - A5 (South)	468	126	70	10	425
	E - A426	126	69	14	92	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)	0.51	4.49	1.0	A	691	1036
B - Rugby Road	0.47	4.95	0.9	A	548	822
C - Gibbet Lane	0.74	34.57	2.6	D	241	362
D - A5 (South)	1.03	97.83	34.7	F	1008	1513
E - A426	0.25	3.57	0.3	A	276	414

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)	567	142	308	1701	0.333	565	472	0.0	0.5	3.163	A
B - Rugby Road	449	112	706	1567	0.287	448	167	0.0	0.4	3.213	A
C - Gibbet Lane	198	50	1044	565	0.350	196	110	0.0	0.5	9.700	A
D - A5 (South)	827	207	807	1366	0.605	821	434	0.0	1.5	6.533	A
E - A426	227	57	554	1459	0.155	226	1074	0.0	0.2	2.917	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)	677	169	369	1669	0.406	676	564	0.5	0.7	3.623	A
B - Rugby Road	537	134	846	1490	0.360	536	200	0.4	0.6	3.774	A
C - Gibbet Lane	236	59	1250	492	0.481	235	132	0.5	0.9	13.931	B
D - A5 (South)	988	247	966	1285	0.769	981	519	1.5	3.2	11.603	B
E - A426	271	68	663	1404	0.193	270	1285	0.2	0.2	3.176	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)	829	207	439	1633	0.508	828	662	0.7	1.0	4.464	A
B - Rugby Road	657	164	1030	1387	0.474	656	236	0.6	0.9	4.916	A
C - Gibbet Lane	290	72	1529	393	0.738	283	157	0.9	2.5	31.290	D
D - A5 (South)	1210	303	1178	1177	1.028	1135	634	3.2	21.9	51.876	F
E - A426	331	83	769	1349	0.246	331	1544	0.2	0.3	3.538	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)	829	207	444	1630	0.509	829	673	1.0	1.0	4.494	A
B - Rugby Road	657	164	1033	1385	0.475	657	240	0.9	0.9	4.946	A
C - Gibbet Lane	290	72	1532	392	0.740	289	159	2.5	2.6	34.572	D
D - A5 (South)	1210	303	1185	1173	1.031	1159	636	21.9	34.7	97.827	F
E - A426	331	83	785	1340	0.247	331	1559	0.3	0.3	3.567	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)	677	169	395	1656	0.409	678	621	1.0	0.7	3.689	A
B - Rugby Road	537	134	857	1483	0.362	538	215	0.9	0.6	3.817	A
C - Gibbet Lane	236	59	1255	490	0.483	243	140	2.6	1.0	14.956	B
D - A5 (South)	988	247	976	1280	0.772	1112	522	34.7	3.7	34.525	D
E - A426	271	68	745	1361	0.199	271	1344	0.3	0.2	3.304	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)	567	142	312	1699	0.334	568	479	0.7	0.5	3.186	A
B - Rugby Road	449	112	711	1565	0.287	450	169	0.6	0.4	3.233	A
C - Gibbet Lane	198	50	1049	563	0.352	200	111	1.0	0.6	9.947	A
D - A5 (South)	827	207	813	1363	0.607	836	436	3.7	1.6	6.936	A
E - A426	227	57	564	1454	0.156	227	1085	0.2	0.2	2.935	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	11.57	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	4	D - A5 (South)	11.57	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	✓	597	100.000
B - Rugby Road		ONE HOUR	✓	734	100.000
C - Gibbet Lane		ONE HOUR	✓	104	100.000
D - A5 (South)		ONE HOUR	✓	1016	100.000
E - A426		ONE HOUR	✓	753	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	19	268	306
	B - Rugby Road	1	0	16	220	497
	C - Gibbet Lane	22	17	0	13	52
	D - A5 (South)	577	176	31	17	215
	E - A426	202	421	12	114	4

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)	0.47	4.81	0.9	A	548	822
B - Rugby Road	0.54	5.30	1.2	A	674	1010
C - Gibbet Lane	0.30	13.68	0.4	B	95	143
D - A5 (South)	0.88	22.38	6.6	C	932	1398
E - A426	0.65	8.18	1.9	A	691	1036

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)	449	112	593	1552	0.290	448	600	0.0	0.4	3.257	A
B - Rugby Road	553	138	578	1638	0.337	551	463	0.0	0.5	3.304	A
C - Gibbet Lane	78	20	1070	556	0.141	78	58	0.0	0.2	7.521	A
D - A5 (South)	765	191	674	1434	0.533	760	474	0.0	1.1	5.309	A
E - A426	567	142	629	1421	0.399	564	805	0.0	0.7	4.191	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)	537	134	710	1490	0.360	536	719	0.4	0.6	3.770	A
B - Rugby Road	660	165	692	1575	0.419	659	554	0.5	0.7	3.927	A
C - Gibbet Lane	93	23	1281	481	0.194	93	70	0.2	0.2	9.281	A
D - A5 (South)	913	228	807	1366	0.669	910	567	1.1	2.0	7.832	A
E - A426	677	169	753	1357	0.499	676	964	0.7	1.0	5.275	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)	657	164	866	1409	0.467	656	873	0.6	0.9	4.773	A
B - Rugby Road	808	202	846	1489	0.543	806	676	0.7	1.2	5.259	A
C - Gibbet Lane	115	29	1567	379	0.302	114	85	0.2	0.4	13.537	B
D - A5 (South)	1119	280	987	1274	0.878	1102	694	2.0	6.1	19.295	C
E - A426	829	207	913	1275	0.650	826	1177	1.0	1.8	7.960	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)	657	164	871	1406	0.467	657	882	0.9	0.9	4.807	A
B - Rugby Road	808	202	849	1488	0.543	808	680	1.2	1.2	5.296	A
C - Gibbet Lane	115	29	1571	378	0.303	114	86	0.4	0.4	13.676	B
D - A5 (South)	1119	280	990	1273	0.879	1117	696	6.1	6.6	22.377	C
E - A426	829	207	924	1269	0.654	829	1182	1.8	1.9	8.181	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)	537	134	719	1486	0.361	538	732	0.9	0.6	3.800	A
B - Rugby Road	660	165	696	1573	0.420	662	561	1.2	0.7	3.959	A
C - Gibbet Lane	93	23	1287	479	0.195	94	71	0.4	0.2	9.380	A
D - A5 (South)	913	228	811	1364	0.669	931	570	6.6	2.1	8.643	A
E - A426	677	169	771	1348	0.502	680	972	1.9	1.0	5.418	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)	449	112	598	1549	0.290	450	606	0.6	0.4	3.276	A
B - Rugby Road	553	138	581	1636	0.338	553	467	0.7	0.5	3.328	A
C - Gibbet Lane	78	20	1076	554	0.141	79	59	0.2	0.2	7.581	A
D - A5 (South)	765	191	678	1432	0.534	769	477	2.1	1.2	5.454	A
E - A426	567	142	636	1417	0.400	568	810	1.0	0.7	4.248	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	82.32	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-12	D - A5 (South)	82.32	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
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	✓	660	100.000
B - Rugby Road		ONE HOUR	✓	638	100.000
C - Gibbet Lane		ONE HOUR	✓	365	100.000
D - A5 (South)		ONE HOUR	✓	1107	100.000
E - A426		ONE HOUR	✓	488	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	1	32	245	382
	B - Rugby Road	1	0	30	101	506
	C - Gibbet Lane	46	36	6	10	267
	D - A5 (South)	463	118	87	6	433
	E - A426	191	138	33	126	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)	0.47	4.32	0.9	A	606	908
B - Rugby Road	0.50	5.13	1.0	A	585	878
C - Gibbet Lane	1.00	126.12	13.9	F	335	502
D - A5 (South)	1.12	193.23	72.9	F	1016	1524
E - A426	0.40	4.40	0.7	A	448	672

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)	497	124	412	1647	0.302	495	524	0.0	0.4	3.122	A
B - Rugby Road	480	120	688	1577	0.304	479	219	0.0	0.4	3.270	A
C - Gibbet Lane	275	69	1025	572	0.481	271	141	0.0	0.9	11.846	B
D - A5 (South)	833	208	931	1303	0.640	826	366	0.0	1.7	7.449	A
E - A426	367	92	569	1452	0.253	366	1188	0.0	0.3	3.311	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)	593	148	492	1605	0.370	593	625	0.4	0.6	3.555	A
B - Rugby Road	574	143	823	1502	0.382	573	262	0.4	0.6	3.871	A
C - Gibbet Lane	328	82	1227	500	0.656	325	168	0.9	1.8	20.129	C
D - A5 (South)	995	249	1114	1210	0.823	985	438	1.7	4.2	15.384	C
E - A426	439	110	679	1395	0.314	438	1420	0.3	0.5	3.759	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)	727	182	575	1562	0.465	726	709	0.6	0.9	4.301	A
B - Rugby Road	702	176	996	1406	0.500	701	304	0.6	1.0	5.097	A
C - Gibbet Lane	402	100	1502	402	0.999	370	195	1.8	9.7	76.893	F
D - A5 (South)	1219	305	1337	1096	1.112	1078	535	4.2	39.4	85.133	F
E - A426	537	134	747	1360	0.395	537	1668	0.5	0.6	4.367	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)	727	182	578	1560	0.466	727	714	0.9	0.9	4.321	A
B - Rugby Road	702	176	998	1405	0.500	702	307	1.0	1.0	5.126	A
C - Gibbet Lane	402	100	1504	401	1.001	385	196	9.7	13.9	126.116	F
D - A5 (South)	1219	305	1353	1088	1.121	1085	536	39.4	72.9	193.235	F
E - A426	537	134	755	1356	0.396	537	1684	0.6	0.7	4.395	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)	593	148	533	1583	0.375	594	708	0.9	0.6	3.646	A
B - Rugby Road	574	143	841	1492	0.384	575	287	1.0	0.6	3.932	A
C - Gibbet Lane	328	82	1232	498	0.659	375	183	13.9	2.1	38.527	E
D - A5 (South)	995	249	1166	1183	0.841	1167	442	72.9	29.9	161.292	F
E - A426	439	110	802	1332	0.329	439	1531	0.7	0.5	4.036	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)	497	124	436	1634	0.304	498	575	0.6	0.4	3.171	A
B - Rugby Road	480	120	701	1570	0.306	481	233	0.6	0.4	3.307	A
C - Gibbet Lane	275	69	1031	570	0.482	279	151	2.1	1.0	12.588	B
D - A5 (South)	833	208	942	1297	0.642	946	369	29.9	1.9	14.003	B
E - A426	367	92	644	1413	0.260	368	1244	0.5	0.4	3.444	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	30.07	D

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-6	D - A5 (South)	30.07	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
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	✓	623	100.000
B - Rugby Road		ONE HOUR	✓	787	100.000
C - Gibbet Lane		ONE HOUR	✓	168	100.000
D - A5 (South)		ONE HOUR	✓	1088	100.000
E - A426		ONE HOUR	✓	875	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	15	246	359
	B - Rugby Road	1	0	17	220	549
	C - Gibbet Lane	22	20	0	33	93
	D - A5 (South)	469	220	49	15	335
	E - A426	207	485	13	166	4

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)	0.52	5.80	1.1	A	572	858
B - Rugby Road	0.61	6.38	1.5	A	722	1083
C - Gibbet Lane	0.57	25.45	1.3	D	154	231
D - A5 (South)	1.01	77.57	26.2	F	998	1498
E - A426	0.74	10.49	2.7	B	803	1204

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)	469	117	728	1481	0.317	467	523	0.0	0.5	3.543	A
B - Rugby Road	592	148	650	1598	0.371	590	545	0.0	0.6	3.563	A
C - Gibbet Lane	126	32	1170	520	0.243	125	70	0.0	0.3	9.081	A
D - A5 (South)	819	205	785	1377	0.595	813	510	0.0	1.4	6.321	A
E - A426	659	165	595	1439	0.458	655	1004	0.0	0.8	4.578	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)	560	140	871	1406	0.398	559	625	0.5	0.7	4.246	A
B - Rugby Road	707	177	778	1527	0.463	706	652	0.6	0.9	4.381	A
C - Gibbet Lane	151	38	1400	438	0.344	150	84	0.3	0.5	12.456	B
D - A5 (South)	978	245	940	1298	0.753	972	610	1.4	2.9	10.845	B
E - A426	787	197	711	1378	0.571	785	1201	0.8	1.3	6.043	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)	686	171	1050	1312	0.523	684	742	0.7	1.1	5.715	A
B - Rugby Road	867	217	948	1432	0.605	864	786	0.9	1.5	6.303	A
C - Gibbet Lane	185	46	1712	328	0.564	182	101	0.5	1.2	24.277	C
D - A5 (South)	1198	299	1149	1192	1.005	1138	745	2.9	17.9	44.583	E
E - A426	963	241	834	1315	0.733	958	1453	1.3	2.6	9.937	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)	686	171	1061	1307	0.525	686	755	1.1	1.1	5.798	A
B - Rugby Road	867	217	952	1430	0.606	866	795	1.5	1.5	6.385	A
C - Gibbet Lane	185	46	1717	326	0.568	185	102	1.2	1.3	25.448	D
D - A5 (South)	1198	299	1154	1189	1.007	1165	748	17.9	26.2	77.569	F
E - A426	963	241	853	1305	0.738	963	1465	2.6	2.7	10.491	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)	560	140	902	1390	0.403	562	669	1.1	0.7	4.356	A
B - Rugby Road	707	177	788	1522	0.465	710	676	1.5	0.9	4.450	A
C - Gibbet Lane	151	38	1409	435	0.347	154	89	1.3	0.5	12.920	B
D - A5 (South)	978	245	947	1295	0.755	1070	616	26.2	3.3	22.103	C
E - A426	787	197	780	1343	0.586	792	1237	2.7	1.4	6.588	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)	469	117	736	1477	0.318	470	530	0.7	0.5	3.575	A
B - Rugby Road	592	148	654	1596	0.371	594	551	0.9	0.6	3.597	A
C - Gibbet Lane	126	32	1177	518	0.244	127	71	0.5	0.3	9.241	A
D - A5 (South)	819	205	791	1374	0.596	826	513	3.3	1.5	6.649	A
E - A426	659	165	604	1434	0.460	661	1013	1.4	0.9	4.673	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	80.87	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-12	D - A5 (South)	80.87	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
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	✓	662	100.000
B - Rugby Road		ONE HOUR	✓	639	100.000
C - Gibbet Lane		ONE HOUR	✓	363	100.000
D - A5 (South)		ONE HOUR	✓	1108	100.000
E - A426		ONE HOUR	✓	472	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	1	34	250	377
	B - Rugby Road	1	0	30	103	505
	C - Gibbet Lane	46	36	5	10	266
	D - A5 (South)	462	117	87	6	436
	E - A426	186	133	29	124	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)	0.47	4.30	0.9	A	607	911
B - Rugby Road	0.50	5.11	1.0	A	586	880
C - Gibbet Lane	0.99	121.44	13.2	F	333	500
D - A5 (South)	1.12	189.63	71.6	F	1017	1525
E - A426	0.38	4.30	0.6	A	433	650

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)	498	125	402	1652	0.302	497	519	0.0	0.4	3.112	A
B - Rugby Road	481	120	684	1580	0.305	479	215	0.0	0.4	3.266	A
C - Gibbet Lane	273	68	1025	572	0.478	270	138	0.0	0.9	11.780	B
D - A5 (South)	834	209	925	1306	0.639	827	370	0.0	1.7	7.413	A
E - A426	355	89	567	1453	0.245	354	1185	0.0	0.3	3.274	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)	595	149	480	1611	0.369	595	620	0.4	0.6	3.540	A
B - Rugby Road	574	144	818	1505	0.382	574	256	0.4	0.6	3.864	A
C - Gibbet Lane	326	82	1227	500	0.652	323	165	0.9	1.8	19.911	C
D - A5 (South)	996	249	1107	1213	0.821	986	443	1.7	4.2	15.224	C
E - A426	424	106	676	1397	0.304	424	1417	0.3	0.4	3.699	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)	729	182	561	1569	0.465	728	703	0.6	0.9	4.276	A
B - Rugby Road	704	176	991	1409	0.499	702	298	0.6	1.0	5.084	A
C - Gibbet Lane	400	100	1501	403	0.992	369	192	1.8	9.4	74.997	F
D - A5 (South)	1220	305	1329	1100	1.109	1081	540	4.2	38.8	83.836	F
E - A426	520	130	745	1361	0.382	519	1665	0.4	0.6	4.272	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)	729	182	565	1567	0.465	729	709	0.9	0.9	4.296	A
B - Rugby Road	704	176	993	1408	0.500	704	301	1.0	1.0	5.113	A
C - Gibbet Lane	400	100	1503	402	0.995	384	193	9.4	13.2	121.436	F
D - A5 (South)	1220	305	1346	1091	1.118	1089	542	38.8	71.6	189.628	F
E - A426	520	130	753	1357	0.383	520	1681	0.6	0.6	4.300	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)	595	149	521	1589	0.374	596	704	0.9	0.6	3.627	A
B - Rugby Road	574	144	836	1495	0.384	576	281	1.0	0.6	3.924	A
C - Gibbet Lane	326	82	1232	498	0.655	371	181	13.2	2.0	36.491	E
D - A5 (South)	996	249	1156	1188	0.838	1172	446	71.6	27.7	155.660	F
E - A426	424	106	800	1333	0.318	425	1528	0.6	0.5	3.968	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)	498	125	425	1640	0.304	499	567	0.6	0.4	3.158	A
B - Rugby Road	481	120	696	1573	0.306	482	228	0.6	0.4	3.301	A
C - Gibbet Lane	273	68	1030	570	0.480	278	148	2.0	0.9	12.499	B
D - A5 (South)	834	209	936	1301	0.641	938	372	27.7	1.8	13.114	B
E - A426	355	89	636	1417	0.251	356	1237	0.5	0.3	3.392	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	27.59	D

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-5	D - A5 (South)	27.59	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
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	✓	622	100.000
B - Rugby Road		ONE HOUR	✓	788	100.000
C - Gibbet Lane		ONE HOUR	✓	164	100.000
D - A5 (South)		ONE HOUR	✓	1082	100.000
E - A426		ONE HOUR	✓	850	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	15	250	353
	B - Rugby Road	1	0	14	225	548
	C - Gibbet Lane	21	21	0	31	91
	D - A5 (South)	481	217	42	15	327
	E - A426	206	471	13	156	4

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)	0.52	5.62	1.1	A	571	856
B - Rugby Road	0.60	6.27	1.5	A	723	1085
C - Gibbet Lane	0.55	24.18	1.2	C	150	226
D - A5 (South)	1.00	70.22	23.2	F	993	1489
E - A426	0.72	9.80	2.5	A	780	1170

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)	468	117	703	1494	0.313	466	530	0.0	0.5	3.496	A
B - Rugby Road	593	148	636	1606	0.369	591	534	0.0	0.6	3.538	A
C - Gibbet Lane	123	31	1164	523	0.236	122	63	0.0	0.3	8.968	A
D - A5 (South)	815	204	779	1381	0.590	809	507	0.0	1.4	6.235	A
E - A426	640	160	597	1438	0.445	637	991	0.0	0.8	4.476	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)	559	140	841	1422	0.393	558	634	0.5	0.6	4.166	A
B - Rugby Road	708	177	761	1537	0.461	707	639	0.6	0.8	4.336	A
C - Gibbet Lane	147	37	1393	441	0.334	147	75	0.3	0.5	12.201	B
D - A5 (South)	973	243	932	1302	0.747	967	607	1.4	2.8	10.560	B
E - A426	764	191	713	1377	0.555	762	1186	0.8	1.2	5.836	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)	685	171	1016	1330	0.515	683	755	0.6	1.0	5.550	A
B - Rugby Road	868	217	928	1444	0.601	865	771	0.8	1.5	6.196	A
C - Gibbet Lane	181	45	1703	331	0.546	178	90	0.5	1.1	23.189	C
D - A5 (South)	1191	298	1139	1197	0.995	1137	742	2.8	16.4	41.807	E
E - A426	936	234	840	1312	0.713	931	1436	1.2	2.4	9.336	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)	685	171	1027	1325	0.517	685	768	1.0	1.1	5.624	A
B - Rugby Road	868	217	932	1441	0.602	868	779	1.5	1.5	6.271	A
C - Gibbet Lane	181	45	1708	329	0.549	180	91	1.1	1.2	24.181	C
D - A5 (South)	1191	298	1144	1194	0.997	1164	745	16.4	23.2	70.218	F
E - A426	936	234	860	1302	0.719	935	1448	2.4	2.5	9.804	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)	559	140	868	1408	0.397	561	674	1.1	0.7	4.257	A
B - Rugby Road	708	177	769	1532	0.462	711	660	1.5	0.9	4.398	A
C - Gibbet Lane	147	37	1401	438	0.337	150	79	1.2	0.5	12.610	B
D - A5 (South)	973	243	939	1299	0.749	1053	612	23.2	3.2	19.124	C
E - A426	764	191	774	1346	0.568	769	1218	2.5	1.3	6.285	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)	468	117	710	1490	0.314	469	537	0.7	0.5	3.529	A
B - Rugby Road	593	148	640	1604	0.370	594	539	0.9	0.6	3.571	A
C - Gibbet Lane	123	31	1171	520	0.237	124	64	0.5	0.3	9.115	A
D - A5 (South)	815	204	784	1378	0.591	821	511	3.2	1.5	6.542	A
E - A426	640	160	606	1433	0.447	642	1000	1.3	0.8	4.564	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	96.23	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-14	C - Gibbet Lane	96.23	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	✓	720	100.000
B - Rugby Road		ONE HOUR	✓	646	100.000
C - Gibbet Lane		ONE HOUR	✓	378	100.000
D - A5 (South)		ONE HOUR	✓	1115	100.000
E - A426		ONE HOUR	✓	469	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	1	40	287	392
	B - Rugby Road	1	0	31	105	509
	C - Gibbet Lane	53	35	6	12	272
	D - A5 (South)	495	106	85	10	419
	E - A426	199	120	28	122	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)	0.50	4.55	1.0	A	661	991
B - Rugby Road	0.52	5.44	1.1	A	593	889
C - Gibbet Lane	1.10	214.99	26.3	F	347	520
D - A5 (South)	1.13	206.42	77.9	F	1023	1535
E - A426	0.38	4.33	0.6	A	430	646

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)	542	136	383	1662	0.326	540	559	0.0	0.5	3.203	A
B - Rugby Road	486	122	727	1555	0.313	485	196	0.0	0.5	3.356	A
C - Gibbet Lane	285	71	1070	556	0.512	281	142	0.0	1.0	12.888	B
D - A5 (South)	839	210	948	1294	0.649	832	402	0.0	1.8	7.678	A
E - A426	353	88	590	1441	0.245	352	1190	0.0	0.3	3.300	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)	647	162	457	1623	0.399	647	667	0.5	0.7	3.686	A
B - Rugby Road	581	145	870	1476	0.393	580	234	0.5	0.6	4.015	A
C - Gibbet Lane	340	85	1280	481	0.706	335	170	1.0	2.2	23.899	C
D - A5 (South)	1002	251	1134	1199	0.836	991	481	1.8	4.6	16.479	C
E - A426	422	105	703	1383	0.305	421	1423	0.3	0.4	3.741	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)	793	198	530	1585	0.500	791	749	0.7	1.0	4.531	A
B - Rugby Road	711	178	1053	1374	0.518	710	269	0.6	1.1	5.404	A
C - Gibbet Lane	416	104	1566	380	1.096	362	197	2.2	15.7	112.028	F
D - A5 (South)	1228	307	1342	1093	1.123	1078	586	4.6	42.1	90.143	F
E - A426	516	129	764	1351	0.382	516	1656	0.4	0.6	4.304	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)	793	198	533	1583	0.501	793	754	1.0	1.0	4.554	A
B - Rugby Road	711	178	1055	1373	0.518	711	271	1.1	1.1	5.440	A
C - Gibbet Lane	416	104	1569	378	1.100	374	198	15.7	26.3	214.987	F
D - A5 (South)	1228	307	1355	1087	1.130	1085	587	42.1	77.9	206.418	F
E - A426	516	129	771	1348	0.383	516	1668	0.6	0.6	4.330	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)	647	162	495	1603	0.404	649	745	1.0	0.7	3.776	A
B - Rugby Road	581	145	886	1467	0.396	582	257	1.1	0.7	4.078	A
C - Gibbet Lane	340	85	1286	479	0.709	433	183	26.3	3.0	106.175	F
D - A5 (South)	1002	251	1232	1149	0.872	1135	487	77.9	44.8	195.325	F
E - A426	422	105	817	1324	0.318	422	1550	0.6	0.5	3.996	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)	542	136	417	1644	0.330	543	640	0.7	0.5	3.271	A
B - Rugby Road	486	122	746	1545	0.315	487	214	0.7	0.5	3.404	A
C - Gibbet Lane	285	71	1077	553	0.514	292	156	3.0	1.1	14.150	B
D - A5 (South)	839	210	963	1287	0.652	1011	406	44.8	2.0	24.039	C
E - A426	353	88	704	1382	0.255	354	1269	0.5	0.3	3.503	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	35.38	E

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-7	D - A5 (South)	35.38	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
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	✓	633	100.000
B - Rugby Road		ONE HOUR	✓	798	100.000
C - Gibbet Lane		ONE HOUR	✓	177	100.000
D - A5 (South)		ONE HOUR	✓	1126	100.000
E - A426		ONE HOUR	✓	875	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	15	275	339
	B - Rugby Road	1	0	16	254	527
	C - Gibbet Lane	22	24	0	35	96
	D - A5 (South)	524	230	47	17	308
	E - A426	206	496	14	155	4

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)	0.54	5.97	1.1	A	581	871
B - Rugby Road	0.61	6.51	1.6	A	732	1098
C - Gibbet Lane	0.61	28.30	1.5	D	162	244
D - A5 (South)	1.03	91.97	33.2	F	1033	1550
E - A426	0.76	11.61	3.0	B	803	1204

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)	477	119	739	1476	0.323	475	563	0.0	0.5	3.591	A
B - Rugby Road	601	150	649	1599	0.376	598	564	0.0	0.6	3.589	A
C - Gibbet Lane	133	33	1179	517	0.258	132	69	0.0	0.3	9.311	A
D - A5 (South)	848	212	759	1391	0.610	842	552	0.0	1.5	6.485	A
E - A426	659	165	646	1412	0.467	655	954	0.0	0.9	4.736	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)	569	142	884	1400	0.407	568	673	0.5	0.7	4.325	A
B - Rugby Road	717	179	777	1528	0.470	716	675	0.6	0.9	4.430	A
C - Gibbet Lane	159	40	1411	435	0.366	158	82	0.3	0.6	12.981	B
D - A5 (South)	1012	253	909	1314	0.770	1006	660	1.5	3.2	11.422	B
E - A426	787	197	773	1347	0.584	785	1142	0.9	1.4	6.379	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)	697	174	1063	1306	0.534	695	793	0.7	1.1	5.876	A
B - Rugby Road	879	220	946	1433	0.613	876	811	0.9	1.6	6.426	A
C - Gibbet Lane	195	49	1724	323	0.603	191	98	0.6	1.4	26.675	D
D - A5 (South)	1240	310	1110	1212	1.023	1167	806	3.2	21.4	49.705	E
E - A426	963	241	899	1282	0.752	957	1378	1.4	2.9	10.895	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)	697	174	1074	1300	0.536	697	807	1.1	1.1	5.968	A
B - Rugby Road	879	220	951	1431	0.614	879	820	1.6	1.6	6.513	A
C - Gibbet Lane	195	49	1730	321	0.607	195	99	1.4	1.5	28.304	D
D - A5 (South)	1240	310	1115	1209	1.025	1193	809	21.4	33.2	91.969	F
E - A426	963	241	918	1272	0.757	963	1390	2.9	3.0	11.605	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)	569	142	923	1379	0.413	571	734	1.1	0.7	4.464	A
B - Rugby Road	717	179	788	1522	0.472	720	706	1.6	0.9	4.506	A
C - Gibbet Lane	159	40	1420	431	0.369	163	88	1.5	0.6	13.572	B
D - A5 (South)	1012	253	916	1311	0.772	1130	667	33.2	3.7	31.121	D
E - A426	787	197	864	1300	0.605	792	1182	3.0	1.6	7.176	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)	477	119	747	1471	0.324	477	572	0.7	0.5	3.628	A
B - Rugby Road	601	150	654	1596	0.376	602	571	0.9	0.6	3.627	A
C - Gibbet Lane	133	33	1186	515	0.259	134	70	0.6	0.4	9.491	A
D - A5 (South)	848	212	765	1388	0.611	856	556	3.7	1.6	6.873	A
E - A426	659	165	658	1406	0.468	661	963	1.6	0.9	4.850	A

Appendix 11: A5/A4303/B4027/Coal Pit Lane Existing Junction Results

<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: J27_231213 A5 A4303 B4027 Coal Pit Ln (Existing).j10

Path: X:\NTT\NTT2814_Hinckley Rail Freight Interchange\02. Project Delivery\01. WIP\Design and Calculations\T&I Planning\04 Junction Modelling\J27_JTC 48 - A5 - A4303 - B4027 - Coal Pit Lane

Report generation date: 15/12/2023 11:25:50

-
- »2023, AM
 - »2023, 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
2023												
A - A5 N	D1	1.6	5.19	0.61	A	42 % [A - A5 N]	D2	0.6	3.23	0.38	A	46 % [D - B4027 S]
B - A4303 E		0.8	3.03	0.44	A			0.8	2.75	0.43	A	
C - A5 S		0.6	3.53	0.36	A			1.1	4.64	0.51	A	
D - B4027 S		0.3	4.03	0.21	A			0.7	6.38	0.41	A	
E - Coal Pit Lane W		0.5	6.16	0.32	A			0.2	6.39	0.20	A	
WoD 2026												
A - A5 N	D3	1.7	5.97	0.63	A	26 % [E - Coal Pit Lane W]	D4	1.0	4.13	0.50	A	27 % [D - B4027 S]
B - A4303 E		1.3	3.80	0.57	A			1.2	3.42	0.55	A	
C - A5 S		0.8	4.39	0.43	A			1.3	5.64	0.56	A	
D - B4027 S		0.9	6.69	0.46	A			1.1	8.64	0.53	A	
E - Coal Pit Lane W		1.0	10.52	0.49	B			0.3	7.04	0.20	A	
WoDWS 2026												
A - A5 N	D5	1.9	6.32	0.65	A	26 % [E - Coal Pit Lane W]	D6	1.1	4.26	0.52	A	27 % [D - B4027 S]
B - A4303 E		1.4	3.85	0.58	A			1.2	3.50	0.55	A	
C - A5 S		0.7	4.38	0.43	A			1.3	5.81	0.57	A	
D - B4027 S		0.9	6.71	0.46	A			1.1	8.65	0.53	A	
E - Coal Pit Lane W		0.9	10.43	0.49	B			0.3	7.11	0.20	A	
WD 2026												
A - A5 N	D7	2.2	7.13	0.69	A	17 % [E - Coal Pit Lane W]	D8	1.5	5.18	0.60	A	24 % [D - B4027 S]
B - A4303 E		1.6	4.23	0.62	A			1.3	3.59	0.56	A	
C - A5 S		0.9	4.93	0.48	A			1.6	6.72	0.62	A	
D - B4027 S		1.1	8.08	0.53	A			1.2	9.40	0.55	A	
E - Coal Pit Lane W		1.2	13.22	0.55	B			0.3	7.67	0.23	A	
WoD 2036												
A - A5 N	D9	2.3	8.16	0.70	A	-2 % [E - Coal Pit Lane W]	D10	1.8	5.87	0.65	A	16 % [D - B4027 S]
B - A4303 E		1.6	4.22	0.62	A			2.6	5.82	0.72	A	
C - A5 S		1.2	5.91	0.55	A			1.7	7.85	0.63	A	
D - B4027 S		2.9	16.20	0.75	C			1.7	11.75	0.63	B	
E - Coal Pit Lane W		5.1	44.49	0.86	E			0.4	8.46	0.28	A	
WoDWS 2036												
A - A5 N	D11	2.4	8.20	0.71	A	-1 % [E - Coal Pit Lane W]	D12	1.9	5.90	0.65	A	21 % [D - B4027 S]
B - A4303 E		1.6	4.25	0.62	A			2.5	5.67	0.72	A	
C - A5 S		1.2	5.85	0.55	A			1.7	7.87	0.63	A	
D - B4027 S		2.8	15.61	0.74	C			1.3	10.24	0.57	B	
E - Coal Pit Lane W		4.4	39.57	0.83	E			0.3	8.05	0.26	A	
WD 2036												
A - A5 N	D13	2.2	7.87	0.69	A	-11 % [E - Coal Pit Lane W]	D14	2.3	6.80	0.70	A	16 % [D - B4027 S]
B - A4303 E		1.8	4.62	0.65	A			2.6	5.88	0.72	A	
C - A5 S		1.5	6.60	0.60	A			2.1	9.28	0.68	A	
D - B4027 S		3.8	20.82	0.80	C			1.6	11.97	0.62	B	
E - Coal Pit Lane W		30.0	193.96	1.10	F			0.4	8.63	0.28	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.

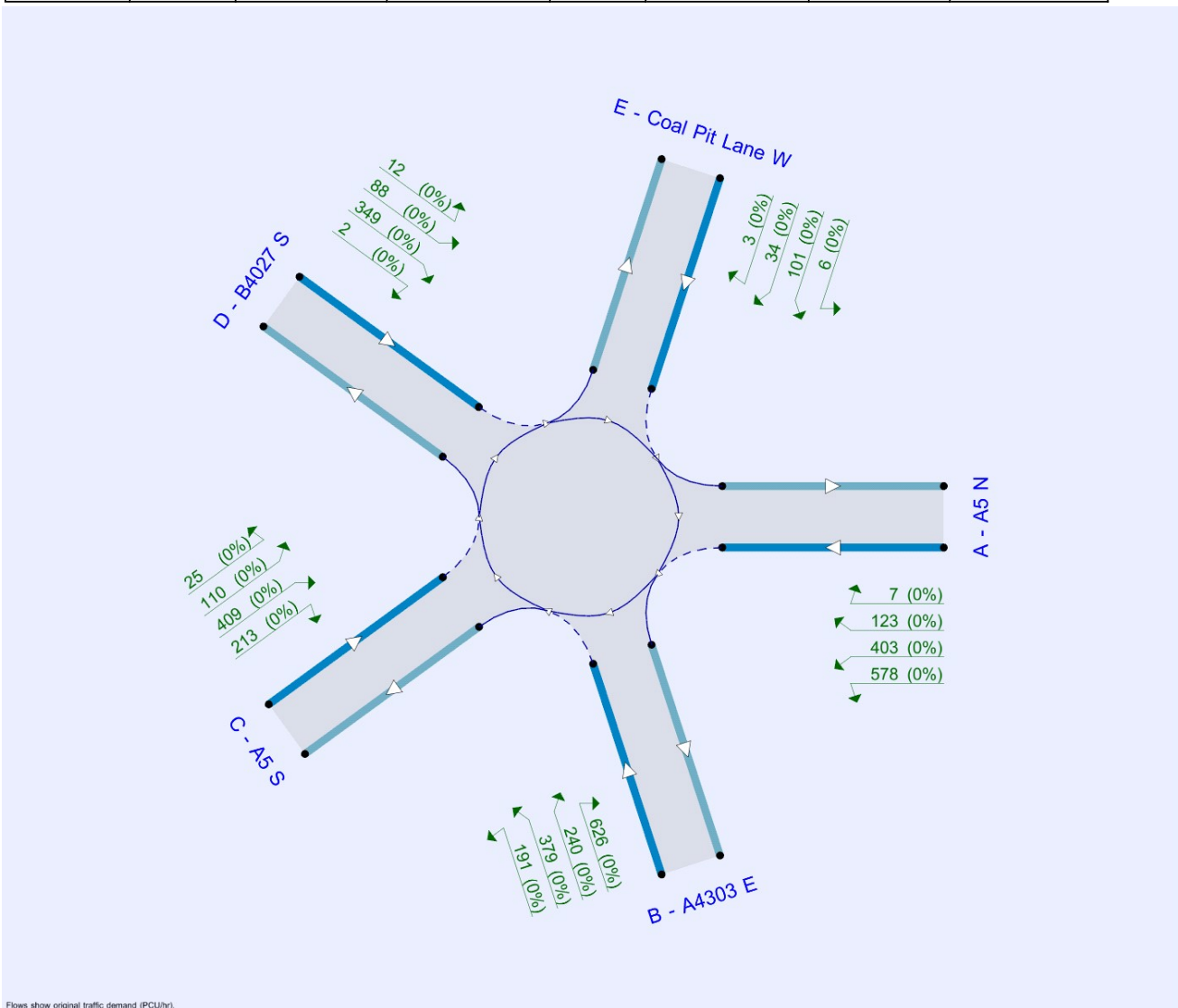
File summary

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	2023	AM	ONE HOUR	07:15	08:45	15	✓
D2	2023	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

2023, 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	4.23	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	42	A - A5 N	4.23	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	2023	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	✓	992	100.000
B - A4303 E		ONE HOUR	✓	857	100.000
C - A5 S		ONE HOUR	✓	527	100.000
D - B4027 S		ONE HOUR	✓	214	100.000
E - Coal Pit Lane W		ONE HOUR	✓	255	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	0	437	503	48	4
	B - A4303 E	332	0	226	223	76
	C - A5 S	216	234	2	13	62
	D - B4027 S	40	154	19	0	1
	E - Coal Pit Lane W	20	149	80	6	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	0.61	5.19	1.6	A	910	1365
B - A4303 E	0.44	3.03	0.8	A	786	1180
C - A5 S	0.36	3.53	0.6	A	484	725
D - B4027 S	0.21	4.03	0.3	A	196	295
E - Coal Pit Lane W	0.32	6.16	0.5	A	234	351

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	747	187	483	1904	0.392	744	456	0.0	0.6	3.098	A
B - A4303 E	645	161	497	2274	0.284	644	731	0.0	0.4	2.206	A
C - A5 S	397	99	517	1720	0.231	396	623	0.0	0.3	2.715	A
D - B4027 S	161	40	695	1273	0.127	161	218	0.0	0.1	3.235	A
E - Coal Pit Lane W	192	48	748	998	0.192	191	107	0.0	0.2	4.457	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	892	223	578	1854	0.481	891	546	0.6	0.9	3.734	A
B - A4303 E	770	193	594	2214	0.348	770	875	0.4	0.5	2.493	A
C - A5 S	474	118	619	1669	0.284	473	745	0.3	0.4	3.010	A
D - B4027 S	192	48	832	1212	0.159	192	260	0.1	0.2	3.529	A
E - Coal Pit Lane W	229	57	896	942	0.243	229	128	0.2	0.3	5.046	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	1092	273	708	1786	0.612	1090	669	0.9	1.6	5.150	A
B - A4303 E	944	236	727	2133	0.442	943	1070	0.5	0.8	3.020	A
C - A5 S	580	145	758	1600	0.363	580	912	0.4	0.6	3.526	A
D - B4027 S	236	59	1018	1129	0.209	235	319	0.2	0.3	4.026	A
E - Coal Pit Lane W	281	70	1096	866	0.324	280	157	0.3	0.5	6.143	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	1092	273	709	1786	0.612	1092	669	1.6	1.6	5.191	A
B - A4303 E	944	236	729	2132	0.442	944	1072	0.8	0.8	3.027	A
C - A5 S	580	145	759	1600	0.363	580	914	0.6	0.6	3.531	A
D - B4027 S	236	59	1020	1129	0.209	236	319	0.3	0.3	4.030	A
E - Coal Pit Lane W	281	70	1098	865	0.325	281	157	0.5	0.5	6.160	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	892	223	580	1853	0.481	894	547	1.6	0.9	3.766	A
B - A4303 E	770	193	597	2213	0.348	771	878	0.8	0.5	2.501	A
C - A5 S	474	118	620	1669	0.284	474	748	0.6	0.4	3.018	A
D - B4027 S	192	48	834	1211	0.159	193	261	0.3	0.2	3.534	A
E - Coal Pit Lane W	229	57	898	941	0.244	230	129	0.5	0.3	5.064	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	747	187	485	1903	0.393	748	458	0.9	0.6	3.120	A
B - A4303 E	645	161	499	2272	0.284	646	734	0.5	0.4	2.214	A
C - A5 S	397	99	519	1719	0.231	397	626	0.4	0.3	2.723	A
D - B4027 S	161	40	698	1272	0.127	161	219	0.2	0.1	3.242	A
E - Coal Pit Lane W	192	48	751	997	0.193	192	108	0.3	0.2	4.477	A

2023, 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	4.01	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	46	D - B4027 S	4.01	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
D2	2023	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	✓	629	100.000
B - A4303 E		ONE HOUR	✓	899	100.000
C - A5 S		ONE HOUR	✓	746	100.000
D - B4027 S		ONE HOUR	✓	361	100.000
E - Coal Pit Lane W		ONE HOUR	✓	128	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	0	262	337	26	4
	B - A4303 E	405	0	236	128	130
	C - A5 S	418	203	0	17	108
	D - B4027 S	74	277	3	0	7
	E - Coal Pit Lane W	5	79	43	1	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	0.38	3.23	0.6	A	577	866
B - A4303 E	0.43	2.75	0.8	A	825	1237
C - A5 S	0.51	4.64	1.1	A	685	1027
D - B4027 S	0.41	6.38	0.7	A	331	497
E - Coal Pit Lane W	0.20	6.39	0.2	A	117	176

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	474	118	454	1919	0.247	472	677	0.0	0.3	2.486	A
B - A4303 E	677	169	311	2386	0.284	675	616	0.0	0.4	2.102	A
C - A5 S	562	140	521	1718	0.327	560	465	0.0	0.5	3.102	A
D - B4027 S	272	68	952	1159	0.235	271	129	0.0	0.3	4.048	A
E - Coal Pit Lane W	96	24	1035	889	0.108	96	187	0.0	0.1	4.537	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	565	141	544	1872	0.302	565	810	0.3	0.4	2.754	A
B - A4303 E	808	202	372	2349	0.344	808	737	0.4	0.5	2.335	A
C - A5 S	671	168	623	1667	0.402	670	556	0.5	0.7	3.609	A
D - B4027 S	325	81	1139	1076	0.302	324	155	0.3	0.4	4.786	A
E - Coal Pit Lane W	115	29	1239	811	0.142	115	224	0.1	0.2	5.169	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	693	173	666	1808	0.383	692	992	0.4	0.6	3.223	A
B - A4303 E	990	247	455	2299	0.431	989	902	0.5	0.8	2.747	A
C - A5 S	821	205	763	1597	0.514	820	681	0.7	1.0	4.622	A
D - B4027 S	397	99	1394	962	0.413	396	189	0.4	0.7	6.349	A
E - Coal Pit Lane W	141	35	1517	705	0.200	141	274	0.2	0.2	6.368	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	693	173	667	1807	0.383	693	993	0.6	0.6	3.228	A
B - A4303 E	990	247	456	2298	0.431	990	904	0.8	0.8	2.750	A
C - A5 S	821	205	764	1597	0.514	821	682	1.0	1.1	4.642	A
D - B4027 S	397	99	1396	962	0.413	397	189	0.7	0.7	6.381	A
E - Coal Pit Lane W	141	35	1519	704	0.200	141	274	0.2	0.2	6.387	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	565	141	546	1871	0.302	566	812	0.6	0.4	2.762	A
B - A4303 E	808	202	373	2349	0.344	809	740	0.8	0.5	2.339	A
C - A5 S	671	168	625	1666	0.402	672	557	1.1	0.7	3.625	A
D - B4027 S	325	81	1142	1074	0.302	326	155	0.7	0.4	4.816	A
E - Coal Pit Lane W	115	29	1243	810	0.142	115	224	0.2	0.2	5.189	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	474	118	457	1918	0.247	474	680	0.4	0.3	2.496	A
B - A4303 E	677	169	312	2386	0.284	677	619	0.5	0.4	2.109	A
C - A5 S	562	140	523	1717	0.327	562	466	0.7	0.5	3.118	A
D - B4027 S	272	68	956	1157	0.235	272	130	0.4	0.3	4.071	A
E - Coal Pit Lane W	96	24	1040	887	0.109	97	188	0.2	0.1	4.555	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	5.46	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	26	E - Coal Pit Lane W	5.46	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	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	✓	940	100.000
B - A4303 E		ONE HOUR	✓	1159	100.000
C - A5 S		ONE HOUR	✓	568	100.000
D - B4027 S		ONE HOUR	✓	424	100.000
E - Coal Pit Lane W		ONE HOUR	✓	301	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	0	522	375	39	4
	B - A4303 E	526	0	247	294	92
	C - A5 S	228	276	2	11	51
	D - B4027 S	76	319	27	0	2
	E - Coal Pit Lane W	24	196	67	14	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	0.63	5.97	1.7	A	863	1294
B - A4303 E	0.57	3.80	1.3	A	1064	1595
C - A5 S	0.43	4.39	0.8	A	521	782
D - B4027 S	0.46	6.69	0.9	A	389	584
E - Coal Pit Lane W	0.49	10.52	1.0	B	276	414

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	708	177	675	1803	0.392	705	641	0.0	0.6	3.272	A
B - A4303 E	873	218	396	2335	0.374	870	984	0.0	0.6	2.453	A
C - A5 S	428	107	727	1615	0.265	426	539	0.0	0.4	3.023	A
D - B4027 S	319	80	885	1188	0.269	318	269	0.0	0.4	4.128	A
E - Coal Pit Lane W	227	57	1091	868	0.261	225	112	0.0	0.4	5.591	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	845	211	809	1733	0.488	844	767	0.6	0.9	4.042	A
B - A4303 E	1042	260	474	2287	0.456	1041	1179	0.6	0.8	2.887	A
C - A5 S	511	128	870	1544	0.331	510	645	0.4	0.5	3.480	A
D - B4027 S	381	95	1059	1111	0.343	381	322	0.4	0.5	4.922	A
E - Coal Pit Lane W	271	68	1306	786	0.344	270	134	0.4	0.5	6.969	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	1035	259	989	1639	0.631	1032	939	0.9	1.7	5.902	A
B - A4303 E	1276	319	579	2223	0.574	1274	1441	0.8	1.3	3.785	A
C - A5 S	625	156	1065	1447	0.432	624	788	0.5	0.8	4.373	A
D - B4027 S	467	117	1296	1006	0.464	465	393	0.5	0.9	6.645	A
E - Coal Pit Lane W	331	83	1598	675	0.491	330	164	0.5	0.9	10.386	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	1035	259	992	1637	0.632	1035	940	1.7	1.7	5.972	A
B - A4303 E	1276	319	581	2222	0.574	1276	1446	1.3	1.3	3.804	A
C - A5 S	625	156	1067	1446	0.433	625	790	0.8	0.8	4.388	A
D - B4027 S	467	117	1298	1005	0.465	467	394	0.9	0.9	6.688	A
E - Coal Pit Lane W	331	83	1601	673	0.492	331	164	0.9	1.0	10.521	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	845	211	813	1731	0.488	848	769	1.7	1.0	4.091	A
B - A4303 E	1042	260	477	2286	0.456	1044	1185	1.3	0.8	2.902	A
C - A5 S	511	128	873	1542	0.331	512	648	0.8	0.5	3.497	A
D - B4027 S	381	95	1062	1110	0.343	383	323	0.9	0.5	4.958	A
E - Coal Pit Lane W	271	68	1310	784	0.345	272	134	1.0	0.5	7.059	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	708	177	680	1801	0.393	709	644	1.0	0.7	3.302	A
B - A4303 E	873	218	398	2333	0.374	874	990	0.8	0.6	2.467	A
C - A5 S	428	107	730	1614	0.265	428	541	0.5	0.4	3.037	A
D - B4027 S	319	80	889	1187	0.269	320	270	0.5	0.4	4.156	A
E - Coal Pit Lane W	227	57	1096	866	0.262	227	112	0.5	0.4	5.645	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	4.93	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	27	D - B4027 S	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
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	✓	796	100.000
B - A4303 E		ONE HOUR	✓	1147	100.000
C - A5 S		ONE HOUR	✓	730	100.000
D - B4027 S		ONE HOUR	✓	429	100.000
E - Coal Pit Lane W		ONE HOUR	✓	119	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	0	437	307	47	5
	B - A4303 E	507	0	224	222	194
	C - A5 S	362	241	0	19	108
	D - B4027 S	65	351	2	0	11
	E - Coal Pit Lane W	4	89	25	1	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	0.50	4.13	1.0	A	730	1096
B - A4303 E	0.55	3.42	1.2	A	1053	1579
C - A5 S	0.56	5.64	1.3	A	670	1005
D - B4027 S	0.53	8.64	1.1	A	394	590
E - Coal Pit Lane W	0.20	7.04	0.3	A	109	164

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	599	150	531	1879	0.319	597	704	0.0	0.5	2.806	A
B - A4303 E	864	216	290	2399	0.360	861	838	0.0	0.6	2.338	A
C - A5 S	550	137	733	1612	0.341	548	419	0.0	0.5	3.375	A
D - B4027 S	323	81	1063	1109	0.291	321	217	0.0	0.4	4.560	A
E - Coal Pit Lane W	90	22	1146	847	0.106	89	239	0.0	0.1	4.749	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	716	179	636	1824	0.392	715	842	0.5	0.6	3.245	A
B - A4303 E	1031	258	348	2364	0.436	1030	1004	0.6	0.8	2.698	A
C - A5 S	656	164	877	1541	0.426	655	501	0.5	0.7	4.062	A
D - B4027 S	386	96	1272	1016	0.379	385	260	0.4	0.6	5.693	A
E - Coal Pit Lane W	107	27	1372	761	0.141	107	286	0.1	0.2	5.504	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	876	219	778	1749	0.501	875	1031	0.6	1.0	4.110	A
B - A4303 E	1263	316	425	2317	0.545	1261	1228	0.8	1.2	3.404	A
C - A5 S	804	201	1073	1443	0.557	802	613	0.7	1.2	5.600	A
D - B4027 S	472	118	1557	890	0.531	470	318	0.6	1.1	8.536	A
E - Coal Pit Lane W	131	33	1678	644	0.203	131	349	0.2	0.3	7.008	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	876	219	781	1748	0.501	876	1033	1.0	1.0	4.129	A
B - A4303 E	1263	316	426	2316	0.545	1263	1231	1.2	1.2	3.416	A
C - A5 S	804	201	1075	1442	0.557	804	614	1.2	1.3	5.641	A
D - B4027 S	472	118	1560	889	0.532	472	318	1.1	1.1	8.643	A
E - Coal Pit Lane W	131	33	1682	642	0.204	131	350	0.3	0.3	7.039	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	716	179	640	1822	0.393	717	845	1.0	0.7	3.264	A
B - A4303 E	1031	258	349	2363	0.436	1033	1008	1.2	0.8	2.710	A
C - A5 S	656	164	879	1539	0.426	658	503	1.3	0.7	4.095	A
D - B4027 S	386	96	1277	1014	0.380	388	260	1.1	0.6	5.761	A
E - Coal Pit Lane W	107	27	1378	758	0.141	107	287	0.3	0.2	5.532	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	599	150	535	1877	0.319	600	707	0.7	0.5	2.822	A
B - A4303 E	864	216	292	2398	0.360	864	843	0.8	0.6	2.348	A
C - A5 S	550	137	736	1611	0.341	550	421	0.7	0.5	3.399	A
D - B4027 S	323	81	1068	1107	0.292	324	218	0.6	0.4	4.602	A
E - Coal Pit Lane W	90	22	1152	844	0.106	90	240	0.2	0.1	4.774	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	5.56	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	26	E - Coal Pit Lane W	5.56	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	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	✓	973	100.000
B - A4303 E		ONE HOUR	✓	1169	100.000
C - A5 S		ONE HOUR	✓	559	100.000
D - B4027 S		ONE HOUR	✓	423	100.000
E - Coal Pit Lane W		ONE HOUR	✓	296	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	0	549	380	40	4
	B - A4303 E	538	0	243	294	94
	C - A5 S	224	274	2	10	49
	D - B4027 S	75	322	25	0	1
	E - Coal Pit Lane W	23	196	63	14	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	0.65	6.32	1.9	A	893	1339
B - A4303 E	0.58	3.85	1.4	A	1073	1609
C - A5 S	0.43	4.38	0.7	A	513	769
D - B4027 S	0.46	6.71	0.9	A	388	582
E - Coal Pit Lane W	0.49	10.43	0.9	B	272	407

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	733	183	671	1805	0.406	730	645	0.0	0.7	3.339	A
B - A4303 E	880	220	396	2335	0.377	878	1005	0.0	0.6	2.466	A
C - A5 S	421	105	739	1609	0.261	419	535	0.0	0.4	3.021	A
D - B4027 S	318	80	889	1186	0.268	317	269	0.0	0.4	4.134	A
E - Coal Pit Lane W	223	56	1095	866	0.257	221	111	0.0	0.3	5.575	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	875	219	804	1736	0.504	873	772	0.7	1.0	4.169	A
B - A4303 E	1051	263	474	2287	0.459	1050	1204	0.6	0.8	2.906	A
C - A5 S	503	126	884	1537	0.327	502	640	0.4	0.5	3.476	A
D - B4027 S	380	95	1064	1109	0.343	380	321	0.4	0.5	4.933	A
E - Coal Pit Lane W	266	67	1311	784	0.340	265	133	0.3	0.5	6.936	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	1071	268	983	1642	0.652	1068	945	1.0	1.8	6.236	A
B - A4303 E	1287	322	579	2223	0.579	1285	1472	0.8	1.4	3.828	A
C - A5 S	615	154	1082	1438	0.428	614	783	0.5	0.7	4.364	A
D - B4027 S	466	116	1303	1003	0.464	464	393	0.5	0.9	6.668	A
E - Coal Pit Lane W	326	81	1604	672	0.485	324	163	0.5	0.9	10.300	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	1071	268	986	1640	0.653	1071	947	1.8	1.9	6.323	A
B - A4303 E	1287	322	581	2222	0.579	1287	1476	1.4	1.4	3.850	A
C - A5 S	615	154	1083	1437	0.428	615	785	0.7	0.7	4.379	A
D - B4027 S	466	116	1305	1002	0.465	466	394	0.9	0.9	6.711	A
E - Coal Pit Lane W	326	81	1607	671	0.486	326	163	0.9	0.9	10.430	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	875	219	809	1733	0.505	878	775	1.9	1.0	4.224	A
B - A4303 E	1051	263	477	2286	0.460	1053	1210	1.4	0.9	2.926	A
C - A5 S	503	126	886	1536	0.327	504	643	0.7	0.5	3.490	A
D - B4027 S	380	95	1067	1107	0.343	382	323	0.9	0.5	4.968	A
E - Coal Pit Lane W	266	67	1316	782	0.340	268	133	0.9	0.5	7.024	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 N	733	183	676	1803	0.406	734	648	1.0	0.7	3.371	A
B - A4303 E	880	220	398	2333	0.377	881	1012	0.9	0.6	2.480	A
C - A5 S	421	105	742	1608	0.262	421	538	0.5	0.4	3.036	A
D - B4027 S	318	80	893	1185	0.269	319	270	0.5	0.4	4.162	A
E - Coal Pit Lane W	223	56	1101	864	0.258	224	112	0.5	0.4	5.629	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	5.01	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	27	D - B4027 S	5.01	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
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	✓	825	100.000
B - A4303 E		ONE HOUR	✓	1160	100.000
C - A5 S		ONE HOUR	✓	737	100.000
D - B4027 S		ONE HOUR	✓	420	100.000
E - Coal Pit Lane W		ONE HOUR	✓	118	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	0	451	317	52	5
	B - A4303 E	521	0	222	224	193
	C - A5 S	372	241	0	18	106
	D - B4027 S	65	342	2	0	11
	E - Coal Pit Lane W	4	88	25	1	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	0.52	4.26	1.1	A	757	1136
B - A4303 E	0.55	3.50	1.2	A	1064	1597
C - A5 S	0.57	5.81	1.3	A	676	1014
D - B4027 S	0.53	8.65	1.1	A	385	578
E - Coal Pit Lane W	0.20	7.11	0.3	A	108	162

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	621	155	524	1883	0.330	619	722	0.0	0.5	2.846	A
B - A4303 E	873	218	302	2392	0.365	871	841	0.0	0.6	2.364	A
C - A5 S	555	139	748	1605	0.346	553	425	0.0	0.5	3.414	A
D - B4027 S	316	79	1079	1102	0.287	315	221	0.0	0.4	4.561	A
E - Coal Pit Lane W	89	22	1157	842	0.105	88	236	0.0	0.1	4.771	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	742	185	627	1828	0.406	741	864	0.5	0.7	3.309	A
B - A4303 E	1043	261	361	2356	0.443	1042	1007	0.6	0.8	2.738	A
C - A5 S	663	166	895	1532	0.433	662	508	0.5	0.8	4.133	A
D - B4027 S	378	94	1291	1008	0.375	377	265	0.4	0.6	5.696	A
E - Coal Pit Lane W	106	27	1385	756	0.140	106	283	0.1	0.2	5.540	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	908	227	767	1755	0.518	907	1057	0.7	1.1	4.235	A
B - A4303 E	1277	319	442	2307	0.554	1275	1232	0.8	1.2	3.484	A
C - A5 S	811	203	1095	1432	0.567	809	622	0.8	1.3	5.766	A
D - B4027 S	462	116	1580	880	0.526	460	324	0.6	1.1	8.544	A
E - Coal Pit Lane W	130	32	1694	638	0.204	130	346	0.2	0.3	7.079	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	908	227	770	1754	0.518	908	1059	1.1	1.1	4.257	A
B - A4303 E	1277	319	443	2306	0.554	1277	1235	1.2	1.2	3.497	A
C - A5 S	811	203	1097	1431	0.567	811	623	1.3	1.3	5.811	A
D - B4027 S	462	116	1583	878	0.526	462	325	1.1	1.1	8.650	A
E - Coal Pit Lane W	130	32	1699	636	0.204	130	347	0.3	0.3	7.111	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	742	185	631	1826	0.406	743	867	1.1	0.7	3.327	A
B - A4303 E	1043	261	362	2355	0.443	1045	1012	1.2	0.8	2.751	A
C - A5 S	663	166	897	1530	0.433	665	510	1.3	0.8	4.167	A
D - B4027 S	378	94	1296	1006	0.375	380	266	1.1	0.6	5.766	A
E - Coal Pit Lane W	106	27	1392	753	0.141	106	284	0.3	0.2	5.571	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	621	155	527	1881	0.330	622	725	0.7	0.5	2.863	A
B - A4303 E	873	218	303	2391	0.365	874	846	0.8	0.6	2.375	A
C - A5 S	555	139	751	1604	0.346	556	427	0.8	0.5	3.441	A
D - B4027 S	316	79	1084	1100	0.287	317	222	0.6	0.4	4.603	A
E - Coal Pit Lane W	89	22	1164	840	0.106	89	237	0.2	0.1	4.796	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	6.40	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	17	E - Coal Pit Lane W	6.40	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
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	✓	1010	100.000
B - A4303 E		ONE HOUR	✓	1236	100.000
C - A5 S		ONE HOUR	✓	617	100.000
D - B4027 S		ONE HOUR	✓	456	100.000
E - Coal Pit Lane W		ONE HOUR	✓	306	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	0	567	405	34	4
	B - A4303 E	592	0	251	300	93
	C - A5 S	282	278	2	9	46
	D - B4027 S	80	350	24	0	2
	E - Coal Pit Lane W	23	210	60	13	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	0.69	7.13	2.2	A	927	1390
B - A4303 E	0.62	4.23	1.6	A	1134	1701
C - A5 S	0.48	4.93	0.9	A	566	849
D - B4027 S	0.53	8.08	1.1	A	418	628
E - Coal Pit Lane W	0.55	13.22	1.2	B	281	421

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	760	190	702	1789	0.425	757	733	0.0	0.7	3.478	A
B - A4303 E	931	233	406	2328	0.400	928	1053	0.0	0.7	2.566	A
C - A5 S	465	116	778	1590	0.292	463	557	0.0	0.4	3.190	A
D - B4027 S	343	86	973	1149	0.299	342	267	0.0	0.4	4.449	A
E - Coal Pit Lane W	230	58	1206	824	0.280	229	109	0.0	0.4	6.035	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	908	227	841	1717	0.529	906	877	0.7	1.1	4.435	A
B - A4303 E	1111	278	486	2280	0.487	1110	1261	0.7	0.9	3.074	A
C - A5 S	555	139	930	1514	0.366	554	666	0.4	0.6	3.749	A
D - B4027 S	410	102	1165	1064	0.385	409	320	0.4	0.6	5.488	A
E - Coal Pit Lane W	275	69	1444	733	0.375	274	130	0.4	0.6	7.829	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	1112	278	1027	1619	0.687	1108	1073	1.1	2.1	6.989	A
B - A4303 E	1361	340	594	2214	0.615	1358	1541	0.9	1.6	4.193	A
C - A5 S	679	170	1138	1410	0.482	678	814	0.6	0.9	4.909	A
D - B4027 S	502	126	1425	949	0.529	500	391	0.6	1.1	7.993	A
E - Coal Pit Lane W	337	84	1766	610	0.552	335	159	0.6	1.2	12.932	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	1112	278	1032	1617	0.688	1112	1076	2.1	2.2	7.126	A
B - A4303 E	1361	340	597	2213	0.615	1361	1547	1.6	1.6	4.225	A
C - A5 S	679	170	1141	1409	0.482	679	817	0.9	0.9	4.934	A
D - B4027 S	502	126	1428	947	0.530	502	392	1.1	1.1	8.081	A
E - Coal Pit Lane W	337	84	1770	609	0.553	337	160	1.2	1.2	13.222	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	908	227	847	1713	0.530	912	881	2.2	1.1	4.516	A
B - A4303 E	1111	278	490	2278	0.488	1114	1269	1.6	1.0	3.100	A
C - A5 S	555	139	934	1512	0.367	556	670	0.9	0.6	3.772	A
D - B4027 S	410	102	1169	1062	0.386	412	321	1.1	0.6	5.549	A
E - Coal Pit Lane W	275	69	1450	731	0.376	278	131	1.2	0.6	7.983	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	760	190	707	1787	0.426	762	737	1.1	0.7	3.520	A
B - A4303 E	931	233	409	2327	0.400	932	1060	1.0	0.7	2.584	A
C - A5 S	465	116	781	1588	0.292	465	560	0.6	0.4	3.206	A
D - B4027 S	343	86	978	1147	0.299	344	268	0.6	0.4	4.486	A
E - Coal Pit Lane W	230	58	1213	821	0.281	231	109	0.6	0.4	6.109	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	5.62	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	24	D - B4027 S	5.62	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
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	✓	960	100.000
B - A4303 E		ONE HOUR	✓	1143	100.000
C - A5 S		ONE HOUR	✓	801	100.000
D - B4027 S		ONE HOUR	✓	419	100.000
E - Coal Pit Lane W		ONE HOUR	✓	124	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	0	514	374	67	5
	B - A4303 E	531	0	195	228	189
	C - A5 S	439	239	0	18	105
	D - B4027 S	62	342	2	0	13
	E - Coal Pit Lane W	4	96	23	1	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	0.60	5.18	1.5	A	881	1321
B - A4303 E	0.56	3.59	1.3	A	1049	1573
C - A5 S	0.62	6.72	1.6	A	735	1103
D - B4027 S	0.55	9.40	1.2	A	384	577
E - Coal Pit Lane W	0.23	7.67	0.3	A	114	171

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	723	181	527	1881	0.384	720	777	0.0	0.6	3.095	A
B - A4303 E	861	215	354	2360	0.365	858	893	0.0	0.6	2.394	A
C - A5 S	603	151	767	1596	0.378	601	446	0.0	0.6	3.609	A
D - B4027 S	315	79	1131	1079	0.292	314	236	0.0	0.4	4.696	A
E - Coal Pit Lane W	93	23	1211	822	0.114	93	234	0.0	0.1	4.935	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	863	216	631	1827	0.472	862	930	0.6	0.9	3.729	A
B - A4303 E	1028	257	424	2318	0.443	1027	1069	0.6	0.8	2.787	A
C - A5 S	720	180	917	1520	0.474	719	533	0.6	0.9	4.485	A
D - B4027 S	377	94	1354	980	0.384	376	282	0.4	0.6	5.948	A
E - Coal Pit Lane W	111	28	1450	731	0.153	111	280	0.1	0.2	5.808	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	1057	264	771	1753	0.603	1055	1138	0.9	1.5	5.136	A
B - A4303 E	1258	315	518	2260	0.557	1257	1307	0.8	1.2	3.581	A
C - A5 S	882	220	1122	1418	0.622	879	653	0.9	1.6	6.645	A
D - B4027 S	461	115	1656	846	0.545	459	345	0.6	1.2	9.253	A
E - Coal Pit Lane W	137	34	1773	608	0.225	136	343	0.2	0.3	7.623	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	1057	264	774	1752	0.603	1057	1141	1.5	1.5	5.182	A
B - A4303 E	1258	315	520	2260	0.557	1258	1311	1.2	1.3	3.595	A
C - A5 S	882	220	1124	1417	0.622	882	654	1.6	1.6	6.723	A
D - B4027 S	461	115	1660	844	0.546	461	346	1.2	1.2	9.396	A
E - Coal Pit Lane W	137	34	1778	606	0.225	137	344	0.3	0.3	7.668	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	863	216	635	1824	0.473	865	934	1.5	0.9	3.765	A
B - A4303 E	1028	257	426	2317	0.444	1029	1075	1.3	0.8	2.801	A
C - A5 S	720	180	920	1519	0.474	723	535	1.6	0.9	4.539	A
D - B4027 S	377	94	1360	978	0.385	379	283	1.2	0.6	6.035	A
E - Coal Pit Lane W	111	28	1457	728	0.153	112	281	0.3	0.2	5.848	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	723	181	531	1879	0.385	724	781	0.9	0.6	3.121	A
B - A4303 E	861	215	356	2359	0.365	861	898	0.8	0.6	2.406	A
C - A5 S	603	151	769	1594	0.378	604	448	0.9	0.6	3.640	A
D - B4027 S	315	79	1137	1077	0.293	316	237	0.6	0.4	4.742	A
E - Coal Pit Lane W	93	23	1218	819	0.114	94	235	0.2	0.1	4.964	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	11.46	B

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	11.46	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	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	✓	950	100.000
B - A4303 E		ONE HOUR	✓	1262	100.000
C - A5 S		ONE HOUR	✓	689	100.000
D - B4027 S		ONE HOUR	✓	608	100.000
E - Coal Pit Lane W		ONE HOUR	✓	400	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	0	573	330	43	4
	B - A4303 E	622	0	217	311	112
	C - A5 S	288	316	2	13	70
	D - B4027 S	122	455	29	0	2
	E - Coal Pit Lane W	37	272	72	19	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	0.70	8.16	2.3	A	872	1308
B - A4303 E	0.62	4.22	1.6	A	1158	1737
C - A5 S	0.55	5.91	1.2	A	632	948
D - B4027 S	0.75	16.20	2.9	C	558	837
E - Coal Pit Lane W	0.86	44.49	5.1	E	367	551

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	715	179	872	1700	0.421	712	802	0.0	0.7	3.633	A
B - A4303 E	950	238	374	2348	0.405	947	1210	0.0	0.7	2.566	A
C - A5 S	519	130	834	1562	0.332	517	487	0.0	0.5	3.439	A
D - B4027 S	458	114	1061	1110	0.412	455	290	0.0	0.7	5.471	A
E - Coal Pit Lane W	301	75	1375	759	0.397	299	141	0.0	0.6	7.768	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	854	214	1044	1610	0.530	852	960	0.7	1.1	4.740	A
B - A4303 E	1135	284	447	2303	0.493	1133	1449	0.7	1.0	3.074	A
C - A5 S	619	155	998	1480	0.418	619	583	0.5	0.7	4.173	A
D - B4027 S	547	137	1270	1018	0.537	545	347	0.7	1.1	7.584	A
E - Coal Pit Lane W	360	90	1646	656	0.548	357	169	0.6	1.2	11.959	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	1046	261	1264	1495	0.700	1041	1172	1.1	2.3	7.861	A
B - A4303 E	1389	347	544	2245	0.619	1387	1762	1.0	1.6	4.185	A
C - A5 S	759	190	1220	1369	0.554	757	711	0.7	1.2	5.857	A
D - B4027 S	669	167	1553	892	0.751	663	423	1.1	2.8	15.290	C
E - Coal Pit Lane W	440	110	2010	518	0.851	427	207	1.2	4.5	35.659	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	1046	261	1280	1487	0.704	1046	1177	2.3	2.3	8.156	A
B - A4303 E	1389	347	549	2242	0.620	1389	1777	1.6	1.6	4.223	A
C - A5 S	759	190	1223	1368	0.555	759	715	1.2	1.2	5.909	A
D - B4027 S	669	167	1557	890	0.752	669	425	2.8	2.9	16.202	C
E - Coal Pit Lane W	440	110	2019	514	0.856	438	207	4.5	5.1	44.489	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	854	214	1068	1598	0.535	859	966	2.3	1.2	4.900	A
B - A4303 E	1135	284	454	2299	0.493	1137	1472	1.6	1.0	3.103	A
C - A5 S	619	155	1002	1478	0.419	621	589	1.2	0.7	4.213	A
D - B4027 S	547	137	1275	1015	0.538	554	349	2.9	1.2	7.908	A
E - Coal Pit Lane W	360	90	1659	651	0.552	375	169	5.1	1.3	13.689	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	715	179	881	1695	0.422	717	806	1.2	0.7	3.687	A
B - A4303 E	950	238	377	2346	0.405	951	1221	1.0	0.7	2.582	A
C - A5 S	519	130	838	1560	0.332	520	491	0.7	0.5	3.462	A
D - B4027 S	458	114	1066	1108	0.413	460	291	1.2	0.7	5.570	A
E - Coal Pit Lane W	301	75	1384	756	0.398	304	142	1.3	0.7	7.997	A

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	7.04	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	16	D - B4027 S	7.04	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	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	✓	1020	100.000
B - A4303 E		ONE HOUR	✓	1461	100.000
C - A5 S		ONE HOUR	✓	700	100.000
D - B4027 S		ONE HOUR	✓	469	100.000
E - Coal Pit Lane W		ONE HOUR	✓	151	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	0	539	372	102	7
	B - A4303 E	623	0	209	382	247
	C - A5 S	353	214	0	24	109
	D - B4027 S	87	370	2	0	10
	E - Coal Pit Lane W	6	107	36	2	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	0.65	5.87	1.8	A	936	1404
B - A4303 E	0.72	5.82	2.6	A	1341	2011
C - A5 S	0.63	7.85	1.7	A	642	963
D - B4027 S	0.63	11.75	1.7	B	430	646
E - Coal Pit Lane W	0.28	8.46	0.4	A	139	208

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	547	1870	0.411	765	802	0.0	0.7	3.249	A
B - A4303 E	1100	275	391	2338	0.470	1096	922	0.0	0.9	2.891	A
C - A5 S	527	132	1023	1468	0.359	525	464	0.0	0.6	3.812	A
D - B4027 S	353	88	1165	1064	0.332	351	383	0.0	0.5	5.037	A
E - Coal Pit Lane W	114	28	1236	812	0.140	113	280	0.0	0.2	5.144	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	656	1814	0.506	916	959	0.7	1.0	4.004	A
B - A4303 E	1313	328	468	2291	0.573	1312	1104	0.9	1.3	3.669	A
C - A5 S	629	157	1224	1367	0.460	628	556	0.6	0.8	4.854	A
D - B4027 S	422	105	1394	962	0.438	421	458	0.5	0.8	6.629	A
E - Coal Pit Lane W	136	34	1480	720	0.189	135	335	0.2	0.2	6.160	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	801	1738	0.646	1120	1173	1.0	1.8	5.799	A
B - A4303 E	1609	402	572	2228	0.722	1604	1349	1.3	2.5	5.725	A
C - A5 S	771	193	1496	1231	0.626	768	680	0.8	1.6	7.709	A
D - B4027 S	516	129	1704	825	0.626	513	560	0.8	1.6	11.420	B
E - Coal Pit Lane W	166	42	1808	595	0.280	166	409	0.2	0.4	8.380	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	805	1735	0.647	1123	1177	1.8	1.8	5.875	A
B - A4303 E	1609	402	574	2227	0.722	1608	1354	2.5	2.6	5.820	A
C - A5 S	771	193	1501	1229	0.627	771	681	1.6	1.7	7.847	A
D - B4027 S	516	129	1710	822	0.628	516	561	1.6	1.7	11.751	B
E - Coal Pit Lane W	166	42	1815	592	0.281	166	411	0.4	0.4	8.460	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	661	1810	0.506	920	965	1.8	1.0	4.056	A
B - A4303 E	1313	328	470	2290	0.574	1318	1112	2.6	1.4	3.726	A
C - A5 S	629	157	1230	1364	0.461	632	558	1.7	0.9	4.939	A
D - B4027 S	422	105	1402	959	0.440	425	460	1.7	0.8	6.786	A
E - Coal Pit Lane W	136	34	1490	715	0.190	136	337	0.4	0.2	6.224	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	552	1868	0.411	769	806	1.0	0.7	3.280	A
B - A4303 E	1100	275	393	2337	0.471	1102	928	1.4	0.9	2.921	A
C - A5 S	527	132	1028	1465	0.360	528	467	0.9	0.6	3.848	A
D - B4027 S	353	88	1171	1061	0.333	354	385	0.8	0.5	5.102	A
E - Coal Pit Lane W	114	28	1244	809	0.140	114	281	0.2	0.2	5.179	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	10.77	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-1	E - Coal Pit Lane W	10.77	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	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	✓	956	100.000
B - A4303 E		ONE HOUR	✓	1271	100.000
C - A5 S		ONE HOUR	✓	682	100.000
D - B4027 S		ONE HOUR	✓	598	100.000
E - Coal Pit Lane W		ONE HOUR	✓	389	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	0	581	330	41	4
	B - A4303 E	632	0	221	305	113
	C - A5 S	285	320	2	12	63
	D - B4027 S	116	453	27	0	2
	E - Coal Pit Lane W	34	267	69	19	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	0.71	8.20	2.4	A	877	1316
B - A4303 E	0.62	4.25	1.6	A	1166	1749
C - A5 S	0.55	5.85	1.2	A	626	939
D - B4027 S	0.74	15.61	2.8	C	549	823
E - Coal Pit Lane W	0.83	39.57	4.4	E	357	535

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	720	180	866	1704	0.422	717	800	0.0	0.7	3.638	A
B - A4303 E	957	239	369	2351	0.407	954	1214	0.0	0.7	2.573	A
C - A5 S	513	128	836	1561	0.329	511	487	0.0	0.5	3.425	A
D - B4027 S	450	113	1065	1109	0.406	447	283	0.0	0.7	5.424	A
E - Coal Pit Lane W	293	73	1376	759	0.386	290	137	0.0	0.6	7.640	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	859	215	1037	1614	0.532	858	958	0.7	1.1	4.751	A
B - A4303 E	1143	286	441	2307	0.495	1141	1453	0.7	1.0	3.085	A
C - A5 S	613	153	1000	1479	0.415	612	582	0.5	0.7	4.149	A
D - B4027 S	538	134	1274	1016	0.529	536	338	0.7	1.1	7.476	A
E - Coal Pit Lane W	350	87	1647	656	0.533	348	163	0.6	1.1	11.603	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	1053	263	1257	1498	0.702	1048	1170	1.1	2.3	7.910	A
B - A4303 E	1399	350	537	2249	0.622	1397	1768	1.0	1.6	4.212	A
C - A5 S	751	188	1224	1367	0.549	749	710	0.7	1.2	5.802	A
D - B4027 S	658	165	1559	889	0.740	652	414	1.1	2.7	14.801	B
E - Coal Pit Lane W	428	107	2011	517	0.828	417	200	1.1	4.0	32.813	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	1053	263	1272	1491	0.706	1052	1175	2.3	2.4	8.199	A
B - A4303 E	1399	350	541	2246	0.623	1399	1783	1.6	1.6	4.249	A
C - A5 S	751	188	1226	1366	0.550	751	714	1.2	1.2	5.851	A
D - B4027 S	658	165	1562	888	0.742	658	415	2.7	2.8	15.611	C
E - Coal Pit Lane W	428	107	2020	514	0.834	426	200	4.0	4.4	39.566	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	859	215	1058	1603	0.536	864	964	2.4	1.2	4.906	A
B - A4303 E	1143	286	447	2303	0.496	1145	1475	1.6	1.0	3.116	A
C - A5 S	613	153	1004	1477	0.415	615	588	1.2	0.7	4.187	A
D - B4027 S	538	134	1279	1013	0.530	544	340	2.8	1.1	7.773	A
E - Coal Pit Lane W	350	87	1659	651	0.537	363	164	4.4	1.2	12.998	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	720	180	875	1699	0.424	721	805	1.2	0.7	3.689	A
B - A4303 E	957	239	372	2349	0.407	958	1225	1.0	0.7	2.591	A
C - A5 S	513	128	840	1559	0.329	514	490	0.7	0.5	3.448	A
D - B4027 S	450	113	1070	1106	0.407	452	284	1.1	0.7	5.518	A
E - Coal Pit Lane W	293	73	1385	756	0.388	295	137	1.2	0.6	7.851	A

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	6.75	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	21	D - B4027 S	6.75	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	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	✓	1038	100.000
B - A4303 E		ONE HOUR	✓	1457	100.000
C - A5 S		ONE HOUR	✓	712	100.000
D - B4027 S		ONE HOUR	✓	422	100.000
E - Coal Pit Lane W		ONE HOUR	✓	141	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	0	571	367	94	6
	B - A4303 E	630	0	218	368	241
	C - A5 S	354	229	0	23	106
	D - B4027 S	72	336	2	0	12
	E - Coal Pit Lane W	6	101	32	2	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	0.65	5.90	1.9	A	952	1429
B - A4303 E	0.72	5.67	2.5	A	1337	2005
C - A5 S	0.63	7.87	1.7	A	653	980
D - B4027 S	0.57	10.24	1.3	B	387	581
E - Coal Pit Lane W	0.26	8.05	0.3	A	129	194

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	781	195	526	1881	0.415	779	797	0.0	0.7	3.256	A
B - A4303 E	1097	274	377	2346	0.468	1093	927	0.0	0.9	2.865	A
C - A5 S	536	134	1006	1476	0.363	534	464	0.0	0.6	3.811	A
D - B4027 S	318	79	1175	1060	0.300	316	365	0.0	0.4	4.829	A
E - Coal Pit Lane W	106	27	1217	820	0.130	106	274	0.0	0.1	5.037	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	933	233	630	1827	0.511	932	953	0.7	1.0	4.015	A
B - A4303 E	1310	327	452	2301	0.569	1308	1110	0.9	1.3	3.619	A
C - A5 S	640	160	1204	1377	0.465	639	556	0.6	0.9	4.867	A
D - B4027 S	379	95	1406	957	0.396	378	437	0.4	0.6	6.220	A
E - Coal Pit Lane W	127	32	1456	728	0.174	127	328	0.1	0.2	5.978	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	1143	286	769	1754	0.652	1140	1165	1.0	1.8	5.830	A
B - A4303 E	1604	401	552	2240	0.716	1600	1357	1.3	2.5	5.584	A
C - A5 S	784	196	1472	1243	0.631	781	680	0.9	1.7	7.727	A
D - B4027 S	465	116	1718	818	0.568	462	535	0.6	1.3	10.031	B
E - Coal Pit Lane W	155	39	1780	605	0.257	155	401	0.2	0.3	7.978	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	1143	286	773	1752	0.652	1143	1169	1.8	1.9	5.905	A
B - A4303 E	1604	401	554	2239	0.717	1604	1362	2.5	2.5	5.669	A
C - A5 S	784	196	1476	1241	0.632	784	681	1.7	1.7	7.867	A
D - B4027 S	465	116	1724	816	0.569	465	536	1.3	1.3	10.240	B
E - Coal Pit Lane W	155	39	1787	603	0.258	155	402	0.3	0.3	8.046	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	933	233	635	1824	0.511	936	959	1.9	1.1	4.069	A
B - A4303 E	1310	327	454	2300	0.570	1314	1117	2.5	1.3	3.670	A
C - A5 S	640	160	1210	1374	0.466	643	558	1.7	0.9	4.946	A
D - B4027 S	379	95	1414	954	0.398	382	439	1.3	0.7	6.323	A
E - Coal Pit Lane W	127	32	1466	725	0.175	127	329	0.3	0.2	6.032	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	781	195	530	1879	0.416	783	801	1.1	0.7	3.286	A
B - A4303 E	1097	274	379	2345	0.468	1099	933	1.3	0.9	2.892	A
C - A5 S	536	134	1011	1473	0.364	537	467	0.9	0.6	3.850	A
D - B4027 S	318	79	1181	1057	0.301	319	367	0.7	0.4	4.884	A
E - Coal Pit Lane W	106	27	1225	817	0.130	106	275	0.2	0.2	5.071	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	30.10	D

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-11	E - Coal Pit Lane W	30.10	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
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	✓	913	100.000
B - A4303 E		ONE HOUR	✓	1316	100.000
C - A5 S		ONE HOUR	✓	736	100.000
D - B4027 S		ONE HOUR	✓	617	100.000
E - Coal Pit Lane W		ONE HOUR	✓	469	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	0	522	353	32	6
	B - A4303 E	661	0	239	310	106
	C - A5 S	336	324	2	12	62
	D - B4027 S	120	464	31	0	2
	E - Coal Pit Lane W	42	322	85	20	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	0.69	7.87	2.2	A	838	1257
B - A4303 E	0.65	4.62	1.8	A	1208	1811
C - A5 S	0.60	6.60	1.5	A	675	1013
D - B4027 S	0.80	20.82	3.8	C	566	849
E - Coal Pit Lane W	1.10	193.96	30.0	F	430	646

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	687	172	933	1668	0.412	685	869	0.0	0.7	3.648	A
B - A4303 E	991	248	396	2335	0.424	988	1221	0.0	0.7	2.667	A
C - A5 S	554	139	852	1553	0.357	552	532	0.0	0.6	3.589	A
D - B4027 S	465	116	1123	1083	0.429	462	281	0.0	0.7	5.768	A
E - Coal Pit Lane W	353	88	1453	730	0.484	349	132	0.0	0.9	9.375	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	821	205	1116	1573	0.522	819	1040	0.7	1.1	4.769	A
B - A4303 E	1183	296	474	2287	0.517	1182	1461	0.7	1.1	3.251	A
C - A5 S	662	165	1019	1470	0.450	661	637	0.6	0.8	4.445	A
D - B4027 S	555	139	1344	985	0.563	553	336	0.7	1.3	8.292	A
E - Coal Pit Lane W	422	105	1739	621	0.679	417	158	0.9	2.0	17.316	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	1005	251	1310	1471	0.683	1001	1266	1.1	2.1	7.593	A
B - A4303 E	1449	362	566	2231	0.649	1446	1744	1.1	1.8	4.568	A
C - A5 S	810	203	1244	1357	0.597	808	768	0.8	1.5	6.513	A
D - B4027 S	679	170	1644	851	0.798	670	408	1.3	3.6	18.958	C
E - Coal Pit Lane W	516	129	2121	475	1.086	455	193	2.0	17.4	96.815	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	1005	251	1327	1462	0.688	1005	1271	2.1	2.2	7.872	A
B - A4303 E	1449	362	571	2228	0.650	1449	1761	1.8	1.8	4.618	A
C - A5 S	810	203	1247	1356	0.598	810	772	1.5	1.5	6.600	A
D - B4027 S	679	170	1648	850	0.800	679	410	3.6	3.8	20.815	C
E - Coal Pit Lane W	516	129	2133	471	1.097	466	194	17.4	30.0	193.962	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	821	205	1231	1512	0.543	825	1056	2.2	1.2	5.264	A
B - A4303 E	1183	296	502	2270	0.521	1186	1553	1.8	1.1	3.331	A
C - A5 S	662	165	1028	1465	0.452	664	661	1.5	0.8	4.508	A
D - B4027 S	555	139	1350	982	0.565	564	342	3.8	1.3	8.817	A
E - Coal Pit Lane W	422	105	1756	614	0.686	532	159	30.0	2.5	75.519	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	687	172	947	1661	0.414	689	875	1.2	0.7	3.715	A
B - A4303 E	991	248	401	2332	0.425	992	1236	1.1	0.7	2.689	A
C - A5 S	554	139	856	1551	0.357	555	537	0.8	0.6	3.621	A
D - B4027 S	465	116	1129	1080	0.430	467	282	1.3	0.8	5.892	A
E - Coal Pit Lane W	353	88	1463	726	0.486	359	133	2.5	1.0	9.967	A

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	7.61	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	16	D - B4027 S	7.61	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	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	✓	1111	100.000
B - A4303 E		ONE HOUR	✓	1436	100.000
C - A5 S		ONE HOUR	✓	757	100.000
D - B4027 S		ONE HOUR	✓	451	100.000
E - Coal Pit Lane W		ONE HOUR	✓	144	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	0	578	403	123	7
	B - A4303 E	626	0	191	379	240
	C - A5 S	409	213	0	25	110
	D - B4027 S	88	349	2	0	12
	E - Coal Pit Lane W	6	101	34	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	0.70	6.80	2.3	A	1019	1529
B - A4303 E	0.72	5.88	2.6	A	1318	1977
C - A5 S	0.68	9.28	2.1	A	695	1042
D - B4027 S	0.62	11.97	1.6	B	414	621
E - Coal Pit Lane W	0.28	8.63	0.4	A	132	198

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	836	209	526	1882	0.445	833	847	0.0	0.8	3.424	A
B - A4303 E	1081	270	429	2315	0.467	1078	930	0.0	0.9	2.901	A
C - A5 S	570	142	1034	1462	0.390	567	473	0.0	0.6	4.012	A
D - B4027 S	340	85	1204	1047	0.324	338	398	0.0	0.5	5.063	A
E - Coal Pit Lane W	108	27	1265	801	0.135	108	277	0.0	0.2	5.185	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	999	250	630	1827	0.547	997	1013	0.8	1.2	4.330	A
B - A4303 E	1291	323	513	2263	0.570	1289	1113	0.9	1.3	3.689	A
C - A5 S	681	170	1237	1361	0.500	679	565	0.6	1.0	5.271	A
D - B4027 S	405	101	1440	942	0.430	404	476	0.5	0.7	6.684	A
E - Coal Pit Lane W	129	32	1514	707	0.183	129	331	0.2	0.2	6.231	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	1223	306	769	1754	0.697	1219	1238	1.2	2.2	6.670	A
B - A4303 E	1581	395	628	2194	0.721	1576	1360	1.3	2.5	5.783	A
C - A5 S	833	208	1513	1223	0.681	829	691	1.0	2.1	9.036	A
D - B4027 S	497	124	1760	800	0.621	493	582	0.7	1.6	11.611	B
E - Coal Pit Lane W	159	40	1848	579	0.274	158	405	0.2	0.4	8.536	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	1223	306	773	1752	0.698	1223	1243	2.2	2.3	6.799	A
B - A4303 E	1581	395	630	2193	0.721	1581	1366	2.5	2.6	5.884	A
C - A5 S	833	208	1517	1221	0.683	833	694	2.1	2.1	9.278	A
D - B4027 S	497	124	1767	797	0.623	496	583	1.6	1.6	11.969	B
E - Coal Pit Lane W	159	40	1857	576	0.275	159	406	0.4	0.4	8.627	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	999	250	636	1824	0.548	1003	1020	2.3	1.2	4.406	A
B - A4303 E	1291	323	516	2262	0.571	1296	1122	2.6	1.3	3.745	A
C - A5 S	681	170	1244	1357	0.501	685	569	2.1	1.0	5.386	A
D - B4027 S	405	101	1450	938	0.432	409	478	1.6	0.8	6.853	A
E - Coal Pit Lane W	129	32	1526	702	0.184	130	333	0.4	0.2	6.301	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	836	209	530	1879	0.445	838	852	1.2	0.8	3.465	A
B - A4303 E	1081	270	432	2313	0.467	1083	937	1.3	0.9	2.930	A
C - A5 S	570	142	1039	1459	0.391	571	475	1.0	0.6	4.060	A
D - B4027 S	340	85	1211	1044	0.325	341	400	0.8	0.5	5.128	A
E - Coal Pit Lane W	108	27	1273	798	0.136	109	278	0.2	0.2	5.222	A

Appendix 12: A5/A4303/B4027/Coal Pit Lane Mitigation Results

<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: J27_240104 A5 A4303 B4027 Coal Pit Ln (Reduced Miti2).j10

Path: X:\NTT\NTT2814_Hinckley Rail Freight Interchange\02. Project Delivery\01. WIP\Design and Calculations\T&I Planning\04 Junction Modelling\J27_JTC 48 - A5 - A4303 - B4027 - Coal Pit Lane

Report generation date: 05/01/2024 16:32:19

-
- »2023, AM
 - »2023, 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
2023												
A - A5 N	D1	1.6	5.19	0.61	A	42 % [A - A5 N]	D2	0.6	3.23	0.38	A	57 % [C - A5 S]
B - A4303 E		0.8	3.03	0.44	A			0.8	2.75	0.43	A	
C - A5 S		0.6	3.53	0.36	A			1.1	4.64	0.51	A	
D - B4027 S		0.2	3.37	0.18	A			0.5	4.96	0.35	A	
E - Coal Pit Lane W		0.3	3.27	0.20	A			0.1	3.45	0.12	A	
WoD 2026												
A - A5 N	D3	1.7	5.97	0.63	A	33 % [A - A5 N]	D4	1.0	4.13	0.50	A	39 % [D - B4027 S]
B - A4303 E		1.3	3.80	0.57	A			1.2	3.42	0.55	A	
C - A5 S		0.8	4.39	0.43	A			1.3	5.64	0.56	A	
D - B4027 S		0.7	5.12	0.40	A			0.8	6.28	0.45	A	
E - Coal Pit Lane W		0.4	4.42	0.29	A			0.1	3.68	0.12	A	
WoDWS 2026												
A - A5 N	D5	1.9	6.32	0.65	A	30 % [A - A5 N]	D6	1.1	4.26	0.52	A	39 % [C - A5 S]
B - A4303 E		1.4	3.85	0.58	A			1.2	3.50	0.55	A	
C - A5 S		0.7	4.38	0.43	A			1.3	5.81	0.57	A	
D - B4027 S		0.7	5.13	0.40	A			0.8	6.29	0.45	A	
E - Coal Pit Lane W		0.4	4.40	0.29	A			0.1	3.71	0.12	A	
WD 2026												
A - A5 N	D7	2.2	7.13	0.69	A	25 % [A - A5 N]	D8	1.5	5.18	0.60	A	31 % [C - A5 S]
B - A4303 E		1.6	4.23	0.62	A			1.3	3.59	0.56	A	
C - A5 S		0.9	4.93	0.48	A			1.6	6.72	0.62	A	
D - B4027 S		0.8	5.94	0.45	A			0.9	6.71	0.46	A	
E - Coal Pit Lane W		0.5	4.93	0.32	A			0.1	3.88	0.13	A	
WoD 2036												
A - A5 N	D9	2.3	8.18	0.70	A	20 % [D - B4027 S]	D10	1.8	5.88	0.65	A	24 % [C - A5 S]
B - A4303 E		1.6	4.22	0.62	A			2.6	5.82	0.72	A	
C - A5 S		1.2	5.91	0.55	A			1.7	7.85	0.63	A	
D - B4027 S		1.7	9.53	0.64	A			1.1	7.86	0.53	A	
E - Coal Pit Lane W		0.9	7.05	0.46	A			0.2	4.09	0.16	A	
WoDWS 2036												
A - A5 N	D11	2.4	8.22	0.71	A	20 % [A - A5 N]	D12	1.9	5.91	0.65	A	24 % [C - A5 S]
B - A4303 E		1.6	4.25	0.62	A			2.5	5.67	0.72	A	
C - A5 S		1.2	5.85	0.55	A			1.7	7.87	0.63	A	
D - B4027 S		1.7	9.32	0.63	A			0.9	7.16	0.48	A	
E - Coal Pit Lane W		0.8	6.90	0.45	A			0.2	3.98	0.15	A	
WD 2036												
A - A5 N	D13	2.3	8.32	0.70	A	16 % [D - B4027 S]	D14	2.3	6.80	0.70	A	19 % [C - A5 S]
B - A4303 E		1.9	4.66	0.65	A			2.6	5.88	0.72	A	
C - A5 S		1.5	6.61	0.60	A			2.1	9.28	0.68	A	
D - B4027 S		2.1	11.09	0.68	B			1.1	7.99	0.52	A	
E - Coal Pit Lane W		1.3	9.45	0.58	A			0.2	4.15	0.15	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.

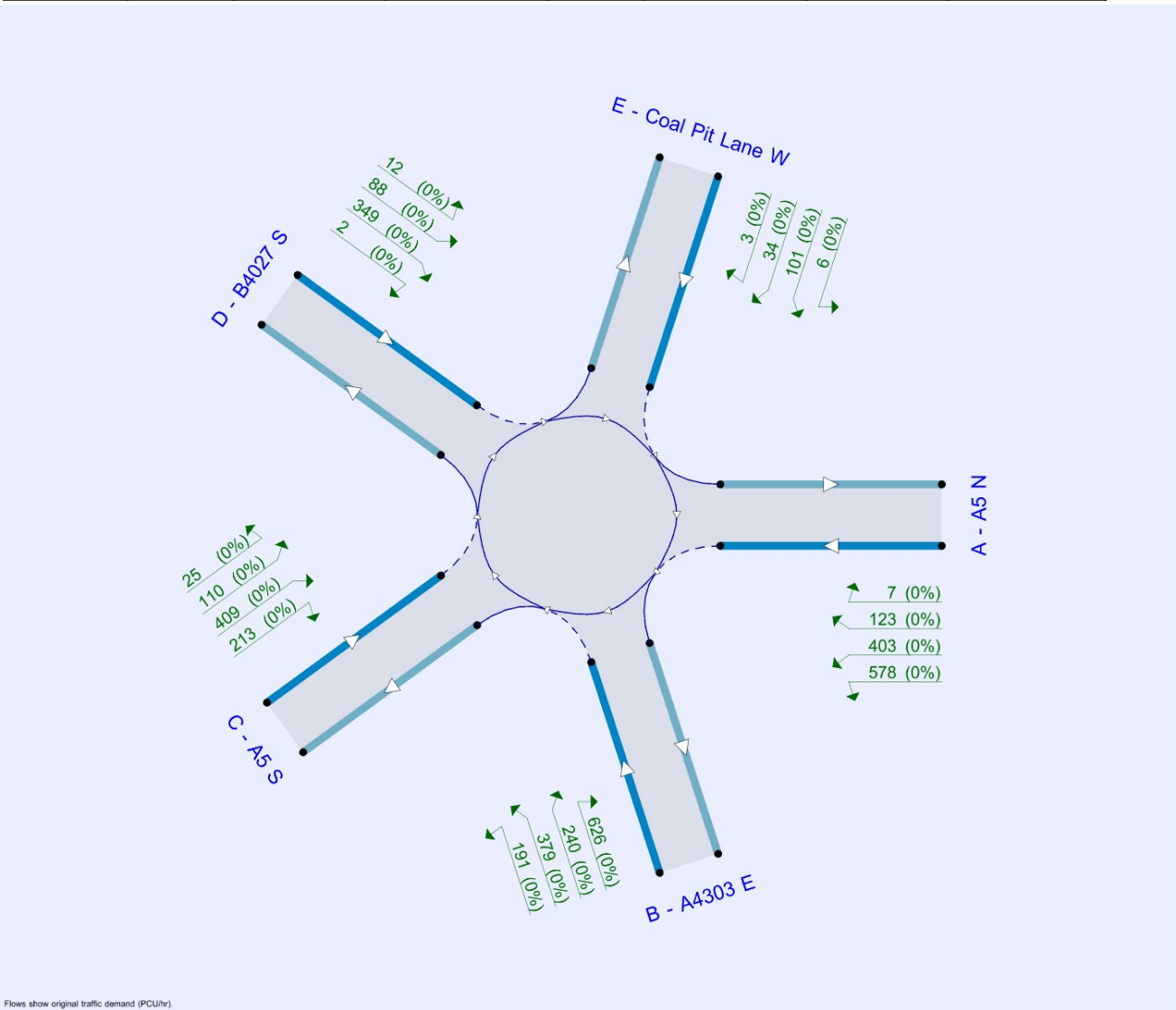
File summary

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	2023	AM	ONE HOUR	07:15	08:45	15	✓
D2	2023	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

2023, 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	3.92	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	42	A - A5 N	3.92	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	3.68	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	0.524	2157
B - A4303 E	0.608	2575
C - A5 S	0.499	1978
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	2023	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	✓	992	100.000
B - A4303 E		ONE HOUR	✓	857	100.000
C - A5 S		ONE HOUR	✓	527	100.000
D - B4027 S		ONE HOUR	✓	214	100.000
E - Coal Pit Lane W		ONE HOUR	✓	255	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	0	437	503	48	4
	B - A4303 E	332	0	226	223	76
	C - A5 S	216	234	2	13	62
	D - B4027 S	40	154	19	0	1
	E - Coal Pit Lane W	20	149	80	6	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	0.61	5.19	1.6	A	910	1365
B - A4303 E	0.44	3.03	0.8	A	786	1180
C - A5 S	0.36	3.53	0.6	A	484	725
D - B4027 S	0.18	3.37	0.2	A	196	295
E - Coal Pit Lane W	0.20	3.27	0.3	A	234	351

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	747	187	483	1904	0.392	744	456	0.0	0.6	3.098	A
B - A4303 E	645	161	497	2273	0.284	644	731	0.0	0.4	2.207	A
C - A5 S	397	99	517	1720	0.231	396	623	0.0	0.3	2.715	A
D - B4027 S	161	40	695	1458	0.111	161	218	0.0	0.1	2.776	A
E - Coal Pit Lane W	192	48	748	1545	0.124	191	107	0.0	0.1	2.658	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	892	223	579	1854	0.481	891	546	0.6	0.9	3.734	A
B - A4303 E	770	193	594	2214	0.348	770	875	0.4	0.5	2.493	A
C - A5 S	474	118	619	1669	0.284	473	745	0.3	0.4	3.010	A
D - B4027 S	192	48	832	1392	0.138	192	260	0.1	0.2	2.999	A
E - Coal Pit Lane W	229	57	896	1476	0.155	229	128	0.1	0.2	2.886	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	1092	273	708	1786	0.612	1090	669	0.9	1.6	5.152	A
B - A4303 E	944	236	727	2133	0.442	943	1071	0.5	0.8	3.020	A
C - A5 S	580	145	758	1600	0.363	580	912	0.4	0.6	3.526	A
D - B4027 S	236	59	1018	1304	0.181	235	319	0.2	0.2	3.370	A
E - Coal Pit Lane W	281	70	1096	1382	0.203	280	157	0.2	0.3	3.267	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	1092	273	709	1786	0.612	1092	669	1.6	1.6	5.191	A
B - A4303 E	944	236	729	2132	0.442	944	1072	0.8	0.8	3.027	A
C - A5 S	580	145	759	1600	0.363	580	914	0.6	0.6	3.531	A
D - B4027 S	236	59	1020	1303	0.181	236	319	0.2	0.2	3.371	A
E - Coal Pit Lane W	281	70	1098	1382	0.203	281	157	0.3	0.3	3.269	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 - A5 N	892	223	580	1853	0.481	894	547	1.6	0.9	3.765	A
B - A4303 E	770	193	597	2213	0.348	771	877	0.8	0.5	2.499	A
C - A5 S	474	118	620	1669	0.284	474	748	0.6	0.4	3.018	A
D - B4027 S	192	48	834	1392	0.138	193	261	0.2	0.2	3.004	A
E - Coal Pit Lane W	229	57	897	1475	0.155	230	129	0.3	0.2	2.892	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	747	187	485	1903	0.393	748	458	0.9	0.6	3.119	A
B - A4303 E	645	161	499	2272	0.284	646	734	0.5	0.4	2.215	A
C - A5 S	397	99	519	1719	0.231	397	626	0.4	0.3	2.723	A
D - B4027 S	161	40	698	1456	0.111	161	219	0.2	0.1	2.781	A
E - Coal Pit Lane W	192	48	751	1544	0.124	192	108	0.2	0.1	2.665	A

2023, 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	3.69	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	57	C - A5 S	3.69	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	2023	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	✓	629	100.000
B - A4303 E		ONE HOUR	✓	899	100.000
C - A5 S		ONE HOUR	✓	746	100.000
D - B4027 S		ONE HOUR	✓	361	100.000
E - Coal Pit Lane W		ONE HOUR	✓	128	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	0	262	337	26	4
	B - A4303 E	405	0	236	128	130
	C - A5 S	418	203	0	17	108
	D - B4027 S	74	277	3	0	7
	E - Coal Pit Lane W	5	79	43	1	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	0.38	3.23	0.6	A	577	866
B - A4303 E	0.43	2.75	0.8	A	825	1237
C - A5 S	0.51	4.64	1.1	A	685	1027
D - B4027 S	0.35	4.96	0.5	A	331	497
E - Coal Pit Lane W	0.12	3.45	0.1	A	117	176

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	474	118	455	1919	0.247	472	677	0.0	0.3	2.486	A
B - A4303 E	677	169	311	2386	0.284	675	616	0.0	0.4	2.102	A
C - A5 S	562	140	521	1718	0.327	560	465	0.0	0.5	3.102	A
D - B4027 S	272	68	952	1335	0.204	271	129	0.0	0.3	3.378	A
E - Coal Pit Lane W	96	24	1036	1411	0.068	96	187	0.0	0.1	2.738	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	565	141	544	1872	0.302	565	810	0.3	0.4	2.755	A
B - A4303 E	808	202	372	2349	0.344	808	737	0.4	0.5	2.335	A
C - A5 S	671	168	623	1667	0.402	670	556	0.5	0.7	3.609	A
D - B4027 S	325	81	1139	1246	0.260	324	155	0.3	0.4	3.902	A
E - Coal Pit Lane W	115	29	1239	1315	0.087	115	224	0.1	0.1	2.998	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	693	173	666	1808	0.383	692	992	0.4	0.6	3.223	A
B - A4303 E	990	247	455	2299	0.431	989	903	0.5	0.8	2.747	A
C - A5 S	821	205	763	1597	0.514	820	681	0.7	1.0	4.622	A
D - B4027 S	397	99	1394	1125	0.353	397	189	0.4	0.5	4.941	A
E - Coal Pit Lane W	141	35	1517	1186	0.119	141	274	0.1	0.1	3.445	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	693	173	667	1807	0.383	693	993	0.6	0.6	3.228	A
B - A4303 E	990	247	456	2298	0.431	990	904	0.8	0.8	2.750	A
C - A5 S	821	205	764	1597	0.514	821	682	1.0	1.1	4.642	A
D - B4027 S	397	99	1396	1124	0.354	397	189	0.5	0.5	4.957	A
E - Coal Pit Lane W	141	35	1519	1184	0.119	141	274	0.1	0.1	3.449	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	565	141	546	1871	0.302	566	812	0.6	0.4	2.760	A
B - A4303 E	808	202	373	2349	0.344	809	739	0.8	0.5	2.339	A
C - A5 S	671	168	625	1666	0.402	672	557	1.1	0.7	3.628	A
D - B4027 S	325	81	1142	1245	0.261	325	155	0.5	0.4	3.920	A
E - Coal Pit Lane W	115	29	1243	1314	0.088	115	224	0.1	0.1	3.005	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	474	118	457	1918	0.247	474	680	0.4	0.3	2.495	A
B - A4303 E	677	169	312	2386	0.284	677	619	0.5	0.4	2.109	A
C - A5 S	562	140	523	1717	0.327	562	466	0.7	0.5	3.118	A
D - B4027 S	272	68	956	1333	0.204	272	130	0.4	0.3	3.395	A
E - Coal Pit Lane W	96	24	1040	1409	0.068	96	188	0.1	0.1	2.743	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	4.72	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	33	A - A5 N	4.72	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	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	✓	940	100.000
B - A4303 E		ONE HOUR	✓	1159	100.000
C - A5 S		ONE HOUR	✓	568	100.000
D - B4027 S		ONE HOUR	✓	424	100.000
E - Coal Pit Lane W		ONE HOUR	✓	301	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	0	522	375	39	4
	B - A4303 E	526	0	247	294	92
	C - A5 S	228	276	2	11	51
	D - B4027 S	76	319	27	0	2
	E - Coal Pit Lane W	24	196	67	14	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	0.63	5.97	1.7	A	863	1294
B - A4303 E	0.57	3.80	1.3	A	1064	1595
C - A5 S	0.43	4.39	0.8	A	521	782
D - B4027 S	0.40	5.12	0.7	A	389	584
E - Coal Pit Lane W	0.29	4.42	0.4	A	276	414

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	708	177	676	1803	0.393	705	641	0.0	0.6	3.273	A
B - A4303 E	873	218	396	2335	0.374	870	985	0.0	0.6	2.454	A
C - A5 S	428	107	727	1615	0.265	426	539	0.0	0.4	3.023	A
D - B4027 S	319	80	885	1367	0.233	318	269	0.0	0.3	3.429	A
E - Coal Pit Lane W	227	57	1091	1385	0.164	226	112	0.0	0.2	3.105	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	845	211	809	1733	0.488	844	767	0.6	0.9	4.043	A
B - A4303 E	1042	260	474	2287	0.456	1041	1179	0.6	0.8	2.887	A
C - A5 S	511	128	870	1544	0.331	510	645	0.4	0.5	3.480	A
D - B4027 S	381	95	1059	1284	0.297	381	322	0.3	0.4	3.982	A
E - Coal Pit Lane W	271	68	1306	1284	0.211	270	134	0.2	0.3	3.550	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	1035	259	990	1638	0.632	1032	939	0.9	1.7	5.907	A
B - A4303 E	1276	319	580	2223	0.574	1274	1442	0.8	1.3	3.786	A
C - A5 S	625	156	1065	1447	0.432	624	789	0.5	0.8	4.373	A
D - B4027 S	467	117	1296	1171	0.399	466	393	0.4	0.7	5.098	A
E - Coal Pit Lane W	331	83	1598	1148	0.289	331	164	0.3	0.4	4.405	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	1035	259	992	1637	0.632	1035	940	1.7	1.7	5.972	A
B - A4303 E	1276	319	581	2222	0.574	1276	1446	1.3	1.3	3.804	A
C - A5 S	625	156	1067	1446	0.433	625	790	0.8	0.8	4.388	A
D - B4027 S	467	117	1298	1170	0.399	467	394	0.7	0.7	5.117	A
E - Coal Pit Lane W	331	83	1601	1146	0.289	331	164	0.4	0.4	4.417	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	845	211	812	1732	0.488	848	769	1.7	1.0	4.088	A
B - A4303 E	1042	260	476	2286	0.456	1044	1184	1.3	0.8	2.902	A
C - A5 S	511	128	873	1542	0.331	512	647	0.8	0.5	3.497	A
D - B4027 S	381	95	1062	1283	0.297	382	323	0.7	0.4	4.000	A
E - Coal Pit Lane W	271	68	1310	1282	0.211	271	134	0.4	0.3	3.561	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	708	177	679	1801	0.393	709	644	1.0	0.7	3.301	A
B - A4303 E	873	218	398	2333	0.374	874	990	0.8	0.6	2.469	A
C - A5 S	428	107	730	1614	0.265	428	541	0.5	0.4	3.037	A
D - B4027 S	319	80	889	1365	0.234	320	270	0.4	0.3	3.446	A
E - Coal Pit Lane W	227	57	1096	1382	0.164	227	112	0.3	0.2	3.115	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	4.49	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	39	D - B4027 S	4.49	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	✓	796	100.000
B - A4303 E		ONE HOUR	✓	1147	100.000
C - A5 S		ONE HOUR	✓	730	100.000
D - B4027 S		ONE HOUR	✓	429	100.000
E - Coal Pit Lane W		ONE HOUR	✓	119	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	0	437	307	47	5
	B - A4303 E	507	0	224	222	194
	C - A5 S	362	241	0	19	108
	D - B4027 S	65	351	2	0	11
	E - Coal Pit Lane W	4	89	25	1	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	0.50	4.13	1.0	A	730	1096
B - A4303 E	0.55	3.42	1.2	A	1053	1579
C - A5 S	0.56	5.64	1.3	A	670	1005
D - B4027 S	0.45	6.28	0.8	A	394	590
E - Coal Pit Lane W	0.12	3.68	0.1	A	109	164

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	599	150	532	1878	0.319	597	704	0.0	0.5	2.807	A
B - A4303 E	864	216	290	2399	0.360	861	839	0.0	0.6	2.338	A
C - A5 S	550	137	733	1612	0.341	548	419	0.0	0.5	3.375	A
D - B4027 S	323	81	1063	1282	0.252	322	217	0.0	0.3	3.743	A
E - Coal Pit Lane W	90	22	1146	1359	0.066	89	239	0.0	0.1	2.835	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	716	179	637	1824	0.392	715	842	0.5	0.6	3.245	A
B - A4303 E	1031	258	348	2364	0.436	1030	1004	0.6	0.8	2.698	A
C - A5 S	656	164	877	1541	0.426	655	501	0.5	0.7	4.062	A
D - B4027 S	386	96	1272	1182	0.326	385	260	0.3	0.5	4.512	A
E - Coal Pit Lane W	107	27	1372	1253	0.085	107	286	0.1	0.1	3.139	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	876	219	779	1749	0.501	875	1031	0.6	1.0	4.112	A
B - A4303 E	1263	316	425	2317	0.545	1261	1228	0.8	1.2	3.404	A
C - A5 S	804	201	1073	1443	0.557	802	613	0.7	1.2	5.600	A
D - B4027 S	472	118	1557	1047	0.451	471	318	0.5	0.8	6.239	A
E - Coal Pit Lane W	131	33	1679	1110	0.118	131	349	0.1	0.1	3.676	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	876	219	781	1748	0.501	876	1033	1.0	1.0	4.129	A
B - A4303 E	1263	316	426	2316	0.545	1263	1231	1.2	1.2	3.416	A
C - A5 S	804	201	1075	1442	0.557	804	614	1.2	1.3	5.641	A
D - B4027 S	472	118	1560	1045	0.452	472	318	0.8	0.8	6.281	A
E - Coal Pit Lane W	131	33	1682	1108	0.118	131	350	0.1	0.1	3.683	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	716	179	639	1822	0.393	717	845	1.0	0.7	3.261	A
B - A4303 E	1031	258	349	2363	0.436	1033	1008	1.2	0.8	2.708	A
C - A5 S	656	164	879	1539	0.426	658	503	1.3	0.7	4.094	A
D - B4027 S	386	96	1277	1180	0.327	387	260	0.8	0.5	4.544	A
E - Coal Pit Lane W	107	27	1377	1251	0.086	107	286	0.1	0.1	3.149	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	599	150	535	1877	0.319	600	707	0.7	0.5	2.820	A
B - A4303 E	864	216	292	2398	0.360	864	843	0.8	0.6	2.350	A
C - A5 S	550	137	736	1611	0.341	550	421	0.7	0.5	3.399	A
D - B4027 S	323	81	1068	1280	0.252	324	218	0.5	0.3	3.766	A
E - Coal Pit Lane W	90	22	1152	1356	0.066	90	240	0.1	0.1	2.842	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	4.85	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	30	A - A5 N	4.85	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	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	✓	973	100.000
B - A4303 E		ONE HOUR	✓	1169	100.000
C - A5 S		ONE HOUR	✓	559	100.000
D - B4027 S		ONE HOUR	✓	423	100.000
E - Coal Pit Lane W		ONE HOUR	✓	296	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	0	549	380	40	4
	B - A4303 E	538	0	243	294	94
	C - A5 S	224	274	2	10	49
	D - B4027 S	75	322	25	0	1
	E - Coal Pit Lane W	23	196	63	14	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	0.65	6.32	1.9	A	893	1339
B - A4303 E	0.58	3.85	1.4	A	1073	1609
C - A5 S	0.43	4.38	0.7	A	513	769
D - B4027 S	0.40	5.13	0.7	A	388	582
E - Coal Pit Lane W	0.29	4.40	0.4	A	272	407

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	733	183	672	1805	0.406	730	646	0.0	0.7	3.340	A
B - A4303 E	880	220	396	2335	0.377	878	1006	0.0	0.6	2.466	A
C - A5 S	421	105	739	1609	0.261	419	535	0.0	0.4	3.021	A
D - B4027 S	318	80	889	1365	0.233	317	269	0.0	0.3	3.433	A
E - Coal Pit Lane W	223	56	1096	1383	0.161	222	111	0.0	0.2	3.100	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	875	219	805	1736	0.504	873	772	0.7	1.0	4.170	A
B - A4303 E	1051	263	474	2287	0.459	1050	1204	0.6	0.8	2.906	A
C - A5 S	503	126	884	1537	0.327	502	640	0.4	0.5	3.476	A
D - B4027 S	380	95	1064	1282	0.297	380	322	0.3	0.4	3.990	A
E - Coal Pit Lane W	266	67	1311	1282	0.208	266	133	0.2	0.3	3.543	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	1071	268	985	1641	0.653	1068	945	1.0	1.8	6.244	A
B - A4303 E	1287	322	580	2223	0.579	1285	1473	0.8	1.4	3.829	A
C - A5 S	615	154	1082	1438	0.428	614	783	0.5	0.7	4.364	A
D - B4027 S	466	116	1303	1168	0.399	465	393	0.4	0.7	5.112	A
E - Coal Pit Lane W	326	81	1605	1144	0.285	325	163	0.3	0.4	4.392	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	1071	268	986	1640	0.653	1071	947	1.8	1.9	6.323	A
B - A4303 E	1287	322	581	2222	0.579	1287	1476	1.4	1.4	3.850	A
C - A5 S	615	154	1083	1437	0.428	615	785	0.7	0.7	4.379	A
D - B4027 S	466	116	1305	1167	0.399	466	394	0.7	0.7	5.132	A
E - Coal Pit Lane W	326	81	1607	1143	0.285	326	163	0.4	0.4	4.404	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	875	219	807	1734	0.504	878	775	1.9	1.0	4.222	A
B - A4303 E	1051	263	476	2286	0.460	1053	1209	1.4	0.9	2.926	A
C - A5 S	503	126	886	1536	0.327	504	643	0.7	0.5	3.493	A
D - B4027 S	380	95	1067	1280	0.297	381	323	0.7	0.4	4.010	A
E - Coal Pit Lane W	266	67	1315	1280	0.208	267	133	0.4	0.3	3.554	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	733	183	675	1803	0.406	734	648	1.0	0.7	3.370	A
B - A4303 E	880	220	398	2333	0.377	881	1011	0.9	0.6	2.482	A
C - A5 S	421	105	742	1608	0.262	421	538	0.5	0.4	3.034	A
D - B4027 S	318	80	893	1363	0.234	319	270	0.4	0.3	3.450	A
E - Coal Pit Lane W	223	56	1101	1380	0.161	223	112	0.3	0.2	3.113	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	4.58	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	39	C - A5 S	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
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	✓	825	100.000
B - A4303 E		ONE HOUR	✓	1160	100.000
C - A5 S		ONE HOUR	✓	737	100.000
D - B4027 S		ONE HOUR	✓	420	100.000
E - Coal Pit Lane W		ONE HOUR	✓	118	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	0	451	317	52	5
	B - A4303 E	521	0	222	224	193
	C - A5 S	372	241	0	18	106
	D - B4027 S	65	342	2	0	11
	E - Coal Pit Lane W	4	88	25	1	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	0.52	4.26	1.1	A	757	1136
B - A4303 E	0.55	3.50	1.2	A	1064	1597
C - A5 S	0.57	5.81	1.3	A	676	1014
D - B4027 S	0.45	6.29	0.8	A	385	578
E - Coal Pit Lane W	0.12	3.71	0.1	A	108	162

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	621	155	524	1882	0.330	619	722	0.0	0.5	2.847	A
B - A4303 E	873	218	302	2392	0.365	871	842	0.0	0.6	2.364	A
C - A5 S	555	139	748	1605	0.346	553	425	0.0	0.5	3.414	A
D - B4027 S	316	79	1079	1275	0.248	315	221	0.0	0.3	3.746	A
E - Coal Pit Lane W	89	22	1158	1354	0.066	89	236	0.0	0.1	2.845	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	742	185	628	1828	0.406	741	864	0.5	0.7	3.309	A
B - A4303 E	1043	261	361	2356	0.443	1042	1007	0.6	0.8	2.738	A
C - A5 S	663	166	895	1532	0.433	662	508	0.5	0.8	4.133	A
D - B4027 S	378	94	1291	1173	0.322	377	265	0.3	0.5	4.517	A
E - Coal Pit Lane W	106	27	1385	1247	0.085	106	283	0.1	0.1	3.154	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	908	227	768	1755	0.518	907	1057	0.7	1.1	4.237	A
B - A4303 E	1277	319	442	2307	0.554	1275	1233	0.8	1.2	3.484	A
C - A5 S	811	203	1095	1432	0.567	809	622	0.8	1.3	5.766	A
D - B4027 S	462	116	1580	1036	0.446	461	324	0.5	0.8	6.250	A
E - Coal Pit Lane W	130	32	1695	1102	0.118	130	346	0.1	0.1	3.701	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	908	227	770	1754	0.518	908	1059	1.1	1.1	4.257	A
B - A4303 E	1277	319	443	2306	0.554	1277	1235	1.2	1.2	3.497	A
C - A5 S	811	203	1097	1431	0.567	811	623	1.3	1.3	5.811	A
D - B4027 S	462	116	1583	1034	0.447	462	325	0.8	0.8	6.293	A
E - Coal Pit Lane W	130	32	1699	1100	0.118	130	347	0.1	0.1	3.708	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	742	185	630	1827	0.406	743	867	1.1	0.7	3.326	A
B - A4303 E	1043	261	362	2355	0.443	1045	1011	1.2	0.8	2.749	A
C - A5 S	663	166	897	1530	0.433	665	510	1.3	0.8	4.167	A
D - B4027 S	378	94	1296	1171	0.322	379	266	0.8	0.5	4.551	A
E - Coal Pit Lane W	106	27	1391	1244	0.085	106	284	0.1	0.1	3.165	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	621	155	527	1881	0.330	622	725	0.7	0.5	2.862	A
B - A4303 E	873	218	303	2391	0.365	874	846	0.8	0.6	2.374	A
C - A5 S	555	139	751	1604	0.346	556	427	0.8	0.5	3.441	A
D - B4027 S	316	79	1084	1272	0.249	317	222	0.5	0.3	3.769	A
E - Coal Pit Lane W	89	22	1163	1351	0.066	89	237	0.1	0.1	2.852	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	5.43	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	25	A - A5 N	5.43	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	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	✓	1010	100.000
B - A4303 E		ONE HOUR	✓	1236	100.000
C - A5 S		ONE HOUR	✓	617	100.000
D - B4027 S		ONE HOUR	✓	456	100.000
E - Coal Pit Lane W		ONE HOUR	✓	306	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	0	567	405	34	4
	B - A4303 E	592	0	251	300	93
	C - A5 S	282	278	2	9	46
	D - B4027 S	80	350	24	0	2
	E - Coal Pit Lane W	23	210	60	13	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	0.69	7.13	2.2	A	927	1390
B - A4303 E	0.62	4.23	1.6	A	1134	1701
C - A5 S	0.48	4.93	0.9	A	566	849
D - B4027 S	0.45	5.94	0.8	A	418	628
E - Coal Pit Lane W	0.32	4.93	0.5	A	281	421

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	760	190	703	1789	0.425	757	733	0.0	0.7	3.480	A
B - A4303 E	931	233	406	2328	0.400	928	1054	0.0	0.7	2.566	A
C - A5 S	465	116	778	1590	0.292	463	557	0.0	0.4	3.190	A
D - B4027 S	343	86	973	1325	0.259	342	267	0.0	0.3	3.657	A
E - Coal Pit Lane W	230	58	1206	1331	0.173	230	109	0.0	0.2	3.268	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	908	227	841	1716	0.529	906	877	0.7	1.1	4.437	A
B - A4303 E	1111	278	486	2280	0.487	1110	1261	0.7	0.9	3.075	A
C - A5 S	555	139	930	1514	0.366	554	666	0.4	0.6	3.749	A
D - B4027 S	410	102	1165	1234	0.332	409	320	0.3	0.5	4.364	A
E - Coal Pit Lane W	275	69	1444	1220	0.226	275	130	0.2	0.3	3.810	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	1112	278	1029	1618	0.687	1108	1074	1.1	2.1	7.002	A
B - A4303 E	1361	340	595	2214	0.615	1358	1543	0.9	1.6	4.194	A
C - A5 S	679	170	1138	1410	0.482	678	815	0.6	0.9	4.909	A
D - B4027 S	502	126	1425	1110	0.452	501	391	0.5	0.8	5.901	A
E - Coal Pit Lane W	337	84	1767	1069	0.315	336	159	0.3	0.5	4.911	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	1112	278	1032	1617	0.688	1112	1076	2.1	2.2	7.127	A
B - A4303 E	1361	340	597	2213	0.615	1361	1547	1.6	1.6	4.225	A
C - A5 S	679	170	1141	1409	0.482	679	817	0.9	0.9	4.934	A
D - B4027 S	502	126	1428	1108	0.453	502	392	0.8	0.8	5.937	A
E - Coal Pit Lane W	337	84	1770	1067	0.316	337	160	0.5	0.5	4.930	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	908	227	845	1715	0.530	912	880	2.2	1.1	4.508	A
B - A4303 E	1111	278	489	2278	0.488	1114	1267	1.6	1.0	3.100	A
C - A5 S	555	139	934	1512	0.367	556	669	0.9	0.6	3.772	A
D - B4027 S	410	102	1169	1232	0.333	411	321	0.8	0.5	4.394	A
E - Coal Pit Lane W	275	69	1449	1217	0.226	276	131	0.5	0.3	3.825	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	760	190	707	1787	0.426	762	737	1.1	0.7	3.519	A
B - A4303 E	931	233	409	2327	0.400	932	1060	1.0	0.7	2.583	A
C - A5 S	465	116	781	1588	0.292	465	560	0.6	0.4	3.206	A
D - B4027 S	343	86	978	1323	0.260	344	268	0.5	0.4	3.678	A
E - Coal Pit Lane W	230	58	1212	1328	0.173	231	109	0.3	0.2	3.283	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	5.15	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	31	C - A5 S	5.15	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
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	✓	960	100.000
B - A4303 E		ONE HOUR	✓	1143	100.000
C - A5 S		ONE HOUR	✓	801	100.000
D - B4027 S		ONE HOUR	✓	419	100.000
E - Coal Pit Lane W		ONE HOUR	✓	124	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	0	514	374	67	5
	B - A4303 E	531	0	195	228	189
	C - A5 S	439	239	0	18	105
	D - B4027 S	62	342	2	0	13
	E - Coal Pit Lane W	4	96	23	1	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	0.60	5.18	1.5	A	881	1321
B - A4303 E	0.56	3.59	1.3	A	1049	1573
C - A5 S	0.62	6.72	1.6	A	735	1103
D - B4027 S	0.46	6.71	0.9	A	384	577
E - Coal Pit Lane W	0.13	3.88	0.1	A	114	171

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	723	181	527	1881	0.384	720	777	0.0	0.6	3.095	A
B - A4303 E	861	215	354	2360	0.365	858	893	0.0	0.6	2.394	A
C - A5 S	603	151	767	1596	0.378	601	446	0.0	0.6	3.609	A
D - B4027 S	315	79	1131	1250	0.252	314	236	0.0	0.3	3.842	A
E - Coal Pit Lane W	93	23	1211	1328	0.070	93	234	0.0	0.1	2.914	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	863	216	631	1826	0.473	862	930	0.6	0.9	3.730	A
B - A4303 E	1028	257	424	2318	0.443	1027	1069	0.6	0.8	2.787	A
C - A5 S	720	180	917	1520	0.474	719	533	0.6	0.9	4.485	A
D - B4027 S	377	94	1354	1144	0.329	376	282	0.3	0.5	4.686	A
E - Coal Pit Lane W	111	28	1450	1217	0.092	111	280	0.1	0.1	3.255	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	1057	264	772	1753	0.603	1055	1138	0.9	1.5	5.139	A
B - A4303 E	1258	315	519	2260	0.557	1257	1308	0.8	1.2	3.581	A
C - A5 S	882	220	1122	1418	0.622	879	653	0.9	1.6	6.645	A
D - B4027 S	461	115	1656	1000	0.462	460	345	0.5	0.8	6.654	A
E - Coal Pit Lane W	137	34	1773	1066	0.128	136	343	0.1	0.1	3.873	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	1057	264	774	1752	0.603	1057	1141	1.5	1.5	5.182	A
B - A4303 E	1258	315	520	2260	0.557	1258	1311	1.2	1.3	3.595	A
C - A5 S	882	220	1124	1417	0.622	882	654	1.6	1.6	6.723	A
D - B4027 S	461	115	1660	998	0.462	461	346	0.8	0.9	6.711	A
E - Coal Pit Lane W	137	34	1778	1063	0.128	137	344	0.1	0.1	3.883	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 N	863	216	634	1825	0.473	865	934	1.5	0.9	3.764	A
B - A4303 E	1028	257	425	2317	0.444	1029	1074	1.3	0.8	2.799	A
C - A5 S	720	180	920	1519	0.474	723	535	1.6	0.9	4.537	A
D - B4027 S	377	94	1360	1141	0.330	378	283	0.9	0.5	4.729	A
E - Coal Pit Lane W	111	28	1457	1214	0.092	112	281	0.1	0.1	3.266	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 - A5 N	723	181	530	1879	0.385	724	781	0.9	0.6	3.118	A
B - A4303 E	861	215	356	2359	0.365	861	898	0.8	0.6	2.406	A
C - A5 S	603	151	769	1594	0.378	604	448	0.9	0.6	3.640	A
D - B4027 S	315	79	1137	1247	0.253	316	237	0.5	0.3	3.869	A
E - Coal Pit Lane W	93	23	1218	1325	0.070	93	235	0.1	0.1	2.924	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	6.60	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	20	D - B4027 S	6.60	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	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	✓	950	100.000
B - A4303 E		ONE HOUR	✓	1262	100.000
C - A5 S		ONE HOUR	✓	689	100.000
D - B4027 S		ONE HOUR	✓	608	100.000
E - Coal Pit Lane W		ONE HOUR	✓	400	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	0	573	330	43	4
	B - A4303 E	622	0	217	311	112
	C - A5 S	288	316	2	13	70
	D - B4027 S	122	455	29	0	2
	E - Coal Pit Lane W	37	272	72	19	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	0.70	8.18	2.3	A	872	1308
B - A4303 E	0.62	4.22	1.6	A	1158	1737
C - A5 S	0.55	5.91	1.2	A	632	948
D - B4027 S	0.64	9.53	1.7	A	558	837
E - Coal Pit Lane W	0.46	7.05	0.9	A	367	551

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	715	179	873	1700	0.421	712	802	0.0	0.7	3.636	A
B - A4303 E	950	238	374	2348	0.405	947	1211	0.0	0.7	2.566	A
C - A5 S	519	130	834	1562	0.332	517	488	0.0	0.5	3.439	A
D - B4027 S	458	114	1061	1283	0.357	456	290	0.0	0.6	4.338	A
E - Coal Pit Lane W	301	75	1375	1252	0.241	300	141	0.0	0.3	3.777	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	854	214	1045	1609	0.531	852	960	0.7	1.1	4.746	A
B - A4303 E	1135	284	448	2303	0.493	1133	1450	0.7	1.0	3.074	A
C - A5 S	619	155	998	1480	0.418	619	583	0.5	0.7	4.173	A
D - B4027 S	547	137	1270	1184	0.462	545	347	0.6	0.8	5.628	A
E - Coal Pit Lane W	360	90	1646	1125	0.320	359	169	0.3	0.5	4.695	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	1046	261	1278	1488	0.703	1041	1174	1.1	2.3	7.977	A
B - A4303 E	1389	347	547	2243	0.620	1387	1772	1.0	1.6	4.193	A
C - A5 S	759	190	1221	1369	0.554	757	713	0.7	1.2	5.859	A
D - B4027 S	669	167	1553	1049	0.638	666	424	0.8	1.7	9.320	A
E - Coal Pit Lane W	440	110	2013	954	0.462	439	207	0.5	0.8	6.972	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	1046	261	1283	1485	0.704	1046	1177	2.3	2.3	8.183	A
B - A4303 E	1389	347	549	2242	0.620	1389	1779	1.6	1.6	4.224	A
C - A5 S	759	190	1223	1368	0.555	759	716	1.2	1.2	5.910	A
D - B4027 S	669	167	1557	1047	0.639	669	425	1.7	1.7	9.525	A
E - Coal Pit Lane W	440	110	2019	951	0.463	440	207	0.8	0.9	7.054	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	854	214	1052	1606	0.532	859	964	2.3	1.1	4.851	A
B - A4303 E	1135	284	451	2301	0.493	1137	1460	1.6	1.0	3.100	A
C - A5 S	619	155	1001	1478	0.419	621	587	1.2	0.7	4.210	A
D - B4027 S	547	137	1275	1181	0.463	550	348	1.7	0.9	5.732	A
E - Coal Pit Lane W	360	90	1655	1121	0.321	361	169	0.9	0.5	4.749	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	715	179	879	1697	0.422	717	806	1.1	0.7	3.682	A
B - A4303 E	950	238	377	2346	0.405	951	1219	1.0	0.7	2.583	A
C - A5 S	519	130	838	1560	0.332	520	490	0.7	0.5	3.464	A
D - B4027 S	458	114	1066	1281	0.357	459	291	0.9	0.6	4.388	A
E - Coal Pit Lane W	301	75	1383	1248	0.241	302	142	0.5	0.3	3.806	A

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	6.39	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	24	C - A5 S	6.39	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
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	✓	1020	100.000
B - A4303 E		ONE HOUR	✓	1461	100.000
C - A5 S		ONE HOUR	✓	700	100.000
D - B4027 S		ONE HOUR	✓	469	100.000
E - Coal Pit Lane W		ONE HOUR	✓	151	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	0	539	372	102	7
	B - A4303 E	623	0	209	382	247
	C - A5 S	353	214	0	24	109
	D - B4027 S	87	370	2	0	10
	E - Coal Pit Lane W	6	107	36	2	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	0.65	5.88	1.8	A	936	1404
B - A4303 E	0.72	5.82	2.6	A	1341	2011
C - A5 S	0.63	7.85	1.7	A	642	963
D - B4027 S	0.53	7.86	1.1	A	430	646
E - Coal Pit Lane W	0.16	4.09	0.2	A	139	208

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	548	1870	0.411	765	802	0.0	0.7	3.250	A
B - A4303 E	1100	275	391	2338	0.470	1096	922	0.0	0.9	2.891	A
C - A5 S	527	132	1023	1468	0.359	525	464	0.0	0.6	3.812	A
D - B4027 S	353	88	1165	1234	0.286	351	383	0.0	0.4	4.073	A
E - Coal Pit Lane W	114	28	1237	1317	0.086	113	280	0.0	0.1	2.991	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	656	1813	0.506	916	960	0.7	1.0	4.005	A
B - A4303 E	1313	328	468	2291	0.573	1312	1104	0.9	1.3	3.669	A
C - A5 S	629	157	1224	1367	0.460	628	556	0.6	0.8	4.854	A
D - B4027 S	422	105	1394	1125	0.375	421	458	0.4	0.6	5.110	A
E - Coal Pit Lane W	136	34	1480	1203	0.113	136	335	0.1	0.1	3.372	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	802	1737	0.647	1120	1173	1.0	1.8	5.808	A
B - A4303 E	1609	402	572	2228	0.722	1604	1350	1.3	2.5	5.725	A
C - A5 S	771	193	1496	1231	0.626	768	680	0.8	1.6	7.709	A
D - B4027 S	516	129	1704	977	0.529	514	560	0.6	1.1	7.750	A
E - Coal Pit Lane W	166	42	1809	1049	0.159	166	409	0.1	0.2	4.076	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	805	1735	0.647	1123	1177	1.8	1.8	5.875	A
B - A4303 E	1609	402	574	2227	0.722	1608	1354	2.5	2.6	5.820	A
C - A5 S	771	193	1501	1229	0.627	771	681	1.6	1.7	7.847	A
D - B4027 S	516	129	1710	974	0.530	516	561	1.1	1.1	7.862	A
E - Coal Pit Lane W	166	42	1815	1046	0.159	166	411	0.2	0.2	4.092	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	660	1811	0.506	920	965	1.8	1.0	4.055	A
B - A4303 E	1313	328	470	2290	0.574	1318	1110	2.6	1.4	3.725	A
C - A5 S	629	157	1230	1364	0.461	632	558	1.7	0.9	4.941	A
D - B4027 S	422	105	1402	1121	0.376	424	460	1.1	0.6	5.179	A
E - Coal Pit Lane W	136	34	1489	1199	0.113	136	337	0.2	0.1	3.390	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	551	1868	0.411	769	806	1.0	0.7	3.279	A
B - A4303 E	1100	275	393	2337	0.471	1102	928	1.4	0.9	2.921	A
C - A5 S	527	132	1028	1465	0.360	528	467	0.9	0.6	3.847	A
D - B4027 S	353	88	1171	1231	0.287	354	385	0.6	0.4	4.109	A
E - Coal Pit Lane W	114	28	1244	1313	0.087	114	281	0.1	0.1	3.001	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	6.55	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	20	A - A5 N	6.55	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	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	✓	956	100.000
B - A4303 E		ONE HOUR	✓	1271	100.000
C - A5 S		ONE HOUR	✓	682	100.000
D - B4027 S		ONE HOUR	✓	598	100.000
E - Coal Pit Lane W		ONE HOUR	✓	389	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	0	581	330	41	4
	B - A4303 E	632	0	221	305	113
	C - A5 S	285	320	2	12	63
	D - B4027 S	116	453	27	0	2
	E - Coal Pit Lane W	34	267	69	19	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	0.71	8.22	2.4	A	877	1316
B - A4303 E	0.62	4.25	1.6	A	1166	1749
C - A5 S	0.55	5.85	1.2	A	626	939
D - B4027 S	0.63	9.32	1.7	A	549	823
E - Coal Pit Lane W	0.45	6.90	0.8	A	357	535

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	720	180	867	1703	0.423	717	801	0.0	0.7	3.641	A
B - A4303 E	957	239	369	2351	0.407	954	1215	0.0	0.7	2.573	A
C - A5 S	513	128	836	1561	0.329	511	487	0.0	0.5	3.425	A
D - B4027 S	450	113	1065	1281	0.351	448	283	0.0	0.5	4.308	A
E - Coal Pit Lane W	293	73	1376	1251	0.234	292	137	0.0	0.3	3.746	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	859	215	1038	1613	0.533	858	958	0.7	1.1	4.757	A
B - A4303 E	1143	286	441	2307	0.495	1141	1455	0.7	1.0	3.086	A
C - A5 S	613	153	1000	1479	0.415	612	583	0.5	0.7	4.149	A
D - B4027 S	538	134	1274	1182	0.455	536	339	0.5	0.8	5.569	A
E - Coal Pit Lane W	350	87	1647	1125	0.311	349	163	0.3	0.4	4.639	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	1053	263	1269	1492	0.705	1048	1172	1.1	2.3	8.012	A
B - A4303 E	1399	350	539	2248	0.623	1397	1777	1.0	1.6	4.219	A
C - A5 S	751	188	1224	1367	0.549	749	712	0.7	1.2	5.804	A
D - B4027 S	658	165	1559	1046	0.629	655	414	0.8	1.7	9.131	A
E - Coal Pit Lane W	428	107	2014	953	0.449	427	200	0.4	0.8	6.825	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	1053	263	1274	1490	0.706	1052	1175	2.3	2.4	8.220	A
B - A4303 E	1399	350	542	2246	0.623	1399	1785	1.6	1.6	4.250	A
C - A5 S	751	188	1226	1366	0.550	751	714	1.2	1.2	5.852	A
D - B4027 S	658	165	1562	1044	0.630	658	415	1.7	1.7	9.318	A
E - Coal Pit Lane W	428	107	2020	950	0.451	428	200	0.8	0.8	6.898	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	859	215	1045	1610	0.534	864	962	2.4	1.2	4.862	A
B - A4303 E	1143	286	445	2305	0.496	1145	1465	1.6	1.0	3.112	A
C - A5 S	613	153	1004	1477	0.415	615	586	1.2	0.7	4.187	A
D - B4027 S	538	134	1279	1179	0.456	541	340	1.7	0.8	5.670	A
E - Coal Pit Lane W	350	87	1656	1120	0.312	351	164	0.8	0.5	4.689	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	720	180	873	1700	0.423	721	805	1.2	0.7	3.685	A
B - A4303 E	957	239	371	2350	0.407	958	1223	1.0	0.7	2.590	A
C - A5 S	513	128	840	1559	0.329	514	490	0.7	0.5	3.448	A
D - B4027 S	450	113	1070	1279	0.352	451	284	0.8	0.5	4.355	A
E - Coal Pit Lane W	293	73	1384	1248	0.235	293	137	0.5	0.3	3.777	A

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	6.25	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	24	C - A5 S	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	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	✓	1038	100.000
B - A4303 E		ONE HOUR	✓	1457	100.000
C - A5 S		ONE HOUR	✓	712	100.000
D - B4027 S		ONE HOUR	✓	422	100.000
E - Coal Pit Lane W		ONE HOUR	✓	141	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	0	571	367	94	6
	B - A4303 E	630	0	218	368	241
	C - A5 S	354	229	0	23	106
	D - B4027 S	72	336	2	0	12
	E - Coal Pit Lane W	6	101	32	2	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	0.65	5.91	1.9	A	952	1429
B - A4303 E	0.72	5.67	2.5	A	1337	2005
C - A5 S	0.63	7.87	1.7	A	653	980
D - B4027 S	0.48	7.16	0.9	A	387	581
E - Coal Pit Lane W	0.15	3.98	0.2	A	129	194

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	781	195	526	1881	0.415	779	797	0.0	0.7	3.257	A
B - A4303 E	1097	274	377	2346	0.468	1093	928	0.0	0.9	2.865	A
C - A5 S	536	134	1006	1476	0.363	534	464	0.0	0.6	3.811	A
D - B4027 S	318	79	1175	1229	0.258	316	365	0.0	0.3	3.939	A
E - Coal Pit Lane W	106	27	1217	1326	0.080	106	274	0.0	0.1	2.951	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	933	233	630	1827	0.511	932	953	0.7	1.0	4.016	A
B - A4303 E	1310	327	452	2301	0.569	1308	1110	0.9	1.3	3.620	A
C - A5 S	640	160	1204	1377	0.465	639	556	0.6	0.9	4.867	A
D - B4027 S	379	95	1406	1119	0.339	379	437	0.3	0.5	4.859	A
E - Coal Pit Lane W	127	32	1457	1214	0.104	127	328	0.1	0.1	3.311	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	1143	286	770	1753	0.652	1140	1165	1.0	1.8	5.835	A
B - A4303 E	1604	401	552	2240	0.716	1600	1358	1.3	2.5	5.584	A
C - A5 S	784	196	1472	1243	0.631	781	680	0.9	1.7	7.727	A
D - B4027 S	465	116	1718	970	0.479	463	535	0.5	0.9	7.078	A
E - Coal Pit Lane W	155	39	1781	1062	0.146	155	401	0.1	0.2	3.967	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	1143	286	773	1752	0.652	1143	1169	1.8	1.9	5.905	A
B - A4303 E	1604	401	554	2239	0.717	1604	1362	2.5	2.5	5.669	A
C - A5 S	784	196	1476	1241	0.632	784	681	1.7	1.7	7.867	A
D - B4027 S	465	116	1724	967	0.480	465	536	0.9	0.9	7.161	A
E - Coal Pit Lane W	155	39	1787	1059	0.147	155	402	0.2	0.2	3.981	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	933	233	634	1825	0.511	936	959	1.9	1.1	4.066	A
B - A4303 E	1310	327	454	2300	0.570	1314	1116	2.5	1.3	3.673	A
C - A5 S	640	160	1210	1374	0.466	643	558	1.7	0.9	4.947	A
D - B4027 S	379	95	1414	1115	0.340	381	439	0.9	0.5	4.913	A
E - Coal Pit Lane W	127	32	1465	1210	0.105	127	329	0.2	0.1	3.324	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	781	195	530	1880	0.416	783	801	1.1	0.7	3.285	A
B - A4303 E	1097	274	379	2345	0.468	1099	933	1.3	0.9	2.894	A
C - A5 S	536	134	1011	1473	0.364	537	467	0.9	0.6	3.851	A
D - B4027 S	318	79	1181	1226	0.259	318	367	0.5	0.4	3.969	A
E - Coal Pit Lane W	106	27	1224	1322	0.080	106	275	0.1	0.1	2.959	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	7.37	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	16	D - B4027 S	7.37	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	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	✓	913	100.000
B - A4303 E		ONE HOUR	✓	1316	100.000
C - A5 S		ONE HOUR	✓	736	100.000
D - B4027 S		ONE HOUR	✓	617	100.000
E - Coal Pit Lane W		ONE HOUR	✓	469	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	0	522	353	32	6
	B - A4303 E	661	0	239	310	106
	C - A5 S	336	324	2	12	62
	D - B4027 S	120	464	31	0	2
	E - Coal Pit Lane W	42	322	85	20	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	0.70	8.32	2.3	A	838	1257
B - A4303 E	0.65	4.66	1.9	A	1208	1811
C - A5 S	0.60	6.61	1.5	A	675	1013
D - B4027 S	0.68	11.09	2.1	B	566	849
E - Coal Pit Lane W	0.58	9.45	1.3	A	430	646

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	687	172	935	1667	0.412	685	869	0.0	0.7	3.653	A
B - A4303 E	991	248	397	2334	0.424	988	1223	0.0	0.7	2.668	A
C - A5 S	554	139	852	1553	0.357	552	532	0.0	0.6	3.589	A
D - B4027 S	465	116	1123	1254	0.371	462	281	0.0	0.6	4.536	A
E - Coal Pit Lane W	353	88	1453	1215	0.291	351	132	0.0	0.4	4.160	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	821	205	1120	1571	0.523	819	1040	0.7	1.1	4.781	A
B - A4303 E	1183	296	475	2287	0.517	1182	1464	0.7	1.1	3.252	A
C - A5 S	662	165	1019	1469	0.450	661	637	0.6	0.8	4.445	A
D - B4027 S	555	139	1344	1148	0.483	553	336	0.6	0.9	6.036	A
E - Coal Pit Lane W	422	105	1739	1082	0.390	421	158	0.4	0.6	5.439	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
A - A5 N	1005	251	1367	1441	0.698	1001	1272	1.1	2.2	8.088	A
B - A4303 E	1449	362	580	2223	0.652	1446	1788	1.1	1.8	4.613	A
C - A5 S	810	203	1247	1356	0.598	808	779	0.8	1.5	6.537	A
D - B4027 S	679	170	1644	1005	0.676	675	411	0.9	2.0	10.752	B
E - Coal Pit Lane W	516	129	2126	901	0.573	514	193	0.6	1.3	9.233	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	1005	251	1374	1437	0.699	1005	1276	2.2	2.3	8.316	A
B - A4303 E	1449	362	582	2221	0.652	1449	1797	1.8	1.9	4.659	A
C - A5 S	810	203	1250	1354	0.598	810	782	1.5	1.5	6.613	A
D - B4027 S	679	170	1648	1003	0.677	679	412	2.0	2.1	11.085	B
E - Coal Pit Lane W	516	129	2134	897	0.576	516	194	1.3	1.3	9.447	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	821	205	1129	1566	0.524	825	1046	2.3	1.1	4.895	A
B - A4303 E	1183	296	478	2285	0.518	1186	1476	1.9	1.1	3.285	A
C - A5 S	662	165	1023	1467	0.451	664	641	1.5	0.8	4.495	A
D - B4027 S	555	139	1350	1145	0.484	559	337	2.1	1.0	6.186	A
E - Coal Pit Lane W	422	105	1751	1076	0.392	424	159	1.3	0.7	5.544	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	687	172	942	1664	0.413	689	874	1.1	0.7	3.701	A
B - A4303 E	991	248	399	2333	0.425	992	1232	1.1	0.7	2.689	A
C - A5 S	554	139	856	1551	0.357	555	536	0.8	0.6	3.620	A
D - B4027 S	465	116	1129	1251	0.371	466	282	1.0	0.6	4.595	A
E - Coal Pit Lane W	353	88	1462	1211	0.292	354	133	0.7	0.4	4.204	A

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	6.98	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	19	C - A5 S	6.98	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	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	✓	1111	100.000
B - A4303 E		ONE HOUR	✓	1436	100.000
C - A5 S		ONE HOUR	✓	757	100.000
D - B4027 S		ONE HOUR	✓	451	100.000
E - Coal Pit Lane W		ONE HOUR	✓	144	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	0	578	403	123	7
	B - A4303 E	626	0	191	379	240
	C - A5 S	409	213	0	25	110
	D - B4027 S	88	349	2	0	12
	E - Coal Pit Lane W	6	101	34	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	0.70	6.80	2.3	A	1019	1529
B - A4303 E	0.72	5.88	2.6	A	1318	1977
C - A5 S	0.68	9.28	2.1	A	695	1042
D - B4027 S	0.52	7.99	1.1	A	414	621
E - Coal Pit Lane W	0.15	4.15	0.2	A	132	198

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	836	209	526	1881	0.445	833	847	0.0	0.8	3.425	A
B - A4303 E	1081	270	429	2315	0.467	1078	930	0.0	0.9	2.901	A
C - A5 S	570	142	1034	1462	0.390	567	473	0.0	0.6	4.012	A
D - B4027 S	340	85	1204	1215	0.279	338	398	0.0	0.4	4.097	A
E - Coal Pit Lane W	108	27	1265	1303	0.083	108	277	0.0	0.1	3.011	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	999	250	630	1827	0.547	997	1013	0.8	1.2	4.331	A
B - A4303 E	1291	323	513	2263	0.570	1289	1114	0.9	1.3	3.689	A
C - A5 S	681	170	1237	1361	0.500	679	566	0.6	1.0	5.271	A
D - B4027 S	405	101	1440	1102	0.368	405	476	0.4	0.6	5.154	A
E - Coal Pit Lane W	129	32	1514	1187	0.109	129	331	0.1	0.1	3.403	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	1223	306	770	1754	0.698	1219	1238	1.2	2.3	6.679	A
B - A4303 E	1581	395	628	2194	0.721	1576	1361	1.3	2.5	5.784	A
C - A5 S	833	208	1513	1223	0.681	829	691	1.0	2.1	9.036	A
D - B4027 S	497	124	1760	950	0.523	495	582	0.6	1.1	7.868	A
E - Coal Pit Lane W	159	40	1850	1030	0.154	158	405	0.1	0.2	4.130	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	1223	306	773	1752	0.698	1223	1243	2.3	2.3	6.800	A
B - A4303 E	1581	395	630	2193	0.721	1581	1366	2.5	2.6	5.884	A
C - A5 S	833	208	1517	1221	0.683	833	694	2.1	2.1	9.278	A
D - B4027 S	497	124	1767	947	0.524	496	583	1.1	1.1	7.991	A
E - Coal Pit Lane W	159	40	1857	1026	0.154	159	406	0.2	0.2	4.148	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	999	250	634	1825	0.547	1003	1020	2.3	1.2	4.404	A
B - A4303 E	1291	323	516	2262	0.571	1296	1121	2.6	1.3	3.745	A
C - A5 S	681	170	1243	1357	0.501	685	569	2.1	1.0	5.388	A
D - B4027 S	405	101	1450	1098	0.369	407	478	1.1	0.6	5.228	A
E - Coal Pit Lane W	129	32	1524	1182	0.110	130	333	0.2	0.1	3.423	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	836	209	530	1879	0.445	838	852	1.2	0.8	3.464	A
B - A4303 E	1081	270	431	2313	0.467	1083	936	1.3	0.9	2.930	A
C - A5 S	570	142	1039	1459	0.391	571	475	1.0	0.6	4.060	A
D - B4027 S	340	85	1211	1212	0.280	340	400	0.6	0.4	4.134	A
E - Coal Pit Lane W	108	27	1273	1300	0.083	109	278	0.1	0.1	3.024	A

Appendix 13: Hinckley Road/New Road/B581 Existing Junction Results

<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: J37_231211 Hinckley Rd_New Rd_B581 - (Existing) 2023 Sens.j10

Path: X:\NTT\NTT2814_Hinckley Rail Freight Interchange\02. Project Delivery\01. WIP\Design and Calculations\T&I Planning\04 Junction Modelling\J37_JTC 17 - Hinckley Rd-New Rd-B581

Report generation date: 15/12/2023 14:11:38

-
- »2023 Base, AM
 - »2023 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
2023 Base												
A - New Road (East)	D1	5.6	31.73	0.86	D	2 % [A - New Road (East)]	D2	8.0	42.59	0.91	E	-3 % [A - New Road (East)]
B - Hinckley Road (South)		0.9	13.79	0.47	B			1.3	18.89	0.57	C	
C - B581 (West)		5.3	31.79	0.85	D			2.7	18.58	0.74	C	
2026 WoD												
A - New Road (East)	D3	3.5	21.50	0.79	C	-3 % [C - B581 (West)]	D4	8.6	45.62	0.92	E	-4 % [A - New Road (East)]
B - Hinckley Road (South)		0.8	12.73	0.46	B			1.4	19.42	0.58	C	
C - B581 (West)		7.0	41.27	0.89	E			3.3	21.49	0.78	C	
2026 WoDWS												
A - New Road (East)	D5	3.9	23.93	0.81	C	7 % [A - New Road (East)]	D6	3.3	20.34	0.78	C	11 % [B - Hinckley Road (South)]
B - Hinckley Road (South)		1.1	13.25	0.52	B			2.3	22.03	0.70	C	
C - B581 (West)		3.4	22.98	0.78	C			2.0	16.71	0.68	C	
2026 WD												
A - New Road (East)	D7	5.6	33.07	0.86	D	1 % [A - New Road (East)]	D8	6.4	35.20	0.88	E	-2 % [B - Hinckley Road (South)]
B - Hinckley Road (South)		1.1	13.65	0.53	B			4.5	40.45	0.84	E	
C - B581 (West)		5.0	32.33	0.85	D			3.1	23.46	0.77	C	
2026 WoD												
A - New Road (East)	D9	4.9	28.31	0.84	D	-21 % [C - B581 (West)]	D10	40.7	160.62	1.07	F	-17 % [A - New Road (East)]
B - Hinckley Road (South)		1.1	15.20	0.53	C			2.2	28.62	0.70	D	
C - B581 (West)		58.6	257.73	1.14	F			5.4	32.67	0.86	D	
2026 WoDWS												
A - New Road (East)	D11	4.3	26.55	0.82	D	-9 % [C - B581 (West)]	D12	10.6	54.93	0.94	F	-7 % [B - Hinckley Road (South)]
B - Hinckley Road (South)		1.1	13.52	0.53	B			6.5	57.42	0.89	F	
C - B581 (West)		12.3	70.30	0.96	F			2.5	19.56	0.72	C	
2026 WD												
A - New Road (East)	D13	6.2	36.16	0.88	E	-17 % [C - B581 (West)]	D14	25.7	111.26	1.02	F	-23 % [B - Hinckley Road (South)]
B - Hinckley Road (South)		1.3	14.78	0.56	B			47.2	329.99	1.17	F	
C - B581 (West)		36.2	167.02	1.07	F			4.6	33.64	0.84	D	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. 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	2023 Base	AM	ONE HOUR	07:45	09:15	15
D2	2023 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

2023 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 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	29.11	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		2	A - New Road (East)	29.11	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	2023 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)		✓	614	100.000
B - Hinckley Road (South)		✓	206	100.000
C - B581 (West)		✓	577	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	111	503
	B - Hinckley Road (South)	108	0	98
	C - B581 (West)	471	106	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)	0.86	31.73	5.6	D
B - Hinckley Road (South)	0.47	13.79	0.9	B
C - B581 (West)	0.85	31.79	5.3	D

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)	462	79	806	0.574	457	1.3	10.183	B
B - Hinckley Road (South)	155	374	577	0.269	154	0.4	8.471	A
C - B581 (West)	434	81	767	0.567	429	1.3	10.522	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)	552	95	796	0.693	549	2.2	14.337	B
B - Hinckley Road (South)	185	449	539	0.343	185	0.5	10.128	B
C - B581 (West)	519	97	757	0.686	515	2.1	14.724	B

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)	676	115	784	0.862	664	5.1	27.474	D
B - Hinckley Road (South)	227	544	492	0.461	226	0.8	13.458	B
C - B581 (West)	635	118	743	0.855	624	4.9	27.805	D

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)	676	116	783	0.863	674	5.6	31.729	D
B - Hinckley Road (South)	227	552	488	0.465	227	0.9	13.791	B
C - B581 (West)	635	119	743	0.855	634	5.3	31.787	D

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)	552	97	795	0.695	565	2.4	16.460	C
B - Hinckley Road (South)	185	463	533	0.348	186	0.5	10.435	B
C - B581 (West)	519	98	756	0.686	531	2.3	16.733	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)	462	81	805	0.575	466	1.4	10.766	B
B - Hinckley Road (South)	155	382	573	0.270	156	0.4	8.634	A
C - B581 (West)	434	82	766	0.567	438	1.3	11.110	B

2023 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 A and C have 83% 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	30.00	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		-3	A - New Road (East)	30.00	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)
D2	2023 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)		✓	658	100.000
B - Hinckley Road (South)		✓	233	100.000
C - B581 (West)		✓	499	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	80	578
	B - Hinckley Road (South)	110	0	123
	C - B581 (West)	415	83	1

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)	0.91	42.59	8.0	E
B - Hinckley Road (South)	0.57	18.89	1.3	C
C - B581 (West)	0.74	18.58	2.7	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 - New Road (East)	495	63	815	0.608	489	1.5	10.862	B
B - Hinckley Road (South)	175	431	549	0.320	174	0.5	9.546	A
C - B581 (West)	376	82	766	0.491	372	0.9	9.057	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 - New Road (East)	592	75	808	0.732	587	2.6	16.009	C
B - Hinckley Road (South)	209	517	505	0.414	209	0.7	12.084	B
C - B581 (West)	449	98	756	0.594	447	1.4	11.506	B

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)	724	92	798	0.908	707	7.0	34.140	D
B - Hinckley Road (South)	257	622	452	0.567	254	1.3	17.960	C
C - B581 (West)	549	120	742	0.740	544	2.7	17.746	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 - New Road (East)	724	92	798	0.908	720	8.0	42.594	E
B - Hinckley Road (South)	257	634	446	0.575	256	1.3	18.891	C
C - B581 (West)	549	121	742	0.741	549	2.7	18.582	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 - New Road (East)	592	76	807	0.733	612	2.9	20.058	C
B - Hinckley Road (South)	209	538	495	0.424	212	0.8	12.825	B
C - B581 (West)	449	100	755	0.594	454	1.5	12.144	B

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)	495	64	815	0.608	501	1.6	11.656	B
B - Hinckley Road (South)	175	441	544	0.323	176	0.5	9.829	A
C - B581 (West)	376	83	765	0.491	378	1.0	9.349	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 A and C have 84% 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	28.70	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		-3	C - B581 (West)	28.70	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)
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)		✓	560	100.000
B - Hinckley Road (South)		✓	216	100.000
C - B581 (West)		✓	595	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	117	443
	B - Hinckley Road (South)	123	0	93
	C - B581 (West)	486	109	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	21.50	3.5	C
B - Hinckley Road (South)	0.46	12.73	0.8	B
C - B581 (West)	0.89	41.27	7.0	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)	422	81	804	0.524	417	1.1	9.205	A
B - Hinckley Road (South)	163	330	600	0.271	161	0.4	8.185	A
C - B581 (West)	448	92	760	0.590	442	1.4	11.154	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)	503	97	795	0.634	501	1.7	12.160	B
B - Hinckley Road (South)	194	396	566	0.343	194	0.5	9.647	A
C - B581 (West)	535	110	748	0.715	531	2.4	16.262	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)	617	117	783	0.788	610	3.4	20.020	C
B - Hinckley Road (South)	238	482	523	0.455	237	0.8	12.525	B
C - B581 (West)	655	135	733	0.893	640	6.2	33.830	D

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)	617	119	782	0.789	616	3.5	21.504	C
B - Hinckley Road (South)	238	487	520	0.457	238	0.8	12.733	B
C - B581 (West)	655	135	733	0.894	652	7.0	41.273	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)	503	101	792	0.635	510	1.8	13.060	B
B - Hinckley Road (South)	194	404	562	0.345	195	0.5	9.837	A
C - B581 (West)	535	111	748	0.715	552	2.7	19.816	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)	422	83	803	0.525	424	1.1	9.569	A
B - Hinckley Road (South)	163	336	597	0.273	163	0.4	8.317	A
C - B581 (West)	448	93	759	0.590	453	1.5	11.928	B

2026 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 83% 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	32.42	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		-4	A - New Road (East)	32.42	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)
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)		✓	664	100.000
B - Hinckley Road (South)		✓	236	100.000
C - B581 (West)		✓	521	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	82	582
	B - Hinckley Road (South)	114	0	122
	C - B581 (West)	436	84	1

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)	0.92	45.62	8.6	E
B - Hinckley Road (South)	0.58	19.42	1.4	C
C - B581 (West)	0.78	21.49	3.3	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 - New Road (East)	500	63	815	0.614	494	1.5	11.017	B
B - Hinckley Road (South)	178	434	547	0.325	176	0.5	9.638	A
C - B581 (West)	392	85	764	0.513	388	1.0	9.478	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 - New Road (East)	597	76	807	0.740	592	2.7	16.408	C
B - Hinckley Road (South)	212	520	504	0.421	211	0.7	12.265	B
C - B581 (West)	468	102	753	0.622	466	1.6	12.431	B

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)	731	93	797	0.917	712	7.5	35.813	E
B - Hinckley Road (South)	260	625	451	0.576	257	1.3	18.388	C
C - B581 (West)	574	124	740	0.776	567	3.2	20.168	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 - New Road (East)	731	93	797	0.917	726	8.6	45.620	E
B - Hinckley Road (South)	260	638	444	0.585	260	1.4	19.416	C
C - B581 (West)	574	125	739	0.776	573	3.3	21.494	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 - New Road (East)	597	77	806	0.740	619	3.1	21.150	C
B - Hinckley Road (South)	212	544	492	0.431	215	0.8	13.084	B
C - B581 (West)	468	104	752	0.622	475	1.7	13.242	B

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)	500	64	814	0.614	506	1.6	11.874	B
B - Hinckley Road (South)	178	444	542	0.328	179	0.5	9.936	A
C - B581 (West)	392	86	763	0.514	395	1.1	9.840	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
1	Hinckley Rd/New Rd/B581	Mini-roundabout		A, B, C	21.40	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	A - New Road (East)	21.40	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)
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)		✓	558	100.000
B - Hinckley Road (South)		✓	270	100.000
C - B581 (West)		✓	499	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	202	356
	B - Hinckley Road (South)	166	0	104
	C - B581 (West)	360	139	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	23.93	3.9	C
B - Hinckley Road (South)	0.52	13.25	1.1	B
C - B581 (West)	0.78	22.98	3.4	C

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)	420	104	791	0.531	416	1.1	9.486	A
B - Hinckley Road (South)	203	265	632	0.321	201	0.5	8.320	A
C - B581 (West)	376	124	740	0.508	372	1.0	9.671	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 - New Road (East)	502	124	779	0.644	499	1.7	12.754	B
B - Hinckley Road (South)	243	318	605	0.401	242	0.7	9.883	A
C - B581 (West)	449	149	725	0.619	446	1.6	12.826	B

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)	614	151	763	0.805	607	3.7	21.980	C
B - Hinckley Road (South)	297	387	571	0.521	296	1.1	13.005	B
C - B581 (West)	549	182	704	0.780	543	3.2	21.432	C

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)	614	153	762	0.806	614	3.9	23.928	C
B - Hinckley Road (South)	297	391	569	0.523	297	1.1	13.252	B
C - B581 (West)	549	183	704	0.781	549	3.4	22.982	C

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)	502	127	777	0.645	510	1.9	13.835	B
B - Hinckley Road (South)	243	325	602	0.403	244	0.7	10.105	B
C - B581 (West)	449	150	724	0.620	455	1.7	13.721	B

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)	420	105	790	0.532	423	1.2	9.888	A
B - Hinckley Road (South)	203	270	630	0.323	204	0.5	8.470	A
C - B581 (West)	376	125	739	0.508	378	1.1	10.048	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	19.66	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		11	B - Hinckley Road (South)	19.66	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)
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)		✓	556	100.000
B - Hinckley Road (South)		✓	350	100.000
C - B581 (West)		✓	410	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	163	393
	B - Hinckley Road (South)	222	0	128
	C - B581 (West)	310	99	1

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)	0.78	20.34	3.3	C
B - Hinckley Road (South)	0.70	22.03	2.3	C
C - B581 (West)	0.68	16.71	2.0	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 - New Road (East)	419	75	808	0.518	414	1.1	9.051	A
B - Hinckley Road (South)	263	294	618	0.426	261	0.7	9.996	A
C - B581 (West)	309	165	715	0.432	306	0.7	8.743	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 - New Road (East)	500	90	799	0.625	498	1.6	11.843	B
B - Hinckley Road (South)	315	353	588	0.535	313	1.1	13.009	B
C - B581 (West)	369	199	694	0.531	367	1.1	10.963	B

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)	612	109	788	0.777	606	3.2	19.147	C
B - Hinckley Road (South)	385	429	550	0.701	381	2.2	20.844	C
C - B581 (West)	451	242	668	0.676	448	2.0	16.128	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 - New Road (East)	612	110	787	0.778	612	3.3	20.344	C
B - Hinckley Road (South)	385	433	547	0.704	385	2.3	22.027	C
C - B581 (West)	451	244	666	0.678	451	2.0	16.709	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 - New Road (East)	500	91	799	0.626	506	1.7	12.575	B
B - Hinckley Road (South)	315	359	585	0.538	319	1.2	13.737	B
C - B581 (West)	369	202	692	0.533	372	1.2	11.382	B

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)	419	76	807	0.518	421	1.1	9.381	A
B - Hinckley Road (South)	263	298	616	0.428	265	0.8	10.329	B
C - B581 (West)	309	168	713	0.433	310	0.8	8.980	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
1	Hinckley Rd/New Rd/B581	Mini-roundabout		A, B, C	29.02	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		1	A - New Road (East)	29.02	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)
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)		✓	589	100.000
B - Hinckley Road (South)		✓	272	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	222	367
	B - Hinckley Road (South)	169	0	103
	C - B581 (West)	385	156	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)	0.86	33.07	5.6	D
B - Hinckley Road (South)	0.53	13.65	1.1	B
C - B581 (West)	0.85	32.33	5.0	D

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	116	784	0.566	438	1.3	10.285	B
B - Hinckley Road (South)	205	273	628	0.326	203	0.5	8.425	A
C - B581 (West)	407	126	739	0.551	403	1.2	10.566	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	139	770	0.688	526	2.1	14.568	B
B - Hinckley Road (South)	245	328	601	0.407	244	0.7	10.061	B
C - B581 (West)	486	151	723	0.673	483	2.0	14.819	B

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	169	753	0.862	636	5.1	28.401	D
B - Hinckley Road (South)	299	397	566	0.529	298	1.1	13.335	B
C - B581 (West)	596	185	702	0.848	585	4.7	28.300	D

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	171	751	0.864	647	5.6	33.075	D
B - Hinckley Road (South)	299	403	563	0.532	299	1.1	13.649	B
C - B581 (West)	596	186	702	0.849	594	5.0	32.331	D

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	144	767	0.690	543	2.3	16.842	C
B - Hinckley Road (South)	245	338	596	0.411	246	0.7	10.350	B
C - B581 (West)	486	153	722	0.674	498	2.2	16.796	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	118	782	0.567	447	1.3	10.881	B
B - Hinckley Road (South)	205	279	625	0.327	206	0.5	8.595	A
C - B581 (West)	407	128	738	0.552	411	1.3	11.138	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	32.98	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		-2	B - Hinckley Road (South)	32.98	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)
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)		✓	632	100.000
B - Hinckley Road (South)		✓	387	100.000
C - B581 (West)		✓	451	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	169	463
	B - Hinckley Road (South)	250	0	137
	C - B581 (West)	356	94	1

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)	0.88	35.20	6.4	E
B - Hinckley Road (South)	0.84	40.45	4.5	E
C - B581 (West)	0.77	23.46	3.1	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 - New Road (East)	476	71	810	0.587	470	1.4	10.427	B
B - Hinckley Road (South)	291	345	592	0.492	288	0.9	11.691	B
C - B581 (West)	340	186	702	0.484	336	0.9	9.741	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 - New Road (East)	568	85	802	0.708	564	2.3	14.919	B
B - Hinckley Road (South)	348	414	557	0.625	345	1.6	16.793	C
C - B581 (West)	405	223	679	0.597	403	1.4	12.961	B

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)	696	103	791	0.880	682	5.8	29.736	D
B - Hinckley Road (South)	426	501	514	0.830	416	4.0	34.078	D
C - B581 (West)	497	269	651	0.763	491	2.9	21.676	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 - New Road (East)	696	104	790	0.880	693	6.4	35.198	E
B - Hinckley Road (South)	426	509	509	0.837	424	4.5	40.451	E
C - B581 (West)	497	274	648	0.767	496	3.1	23.464	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 - New Road (East)	568	87	801	0.709	583	2.6	17.563	C
B - Hinckley Road (South)	348	428	550	0.632	359	1.8	19.735	C
C - B581 (West)	405	232	674	0.602	412	1.6	14.039	B

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)	476	72	810	0.588	480	1.5	11.074	B
B - Hinckley Road (South)	291	353	588	0.495	295	1.0	12.390	B
C - B581 (West)	340	190	699	0.486	342	1.0	10.144	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 84% 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	133.40	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		-21	C - B581 (West)	133.40	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)		✓	601	100.000
B - Hinckley Road (South)		✓	243	100.000
C - B581 (West)		✓	739	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	128	473
	B - Hinckley Road (South)	148	0	95
	C - B581 (West)	620	119	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	28.31	4.9	D
B - Hinckley Road (South)	0.53	15.20	1.1	C
C - B581 (West)	1.14	257.73	58.6	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)	452	88	800	0.565	447	1.3	10.066	B
B - Hinckley Road (South)	183	352	588	0.311	181	0.4	8.805	A
C - B581 (West)	556	110	748	0.743	546	2.7	16.968	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)	540	104	790	0.684	537	2.1	14.026	B
B - Hinckley Road (South)	218	423	553	0.395	218	0.6	10.713	B
C - B581 (West)	664	133	735	0.904	648	6.7	36.106	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)	662	114	785	0.843	652	4.6	25.222	D
B - Hinckley Road (South)	268	513	507	0.527	266	1.1	14.788	B
C - B581 (West)	814	162	717	1.135	706	33.6	118.782	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)	662	115	784	0.844	660	4.9	28.308	D
B - Hinckley Road (South)	268	520	504	0.531	267	1.1	15.200	C
C - B581 (West)	814	163	716	1.136	714	58.6	243.508	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)	540	116	784	0.690	551	2.3	16.085	C
B - Hinckley Road (South)	218	433	547	0.399	220	0.7	11.055	B
C - B581 (West)	664	134	734	0.905	721	44.3	257.730	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)	452	116	784	0.577	456	1.4	11.107	B
B - Hinckley Road (South)	183	359	585	0.313	184	0.5	8.994	A
C - B581 (West)	556	112	747	0.744	718	3.9	121.143	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 83% 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	94.00	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		-17	A - New Road (East)	94.00	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)
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)		✓	779	100.000
B - Hinckley Road (South)		✓	258	100.000
C - B581 (West)		✓	571	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	83	696
	B - Hinckley Road (South)	123	0	135
	C - B581 (West)	490	80	1

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	160.62	40.7	F
B - Hinckley Road (South)	0.70	28.62	2.2	D
C - B581 (West)	0.86	32.67	5.4	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)	586	60	816	0.718	577	2.4	14.497	B
B - Hinckley Road (South)	194	516	506	0.384	192	0.6	11.380	B
C - B581 (West)	430	91	760	0.566	425	1.3	10.591	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)	700	72	809	0.865	689	5.3	27.447	D
B - Hinckley Road (South)	232	616	455	0.509	230	1.0	15.889	C
C - B581 (West)	513	110	749	0.686	510	2.1	14.875	B

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)	858	88	800	1.072	780	24.7	84.469	F
B - Hinckley Road (South)	284	698	414	0.686	280	2.0	26.094	D
C - B581 (West)	629	134	734	0.856	617	4.9	28.348	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)	858	89	800	1.073	794	40.7	160.619	F
B - Hinckley Road (South)	284	710	408	0.696	283	2.2	28.617	D
C - B581 (West)	629	135	733	0.858	627	5.4	32.666	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)	700	75	808	0.867	789	18.6	139.932	F
B - Hinckley Road (South)	232	706	410	0.565	235	1.4	20.911	C
C - B581 (West)	513	112	747	0.687	526	2.3	17.043	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)	586	62	816	0.719	650	2.8	28.829	D
B - Hinckley Road (South)	194	581	473	0.411	197	0.7	13.158	B
C - B581 (West)	430	94	758	0.567	434	1.3	11.216	B

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
1	Hinckley Rd/New Rd/B581	Mini-roundabout		A, B, C	42.38	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)	42.38	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)
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)		✓	562	100.000
B - Hinckley Road (South)		✓	277	100.000
C - B581 (West)		✓	605	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	210	352
	B - Hinckley Road (South)	180	0	97
	C - B581 (West)	446	159	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)	0.82	26.55	4.3	D
B - Hinckley Road (South)	0.53	13.52	1.1	B
C - B581 (West)	0.96	70.30	12.3	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)	423	118	782	0.541	419	1.2	9.774	A
B - Hinckley Road (South)	209	262	634	0.329	207	0.5	8.390	A
C - B581 (West)	455	134	734	0.621	449	1.6	12.399	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)	505	142	769	0.657	502	1.8	13.385	B
B - Hinckley Road (South)	249	315	607	0.410	248	0.7	10.002	B
C - B581 (West)	544	161	717	0.759	539	2.9	19.598	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)	619	168	753	0.822	610	4.0	23.796	C
B - Hinckley Road (South)	305	382	573	0.532	303	1.1	13.245	B
C - B581 (West)	666	197	695	0.958	639	9.7	49.035	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)	619	172	750	0.825	618	4.3	26.551	D
B - Hinckley Road (South)	305	387	571	0.534	305	1.1	13.517	B
C - B581 (West)	666	198	694	0.959	656	12.3	70.301	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)	505	152	762	0.663	514	2.1	15.017	C
B - Hinckley Road (South)	249	322	604	0.413	251	0.7	10.248	B
C - B581 (West)	544	163	716	0.760	579	3.5	31.232	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)	423	122	780	0.542	426	1.2	10.269	B
B - Hinckley Road (South)	209	267	631	0.330	209	0.5	8.550	A
C - B581 (West)	455	136	732	0.622	463	1.7	13.665	B

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	45.52	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		-7	B - Hinckley Road (South)	45.52	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)
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)		✓	676	100.000
B - Hinckley Road (South)		✓	397	100.000
C - B581 (West)		✓	427	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	172	504
	B - Hinckley Road (South)	244	0	153
	C - B581 (West)	334	92	1

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	54.93	10.6	F
B - Hinckley Road (South)	0.89	57.42	6.5	F
C - B581 (West)	0.72	19.56	2.5	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 - New Road (East)	509	69	811	0.627	502	1.6	11.433	B
B - Hinckley Road (South)	299	375	577	0.518	295	1.0	12.587	B
C - B581 (West)	321	181	705	0.456	318	0.8	9.237	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 - New Road (East)	608	83	803	0.757	603	2.9	17.520	C
B - Hinckley Road (South)	357	450	539	0.662	354	1.8	19.086	C
C - B581 (West)	384	217	683	0.562	382	1.2	11.914	B

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)	744	101	792	0.940	721	8.8	40.709	E
B - Hinckley Road (South)	437	538	495	0.884	423	5.4	43.588	E
C - B581 (West)	470	260	656	0.716	466	2.4	18.453	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 - New Road (East)	744	102	792	0.940	737	10.6	54.929	F
B - Hinckley Road (South)	437	551	488	0.895	433	6.5	57.422	F
C - B581 (West)	470	266	653	0.720	470	2.5	19.565	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 - New Road (East)	608	85	802	0.758	637	3.4	24.745	C
B - Hinckley Road (South)	357	476	526	0.678	374	2.3	25.776	D
C - B581 (West)	384	230	675	0.569	388	1.4	12.747	B

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)	509	70	810	0.628	516	1.7	12.463	B
B - Hinckley Road (South)	299	385	572	0.523	303	1.1	13.628	B
C - B581 (West)	321	186	702	0.458	323	0.9	9.571	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 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	88.71	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		-17	C - B581 (West)	88.71	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)		✓	599	100.000
B - Hinckley Road (South)		✓	285	100.000
C - B581 (West)		✓	671	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	221	378
	B - Hinckley Road (South)	189	0	96
	C - B581 (West)	503	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)	0.88	36.16	6.2	E
B - Hinckley Road (South)	0.56	14.78	1.3	B
C - B581 (West)	1.07	167.02	36.2	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)	451	124	779	0.579	446	1.3	10.647	B
B - Hinckley Road (South)	215	281	624	0.344	212	0.5	8.702	A
C - B581 (West)	505	141	730	0.692	497	2.1	14.963	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)	538	149	764	0.704	535	2.3	15.422	C
B - Hinckley Road (South)	256	337	596	0.430	255	0.7	10.543	B
C - B581 (West)	603	169	712	0.847	593	4.6	28.079	D

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)	660	168	753	0.876	646	5.6	30.385	D
B - Hinckley Road (South)	314	408	560	0.560	312	1.2	14.367	B
C - B581 (West)	739	207	689	1.072	669	22.1	88.559	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)	660	171	751	0.878	657	6.2	36.161	E
B - Hinckley Road (South)	314	415	557	0.563	314	1.3	14.776	B
C - B581 (West)	739	208	688	1.073	682	36.2	167.019	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)	538	173	750	0.718	552	2.7	19.359	C
B - Hinckley Road (South)	256	349	590	0.434	258	0.8	10.902	B
C - B581 (West)	603	171	711	0.849	692	14.1	136.787	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)	451	138	771	0.585	456	1.5	11.618	B
B - Hinckley Road (South)	215	288	621	0.346	216	0.5	8.902	A
C - B581 (West)	505	143	728	0.694	552	2.4	25.126	D

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	153.78	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	B - Hinckley Road (South)	153.78	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)		✓	741	100.000
B - Hinckley Road (South)		✓	502	100.000
C - B581 (West)		✓	474	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	187	554
	B - Hinckley Road (South)	334	0	168
	C - B581 (West)	388	85	1

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)	1.02	111.26	25.7	F
B - Hinckley Road (South)	1.17	329.99	47.2	F
C - B581 (West)	0.84	33.64	4.6	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)	558	64	814	0.685	550	2.1	13.215	B
B - Hinckley Road (South)	378	412	558	0.677	370	2.0	18.423	C
C - B581 (West)	357	246	665	0.537	352	1.1	11.366	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)	666	77	807	0.826	658	4.2	22.914	C
B - Hinckley Road (South)	451	493	518	0.872	439	5.1	40.411	E
C - B581 (West)	426	292	637	0.669	423	1.9	16.592	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)	816	93	797	1.023	764	17.2	65.086	F
B - Hinckley Road (South)	553	572	478	1.157	468	26.2	141.047	F
C - B581 (West)	522	311	625	0.835	513	4.3	29.801	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)	816	94	796	1.025	782	25.7	111.262	F
B - Hinckley Road (South)	553	586	471	1.174	469	47.2	296.161	F
C - B581 (West)	522	312	624	0.836	521	4.6	33.640	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)	666	79	805	0.827	745	6.0	70.147	F
B - Hinckley Road (South)	451	558	485	0.931	475	41.3	329.990	F
C - B581 (West)	426	316	622	0.685	435	2.3	20.126	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)	558	65	814	0.686	573	2.3	15.754	C
B - Hinckley Road (South)	378	429	550	0.687	531	3.1	155.466	F
C - B581 (West)	357	353	599	0.596	360	1.5	15.247	C

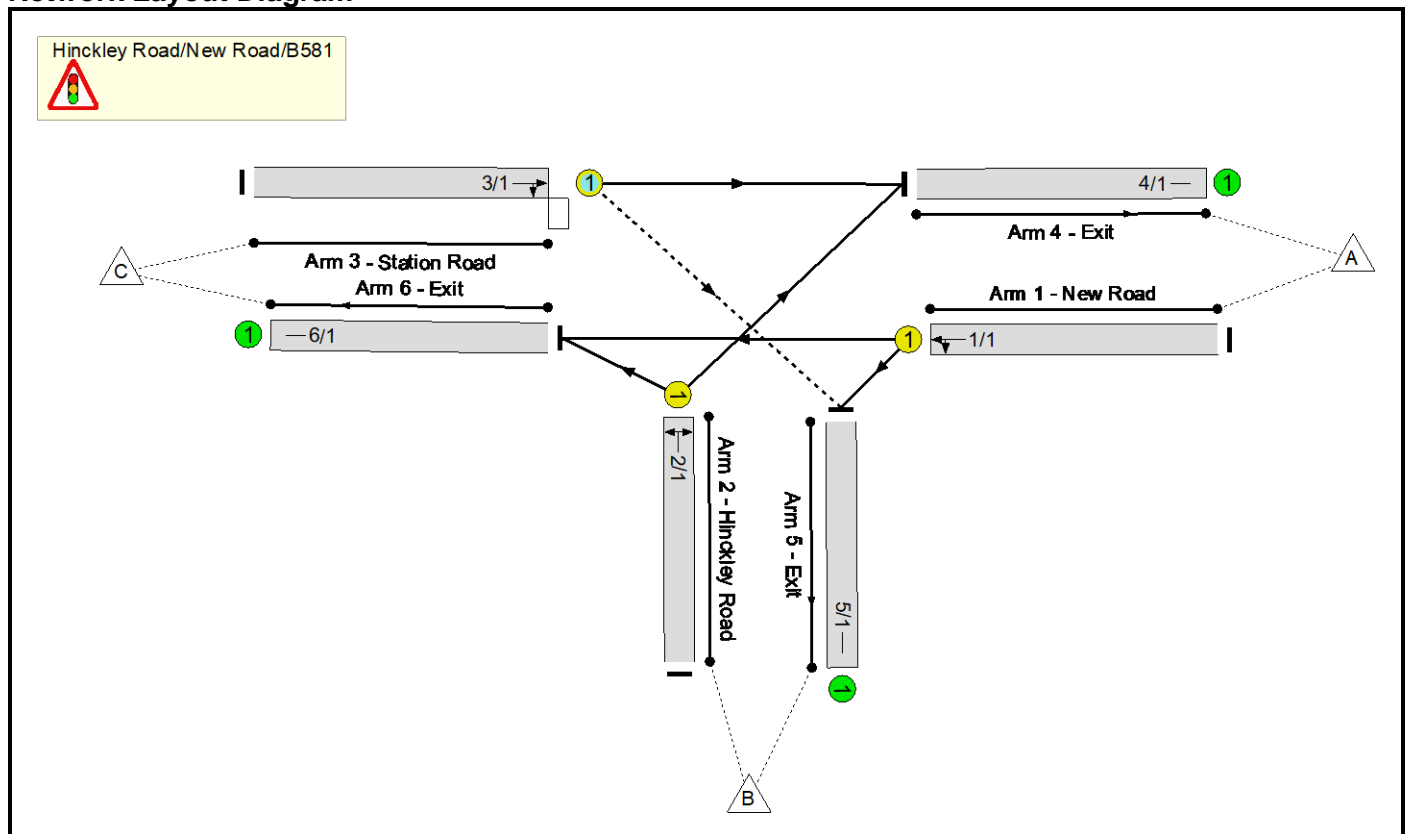
Appendix 14: Hinckley Road/New Road/B581 Mitigation Results

Full Input Data And Results
Full Input Data And Results

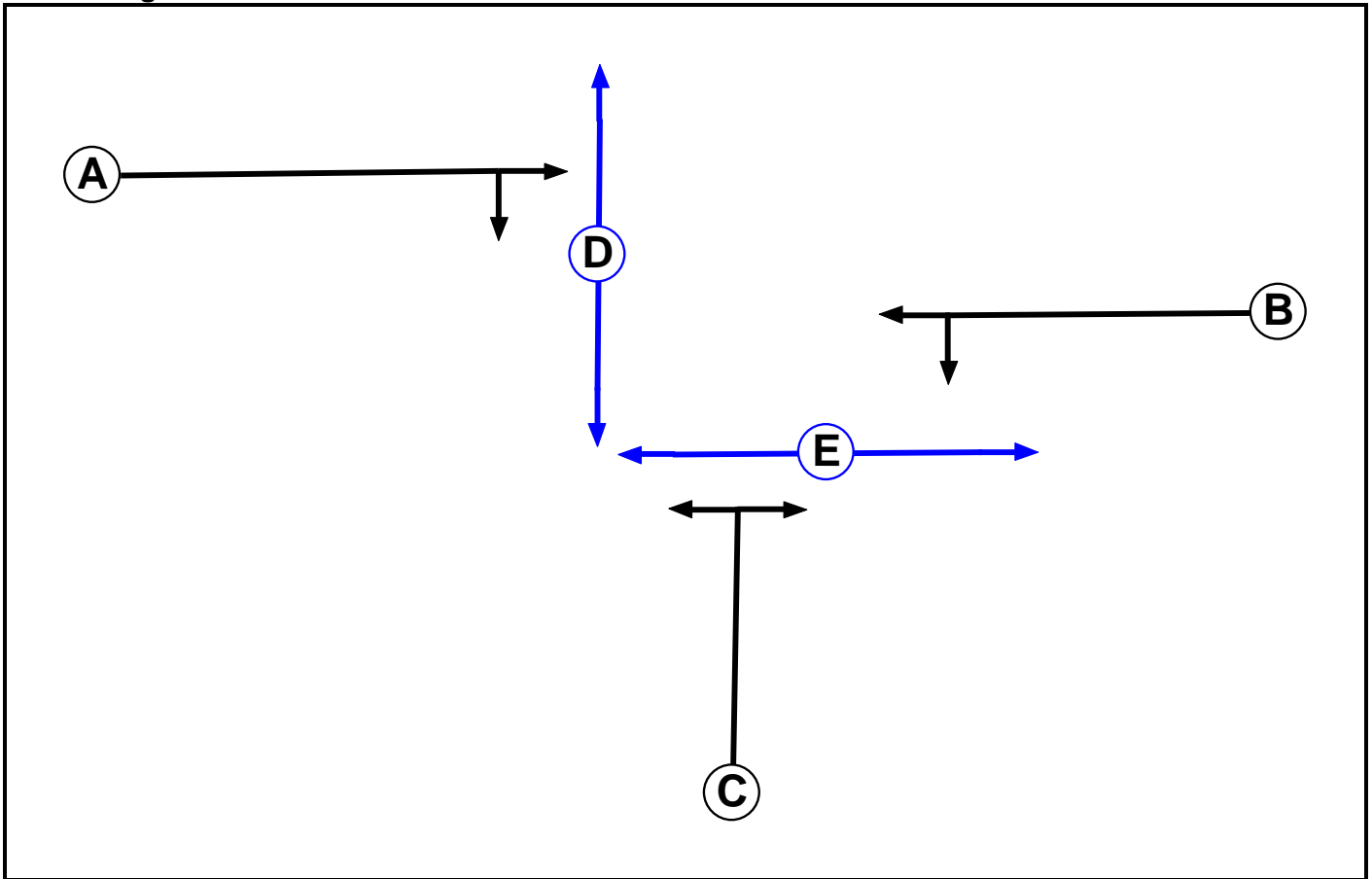
User and Project Details

Project:	Hinckley Rail Freight Terminal
Title:	Hinckley Road/New Road
Location:	
Additional detail:	Flows updated Dec 23
File name:	J37_231211 Hinckley Rd_New Rd_B581 (Mitigation) 2023 Sens.lsg3x
Author:	AJ Oakes
Company:	BWB Consulting
Address:	Nottingham

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		5	5
E	Pedestrian		7	7

Full Input Data And Results

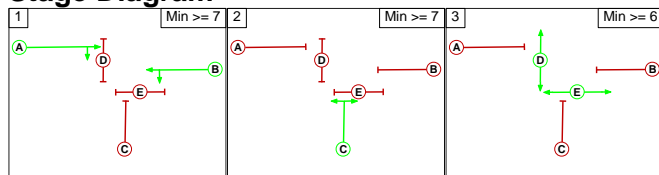
Phase Intergrens Matrix

Terminating Phase	Starting Phase					
		A	B	C	D	E
	A		-	5	5	7
	B	-		5	7	6
	C	5	5		6	5
	D	7	7	7		-
E	7	7	7	-		

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage			
	1	2	3	
	1		5	7
	2	5		6
3	7	7		

Full Input Data And Results

Give-Way Lane Input Data

Junction: Hinckley Road/New Road/B581											
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 (Station Road)	5/1 (Right)	1439	0	1/1	1.09	All	1.00	1.00	0.50	1	1.00

Full Input Data And Results

Lane Input Data

Junction: Hinckley Road/New Road/B581												
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 (New Road)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	20.00
											Arm 6 Ahead	Inf
2/1 (Hinckley Road)	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Right	30.00
											Arm 6 Left	12.00
3/1 (Station Road)	O	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
											Arm 5 Right	17.00
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: '2023 Base AM'	08:00	09:00	01:00	
2: '2023 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: '2023 Base AM' (FG1: '2023 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	111	503	614
	B	108	0	98	206
	C	471	106	0	577
	Tot.	579	217	601	1397

Traffic Lane Flows

Lane	Scenario 1: 2023 Base AM
Junction: Hinckley Road/New Road/B581	
1/1	614
2/1	206
3/1	577
4/1	579
5/1	217
6/1	601

Lane Saturation Flows

Junction: Hinckley Road/New Road/B581								
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 (New Road)	3.00	0.00	Y	Arm 5 Left	20.00	18.1 %	1889	1889
				Arm 6 Ahead	Inf	81.9 %		
2/1 (Hinckley Road)	3.50	0.00	Y	Arm 4 Right	30.00	52.4 %	1810	1810
				Arm 6 Left	12.00	47.6 %		
3/1 (Station Road)	3.00	0.00	Y	Arm 4 Ahead	Inf	81.6 %	1884	1884
				Arm 5 Right	17.00	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

Full Input Data And Results

Scenario 2: '2023 Base PM' (FG2: '2023 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	80	578	658
	B	110	0	123	233
	C	415	83	0	498
	Tot.	525	163	701	1389

Traffic Lane Flows

Lane	Scenario 2: 2023 Base PM
Junction: Hinckley Road/New Road/B581	
1/1	658
2/1	233
3/1	498
4/1	525
5/1	163
6/1	701

Lane Saturation Flows

Junction: Hinckley Road/New Road/B581								
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 (New Road)	3.00	0.00	Y	Arm 5 Left	20.00	12.2 %	1898	1898
				Arm 6 Ahead	Inf	87.8 %		
2/1 (Hinckley Road)	3.50	0.00	Y	Arm 4 Right	30.00	47.2 %	1803	1803
				Arm 6 Left	12.00	52.8 %		
3/1 (Station Road)	3.00	0.00	Y	Arm 4 Ahead	Inf	83.3 %	1887	1887
				Arm 5 Right	17.00	16.7 %		
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 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	202	356	558
	B	166	0	104	270
	C	360	139	0	499
	Tot.	526	341	460	1327

Traffic Lane Flows

Lane	Scenario 3: 2026 WoDWS AM
Junction: Hinckley Road/New Road/B581	
1/1	558
2/1	270
3/1	499
4/1	526
5/1	341
6/1	460

Lane Saturation Flows

Junction: Hinckley Road/New Road/B581								
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 (New Road)	3.00	0.00	Y	Arm 5 Left	20.00	36.2 %	1864	1864
				Arm 6 Ahead	Inf	63.8 %		
2/1 (Hinckley Road)	3.50	0.00	Y	Arm 4 Right	30.00	61.5 %	1821	1821
				Arm 6 Left	12.00	38.5 %		
3/1 (Station Road)	3.00	0.00	Y	Arm 4 Ahead	Inf	72.1 %	1869	1869
				Arm 5 Right	17.00	27.9 %		
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 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	163	393	556
	B	222	0	128	350
	C	310	99	0	409
	Tot.	532	262	521	1315

Traffic Lane Flows

Lane	Scenario 4: 2026 WoDWS PM
Junction: Hinckley Road/New Road/B581	
1/1	556
2/1	350
3/1	409
4/1	532
5/1	262
6/1	521

Lane Saturation Flows

Junction: Hinckley Road/New Road/B581								
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 (New Road)	3.00	0.00	Y	Arm 5 Left	20.00	29.3 %	1874	1874
				Arm 6 Ahead	Inf	70.7 %		
2/1 (Hinckley Road)	3.50	0.00	Y	Arm 4 Right	30.00	63.4 %	1824	1824
				Arm 6 Left	12.00	36.6 %		
3/1 (Station Road)	3.00	0.00	Y	Arm 4 Ahead	Inf	75.8 %	1875	1875
				Arm 5 Right	17.00	24.2 %		
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 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	222	367	589
	B	169	0	103	272
	C	385	156	0	541
	Tot.	554	378	470	1402

Traffic Lane Flows

Lane	Scenario 5: 2026 WD AM
Junction: Hinckley Road/New Road/B581	
1/1	589
2/1	272
3/1	541
4/1	554
5/1	378
6/1	470

Lane Saturation Flows

Junction: Hinckley Road/New Road/B581								
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 (New Road)	3.00	0.00	Y	Arm 5 Left	20.00	37.7 %	1862	1862
				Arm 6 Ahead	Inf	62.3 %		
2/1 (Hinckley Road)	3.50	0.00	Y	Arm 4 Right	30.00	62.1 %	1822	1822
				Arm 6 Left	12.00	37.9 %		
3/1 (Station Road)	3.00	0.00	Y	Arm 4 Ahead	Inf	71.2 %	1867	1867
				Arm 5 Right	17.00	28.8 %		
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 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	169	463	632
	B	250	0	137	387
	C	356	94	0	450
	Tot.	606	263	600	1469

Traffic Lane Flows

Lane	Scenario 6: 2026 WD PM
Junction: Hinckley Road/New Road/B581	
1/1	632
2/1	387
3/1	450
4/1	606
5/1	263
6/1	600

Lane Saturation Flows

Junction: Hinckley Road/New Road/B581								
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 (New Road)	3.00	0.00	Y	Arm 5 Left	20.00	26.7 %	1877	1877
				Arm 6 Ahead	Inf	73.3 %		
2/1 (Hinckley Road)	3.50	0.00	Y	Arm 4 Right	30.00	64.6 %	1825	1825
				Arm 6 Left	12.00	35.4 %		
3/1 (Station Road)	3.00	0.00	Y	Arm 4 Ahead	Inf	79.1 %	1880	1880
				Arm 5 Right	17.00	20.9 %		
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: '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	210	352	562
	B	180	0	97	277
	C	446	159	0	605
	Tot.	626	369	449	1444

Traffic Lane Flows

Lane	Scenario 7: 2036 WoDWS AM
Junction: Hinckley Road/New Road/B581	
1/1	562
2/1	277
3/1	605
4/1	626
5/1	369
6/1	449

Lane Saturation Flows

Junction: Hinckley Road/New Road/B581								
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 (New Road)	3.00	0.00	Y	Arm 5 Left	20.00	37.4 %	1863	1863
				Arm 6 Ahead	Inf	62.6 %		
2/1 (Hinckley Road)	3.50	0.00	Y	Arm 4 Right	30.00	65.0 %	1826	1826
				Arm 6 Left	12.00	35.0 %		
3/1 (Station Road)	3.00	0.00	Y	Arm 4 Ahead	Inf	73.7 %	1872	1872
				Arm 5 Right	17.00	26.3 %		
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 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	172	504	676
	B	244	0	153	397
	C	334	92	0	426
	Tot.	578	264	657	1499

Traffic Lane Flows

Lane	Scenario 8: 2036 WoDWS PM
Junction: Hinckley Road/New Road/B581	
1/1	676
2/1	397
3/1	426
4/1	578
5/1	264
6/1	657

Lane Saturation Flows

Junction: Hinckley Road/New Road/B581								
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 (New Road)	3.00	0.00	Y	Arm 5 Left	20.00	25.4 %	1879	1879
				Arm 6 Ahead	Inf	74.6 %		
2/1 (Hinckley Road)	3.50	0.00	Y	Arm 4 Right	30.00	61.5 %	1821	1821
				Arm 6 Left	12.00	38.5 %		
3/1 (Station Road)	3.00	0.00	Y	Arm 4 Ahead	Inf	78.4 %	1879	1879
				Arm 5 Right	17.00	21.6 %		
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 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	221	378	599
	B	189	0	96	285
	C	503	168	0	671
	Tot.	692	389	474	1555

Traffic Lane Flows

Lane	Scenario 9: 2036 WD AM
Junction: Hinckley Road/New Road/B581	
1/1	599
2/1	285
3/1	671
4/1	692
5/1	389
6/1	474

Lane Saturation Flows

Junction: Hinckley Road/New Road/B581								
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 (New Road)	3.00	0.00	Y	Arm 5 Left	20.00	36.9 %	1863	1863
				Arm 6 Ahead	Inf	63.1 %		
2/1 (Hinckley Road)	3.50	0.00	Y	Arm 4 Right	30.00	66.3 %	1827	1827
				Arm 6 Left	12.00	33.7 %		
3/1 (Station Road)	3.00	0.00	Y	Arm 4 Ahead	Inf	75.0 %	1874	1874
				Arm 5 Right	17.00	25.0 %		
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 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	187	554	741
	B	334	0	168	502
	C	388	85	0	473
	Tot.	722	272	722	1716

Traffic Lane Flows

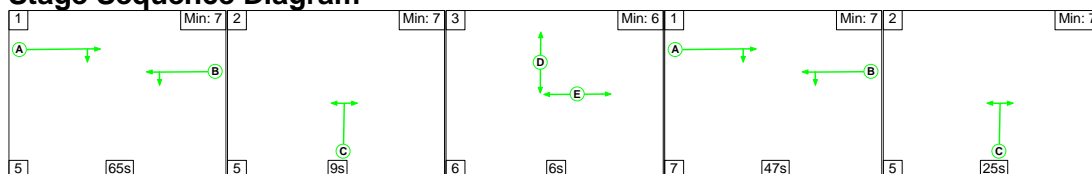
Lane	Scenario 10: 2036 WD PM
Junction: Hinckley Road/New Road/B581	
1/1	741
2/1	502
3/1	473
4/1	722
5/1	272
6/1	722

Lane Saturation Flows

Junction: Hinckley Road/New Road/B581								
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 (New Road)	3.00	0.00	Y	Arm 5 Left	20.00	25.2 %	1879	1879
				Arm 6 Ahead	Inf	74.8 %		
2/1 (Hinckley Road)	3.50	0.00	Y	Arm 4 Right	30.00	66.5 %	1828	1828
				Arm 6 Left	12.00	33.5 %		
3/1 (Station Road)	3.00	0.00	Y	Arm 4 Ahead	Inf	82.0 %	1885	1885
				Arm 5 Right	17.00	18.0 %		
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2023 Base AM' (FG1: '2023 Base AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

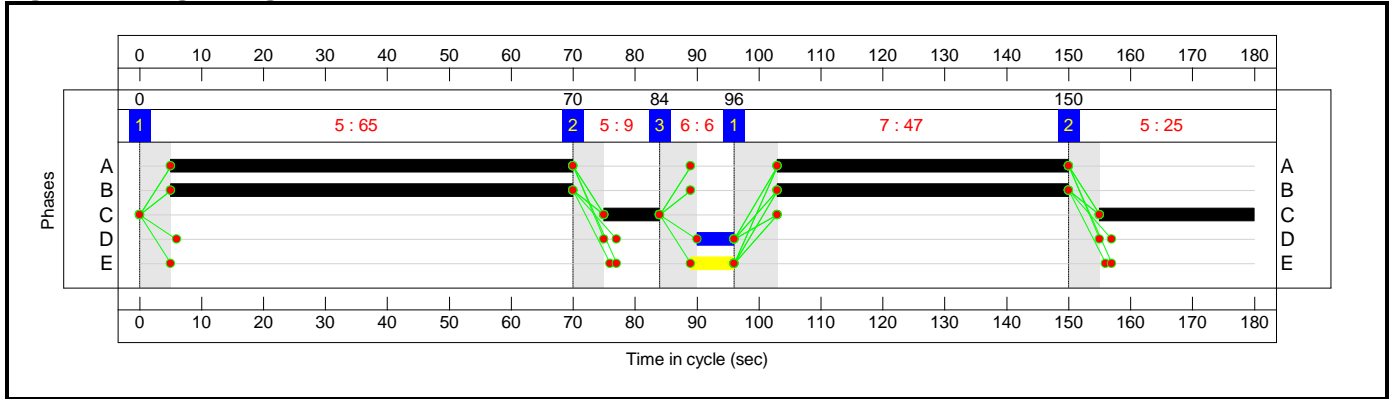


Full Input Data And Results

Stage Timings

Stage	1	2	3	1	2
Duration	65	9	6	47	25
Change Point	0	70	84	96	150

Signal Timings Diagram



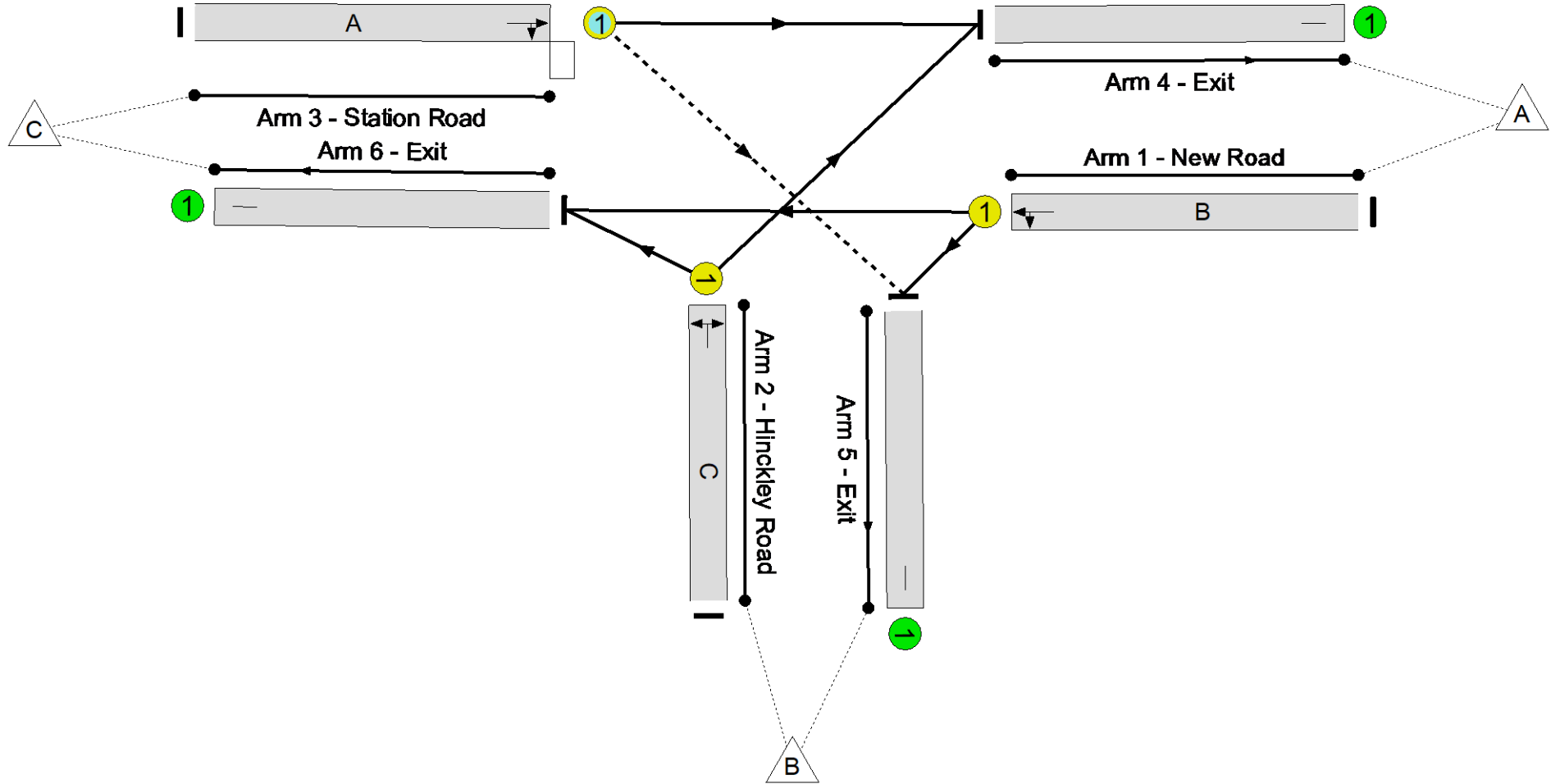
Network Layout Diagram

Hinckley Road/New Road/B581



PRC: 58.2 %

Total Traffic Delay: 7.1 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: Hinckley Road/New Road	-	-	N/A	-	-		-	-	-	-	-	-	56.9%
Hinckley Road/New Road/B581	-	-	N/A	-	-		-	-	-	-	-	-	56.9%
1/1	New Road Left Ahead	U	N/A	N/A	B		2	112	-	614	1889	1196	51.3%
2/1	Hinckley Road Right Left	U	N/A	N/A	C		2	34	-	206	1810	362	56.9%
3/1	Station Road Ahead Right	O	N/A	N/A	A		2	112	-	577	1884	1020	56.6%
4/1	Exit	U	N/A	N/A	-		-	-	-	579	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	217	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	601	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	-	-	106	0	0	5.1	1.8	0.2	7.1	-	-	-	-
Hinckley Road/New Road/B581	-	-	106	0	0	5.1	1.8	0.2	7.1	-	-	-	-
1/1	614	614	-	-	-	1.5	0.5	-	2.1	12.1	8.5	0.5	9.1
2/1	206	206	-	-	-	1.9	0.7	-	2.5	44.0	4.7	0.7	5.4
3/1	577	577	106	0	0	1.7	0.6	0.2	2.5	15.7	9.8	0.6	10.4
4/1	579	579	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	217	217	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

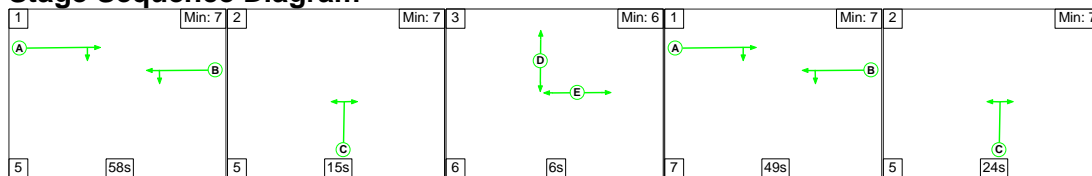
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	58.2	Total Delay for Signalled Lanes (pcuHr):	7.09	Cycle Time (s):	180
	PRC Over All Lanes (%):	58.2	Total Delay Over All Lanes(pcuHr):	7.09		

Full Input Data And Results

Scenario 2: '2023 Base PM' (FG2: '2023 Base PM', Plan 1: 'Network Control Plan 1')

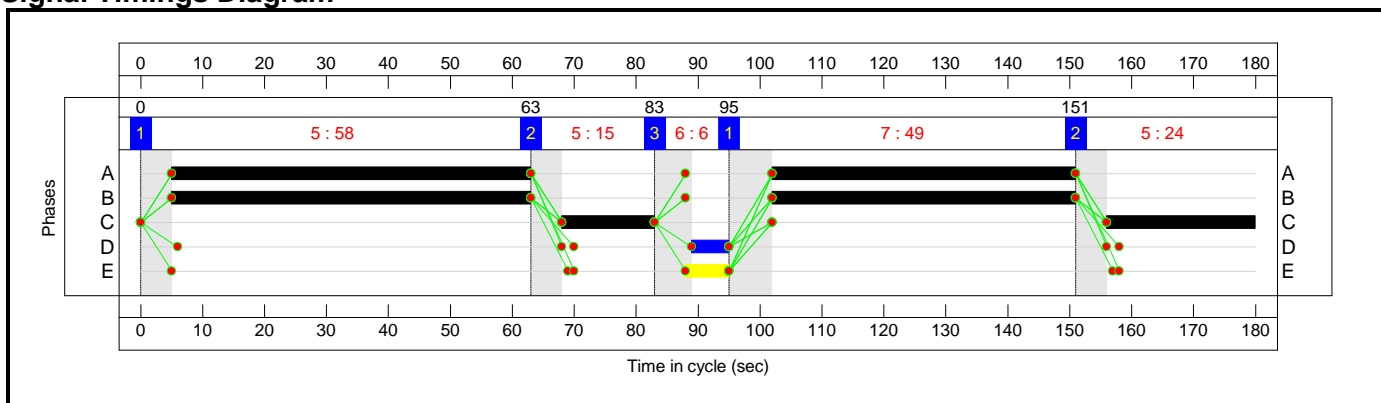
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2
Duration	58	15	6	49	24
Change Point	0	63	83	95	151

Signal Timings Diagram



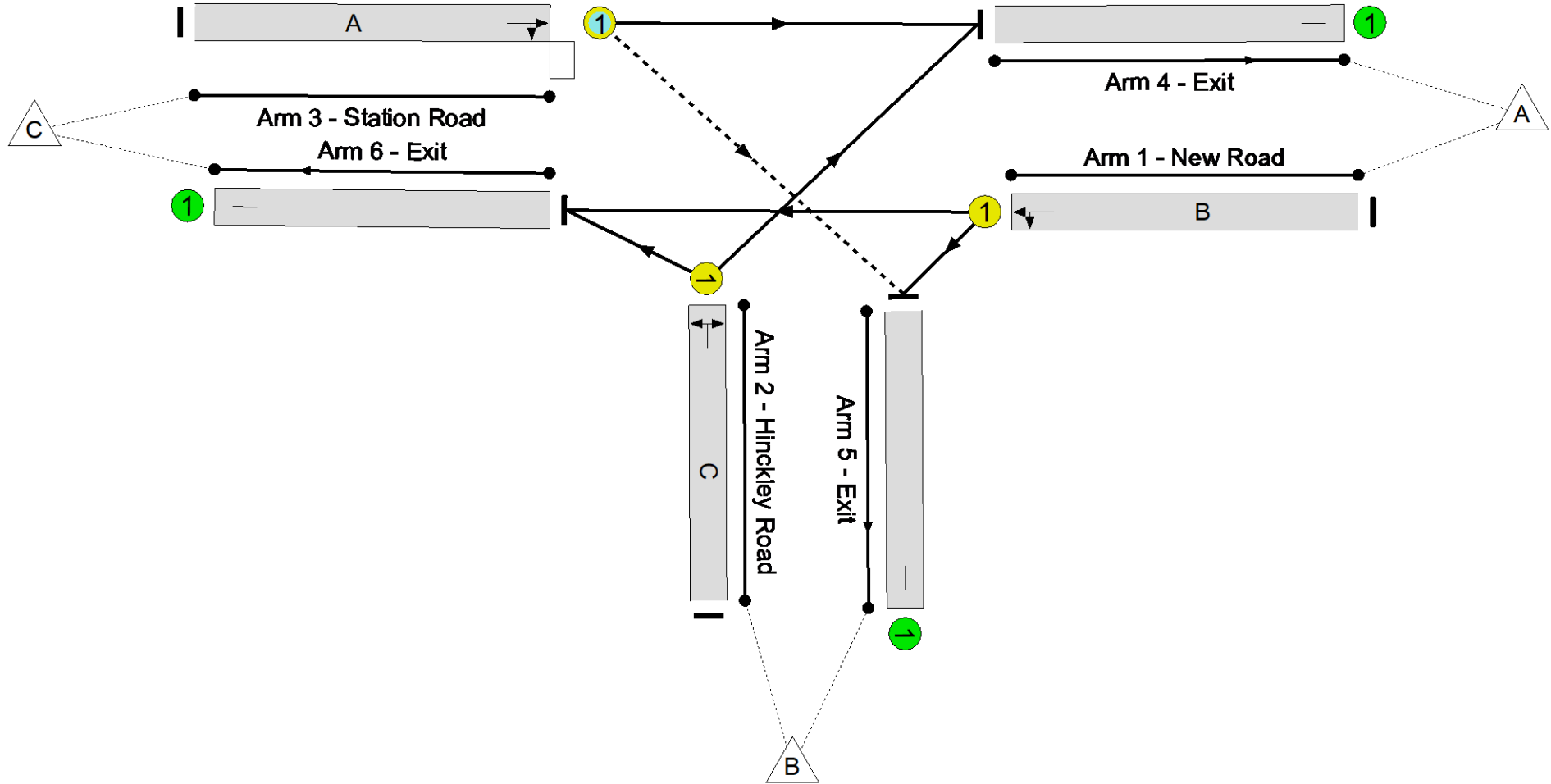
Network Layout Diagram

Hinckley Road/New Road/B581



PRC: 57.2 %

Total Traffic Delay: 7.6 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	-	-		-	-	-	-	-	-	57.3%
Hinckley Road/New Road/B581	-	-	N/A	-	-		-	-	-	-	-	-	57.3%
1/1	New Road Left Ahead	U	N/A	N/A	B		2	107	-	658	1898	1149	57.3%
2/1	Hinckley Road Right Left	U	N/A	N/A	C		2	39	-	233	1803	411	56.7%
3/1	Station Road Ahead Right	O	N/A	N/A	A		2	107	-	498	1887	928	53.7%
4/1	Exit	U	N/A	N/A	-		-	-	-	525	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	163	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	701	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	-	-	83	0	0	5.5	1.9	0.2	7.6	-	-	-	-
Hinckley Road/New Road/B581	-	-	83	0	0	5.5	1.9	0.2	7.6	-	-	-	-
1/1	658	658	-	-	-	2.0	0.7	-	2.6	14.4	10.6	0.7	11.3
2/1	233	233	-	-	-	2.0	0.7	-	2.6	40.9	5.3	0.7	6.0
3/1	498	498	83	0	0	1.5	0.6	0.2	2.3	16.6	9.3	0.6	9.8
4/1	525	525	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	163	163	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	701	701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

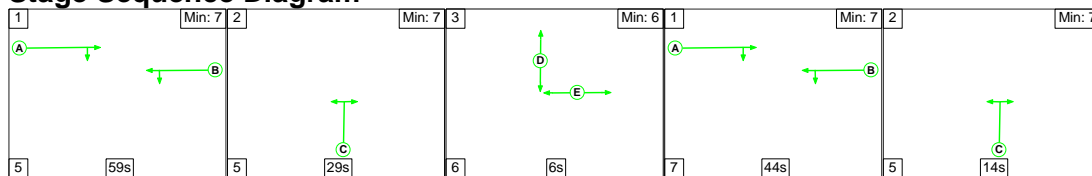
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	57.2	Total Delay for Signalled Lanes (pcuHr):	7.59	Cycle Time (s):	180
	PRC Over All Lanes (%):	57.2	Total Delay Over All Lanes(pcuHr):	7.59		

Full Input Data And Results

Scenario 3: '2026 WoDWS AM' (FG5: '2026 WoDWS AM', Plan 1: 'Network Control Plan 1')

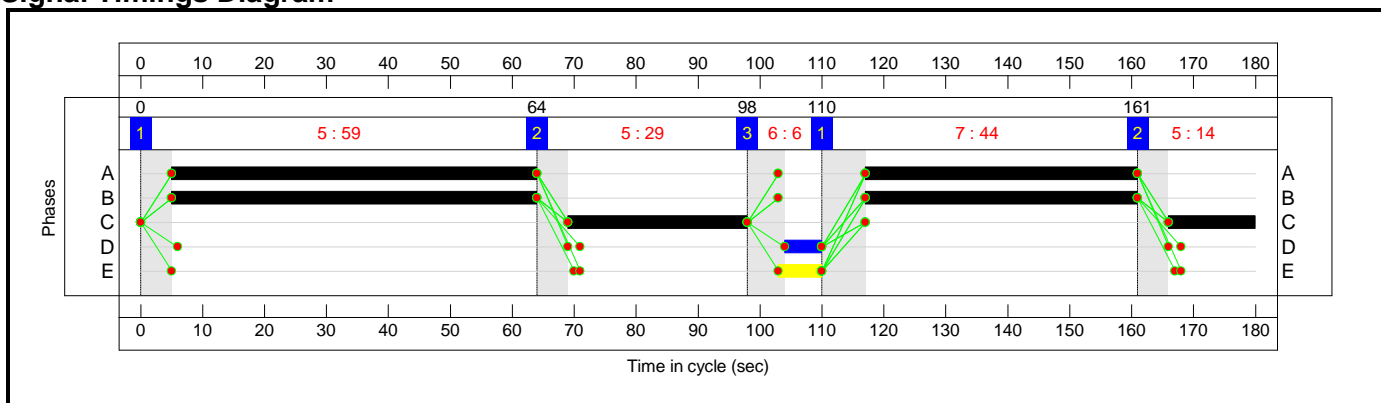
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2
Duration	59	29	6	44	14
Change Point	0	64	98	110	161

Signal Timings Diagram



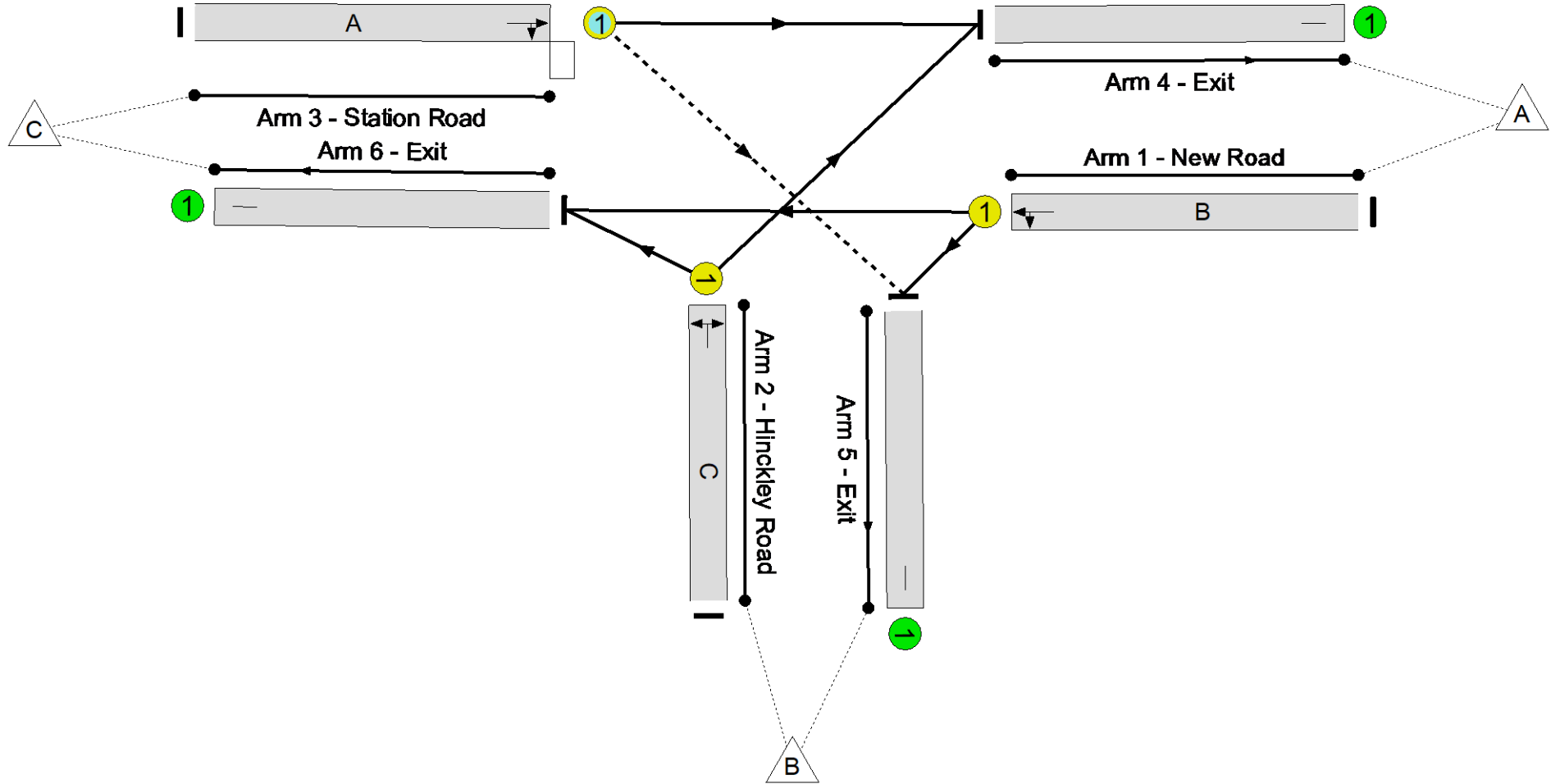
Network Layout Diagram

Hinckley Road/New Road/B581



PRC: 51.1 %

Total Traffic Delay: 8.9 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	-	-		-	-	-	-	-	-	59.6%
Hinckley Road/New Road/B581	-	-	N/A	-	-		-	-	-	-	-	-	59.6%
1/1	New Road Left Ahead	U	N/A	N/A	B		2	103	-	558	1864	1087	51.3%
2/1	Hinckley Road Right Left	U	N/A	N/A	C		2	43	-	270	1821	455	59.3%
3/1	Station Road Ahead Right	O	N/A	N/A	A		2	103	-	499	1869	838	59.6%
4/1	Exit	U	N/A	N/A	-		-	-	-	526	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	341	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	460	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	-	-	139	0	0	6.8	2.0	0.2	8.9	-	-	-	-
Hinckley Road/New Road/B581	-	-	139	0	0	6.8	2.0	0.2	8.9	-	-	-	-
1/1	558	558	-	-	-	2.0	0.5	-	2.5	16.2	11.5	0.5	12.0
2/1	270	270	-	-	-	2.2	0.7	-	3.0	39.4	5.9	0.7	6.6
3/1	499	499	139	0	0	2.6	0.7	0.2	3.5	25.1	13.2	0.7	13.9
4/1	526	526	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	341	341	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	460	460	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

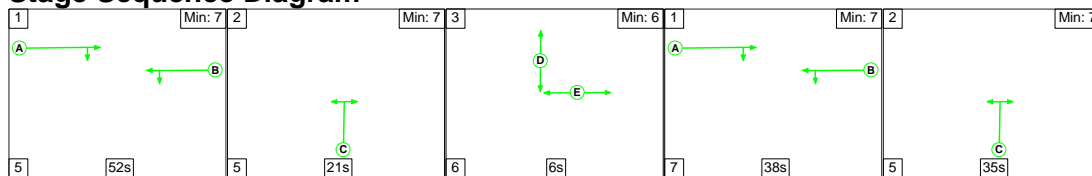
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	51.1	Total Delay for Signalled Lanes (pcuHr):	8.94	Cycle Time (s):	180
	PRC Over All Lanes (%):	51.1	Total Delay Over All Lanes(pcuHr):	8.94		

Full Input Data And Results

Scenario 4: '2026 WoDWS PM' (FG6: '2026 WoDWS PM', Plan 1: 'Network Control Plan 1')

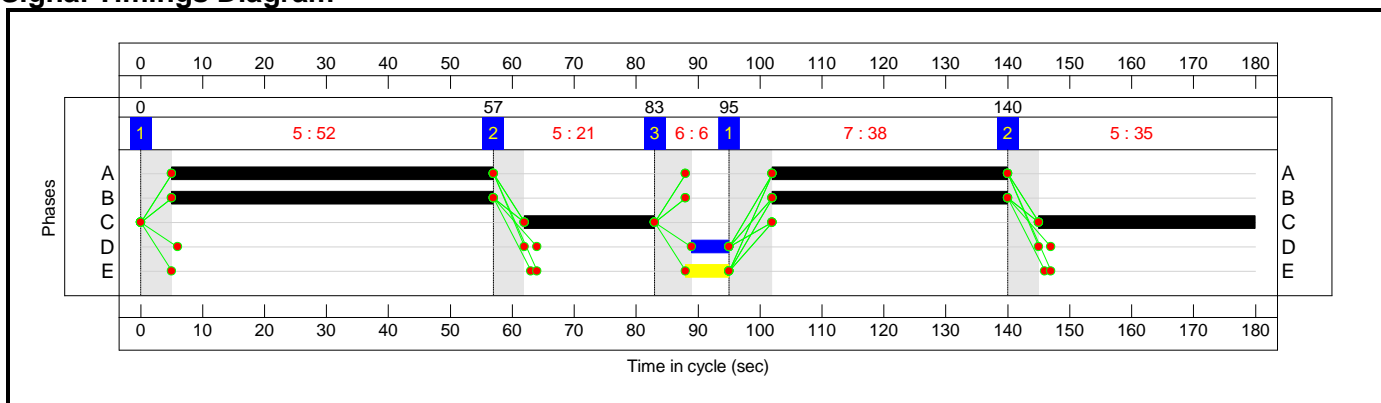
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2
Duration	52	21	6	38	35
Change Point	0	57	83	95	140

Signal Timings Diagram



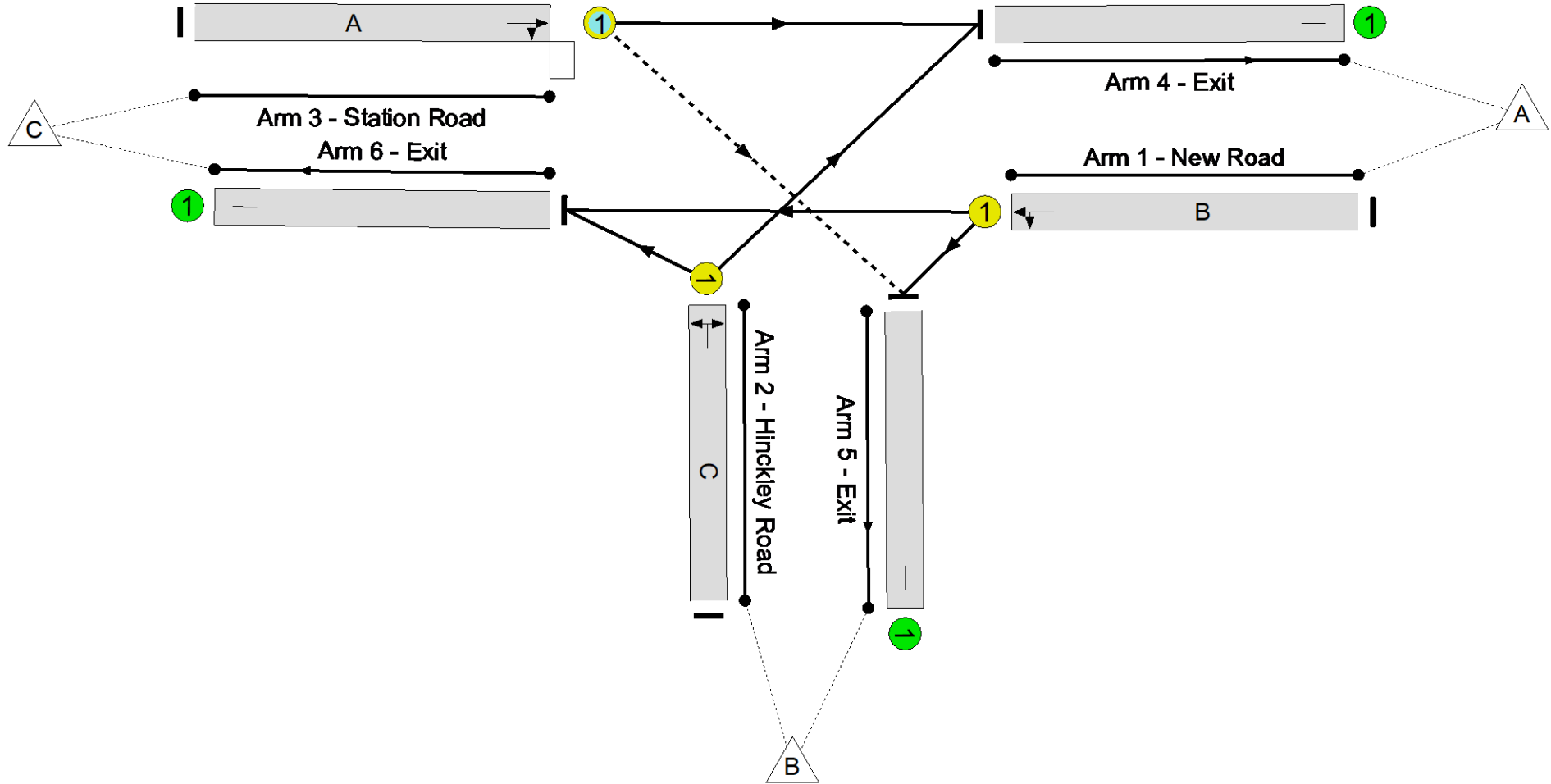
Network Layout Diagram

Hinckley Road/New Road/B581



PRC: 49.5 %

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	-	-		-	-	-	-	-	-	60.2%
Hinckley Road/New Road/B581	-	-	N/A	-	-		-	-	-	-	-	-	60.2%
1/1	New Road Left Ahead	U	N/A	N/A	B		2	90	-	556	1874	958	58.0%
2/1	Hinckley Road Right Left	U	N/A	N/A	C		2	56	-	350	1824	588	59.6%
3/1	Station Road Ahead Right	O	N/A	N/A	A		2	90	-	409	1875	679	60.2%
4/1	Exit	U	N/A	N/A	-		-	-	-	532	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	262	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	521	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	-	-	99	0	0	6.9	2.2	0.2	9.3	-	-	-	-
Hinckley Road/New Road/B581	-	-	99	0	0	6.9	2.2	0.2	9.3	-	-	-	-
1/1	556	556	-	-	-	2.4	0.7	-	3.1	19.8	9.6	0.7	10.3
2/1	350	350	-	-	-	2.5	0.7	-	3.2	33.1	7.3	0.7	8.0
3/1	409	409	99	0	0	2.1	0.8	0.2	3.0	26.6	8.3	0.8	9.0
4/1	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

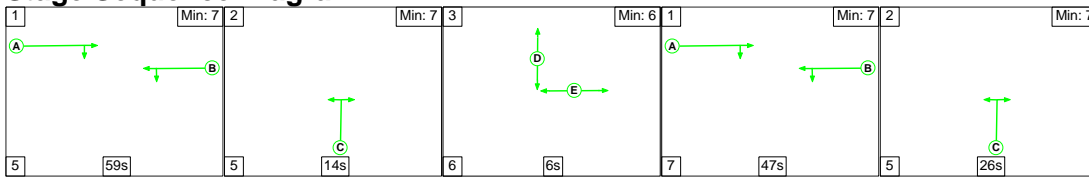
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	49.5	Total Delay for Signalled Lanes (pcuHr):	9.29	Cycle Time (s):	180
	PRC Over All Lanes (%):	49.5	Total Delay Over All Lanes(pcuHr):	9.29		

Full Input Data And Results

Scenario 5: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'Network Control Plan 1')

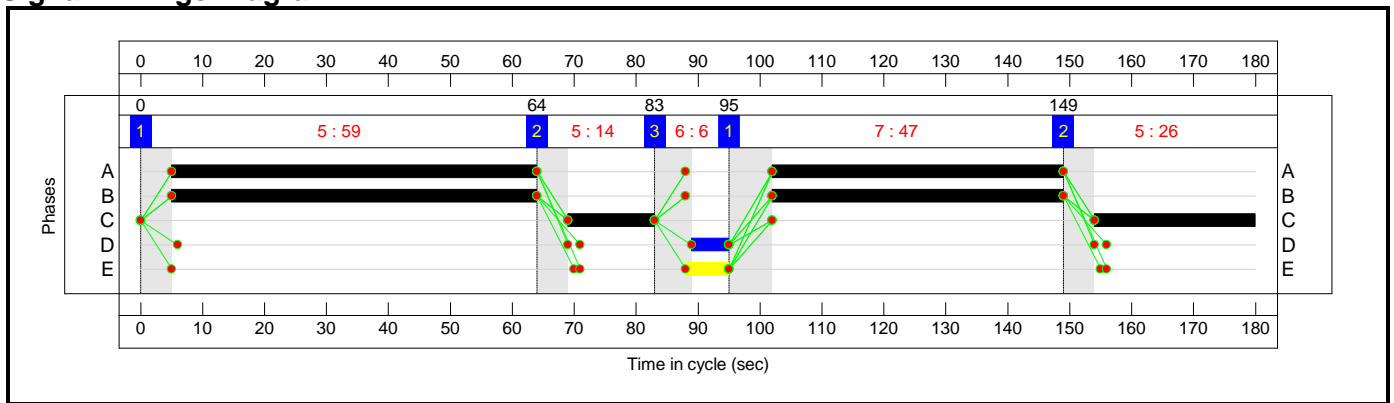
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2
Duration	59	14	6	47	26
Change Point	0	64	83	95	149

Signal Timings Diagram



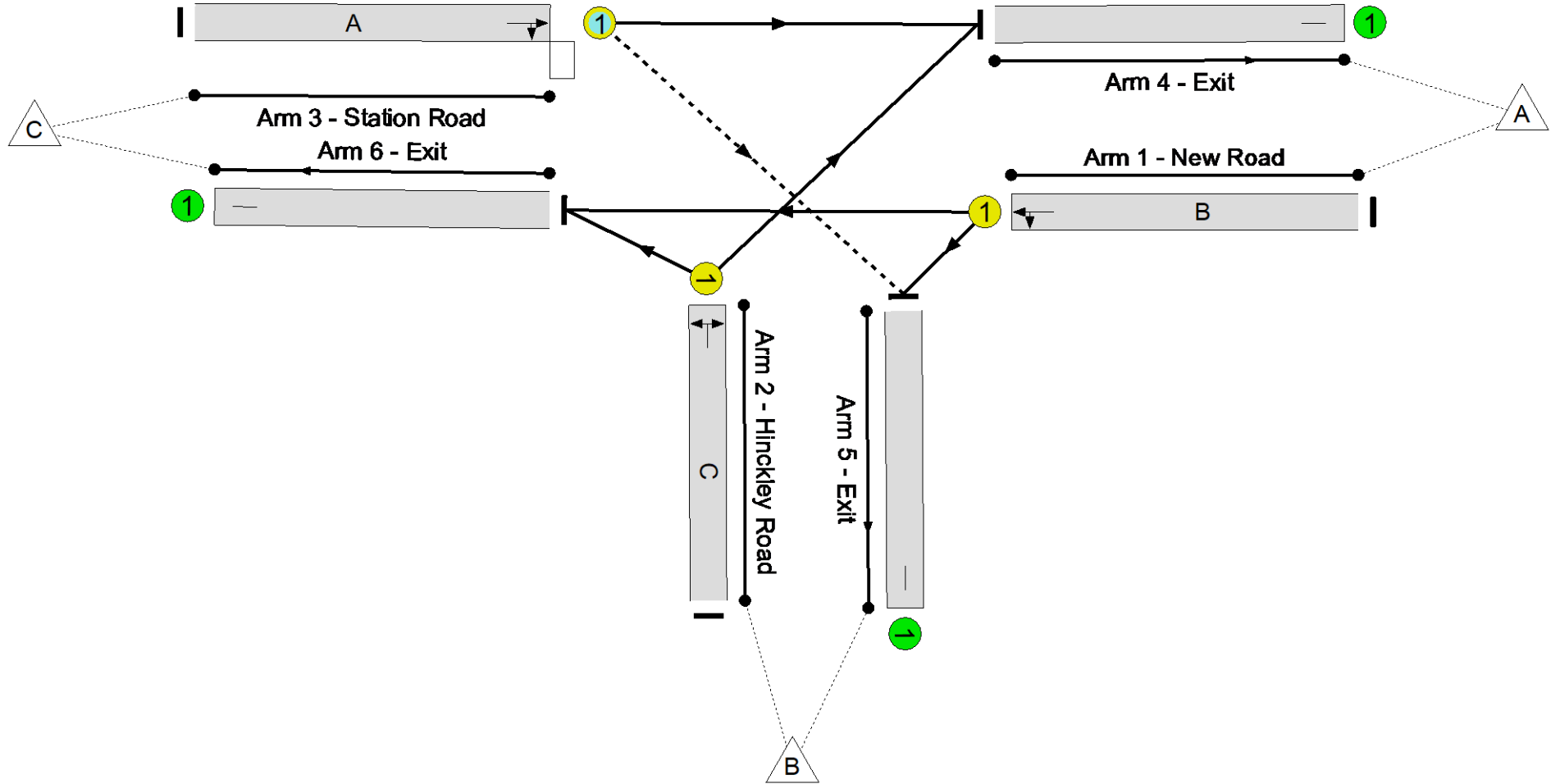
Network Layout Diagram

Hinckley Road/New Road/B581



PRC: 40.7 %

Total Traffic Delay: 8.9 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	-	-		-	-	-	-	-	-	64.0%
Hinckley Road/New Road/B581	-	-	N/A	-	-		-	-	-	-	-	-	64.0%
1/1	New Road Left Ahead	U	N/A	N/A	B		2	106	-	589	1862	1117	52.7%
2/1	Hinckley Road Right Left	U	N/A	N/A	C		2	40	-	272	1822	425	64.0%
3/1	Station Road Ahead Right	O	N/A	N/A	A		2	106	-	541	1867	852	63.5%
4/1	Exit	U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	378	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	470	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	-	-	156	0	0	6.4	2.3	0.2	8.9	-	-	-	-
Hinckley Road/New Road/B581	-	-	156	0	0	6.4	2.3	0.2	8.9	-	-	-	-
1/1	589	589	-	-	-	1.7	0.6	-	2.3	13.9	8.8	0.6	9.4
2/1	272	272	-	-	-	2.3	0.9	-	3.2	42.7	6.2	0.9	7.1
3/1	541	541	156	0	0	2.3	0.9	0.2	3.4	22.6	10.5	0.9	11.4
4/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

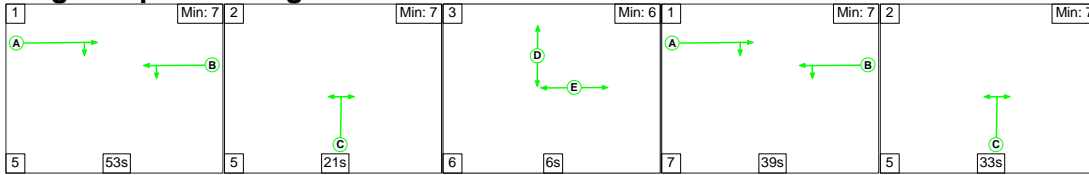
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	40.7	Total Delay for Signalled Lanes (pcuHr):	8.90	Cycle Time (s):	180
	PRC Over All Lanes (%):	40.7	Total Delay Over All Lanes(pcuHr):	8.90		

Full Input Data And Results

Scenario 6: '2026 WD PM' (FG8: '2026 WD PM', Plan 1: 'Network Control Plan 1')

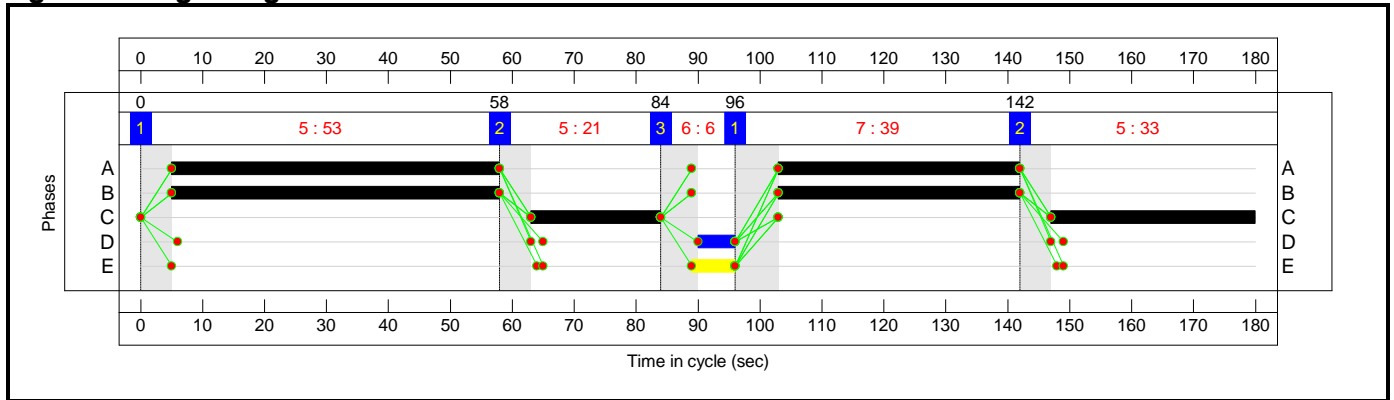
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2
Duration	53	21	6	39	33
Change Point	0	58	84	96	142

Signal Timings Diagram



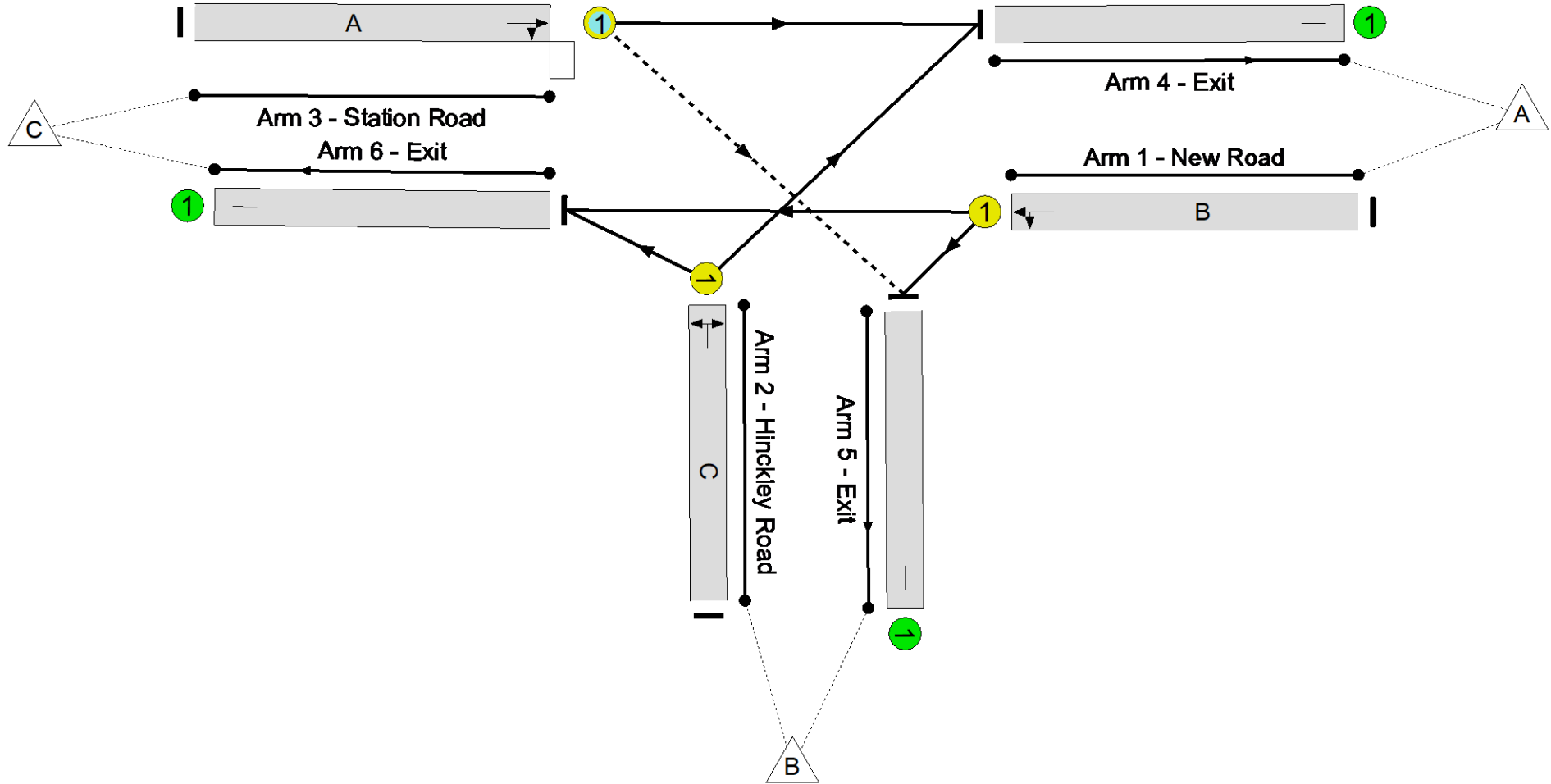
Network Layout Diagram

Hinckley Road/New Road/B581



PRC: 31.5 %

Total Traffic Delay: 11.2 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: Hinckley Road/New Road	-	-	N/A	-	-		-	-	-	-	-	-	68.5%
Hinckley Road/New Road/B581	-	-	N/A	-	-		-	-	-	-	-	-	68.5%
1/1	New Road Left Ahead	U	N/A	N/A	B		2	92	-	632	1877	980	64.5%
2/1	Hinckley Road Right Left	U	N/A	N/A	C		2	54	-	387	1825	568	68.2%
3/1	Station Road Ahead Right	O	N/A	N/A	A		2	92	-	450	1880	657	68.5%
4/1	Exit	U	N/A	N/A	-		-	-	-	606	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	263	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	-	-	94	0	0	7.9	3.0	0.2	11.2	-	-	-	-
Hinckley Road/New Road/B581	-	-	94	0	0	7.9	3.0	0.2	11.2	-	-	-	-
1/1	632	632	-	-	-	2.7	0.9	-	3.6	20.6	11.6	0.9	12.5
2/1	387	387	-	-	-	2.9	1.1	-	4.0	36.9	8.4	1.1	9.4
3/1	450	450	94	0	0	2.3	1.1	0.2	3.6	29.0	9.7	1.1	10.8
4/1	606	606	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	263	263	-	-	-	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

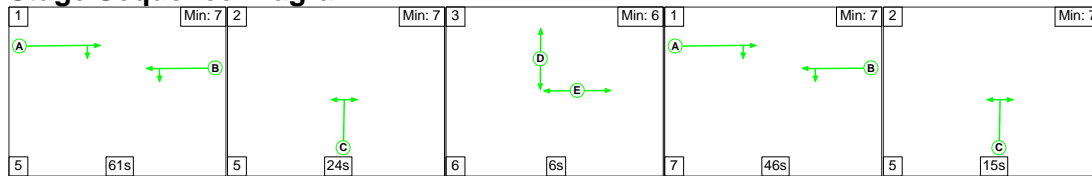
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	31.5	Total Delay for Signalled Lanes (pcuHr):	11.23	Cycle Time (s):	180
	PRC Over All Lanes (%):	31.5	Total Delay Over All Lanes(pcuHr):	11.23		

Full Input Data And Results

Scenario 7: '2036 WoDWS AM' (FG11: '2036 WoDWS AM', Plan 1: 'Network Control Plan 1')

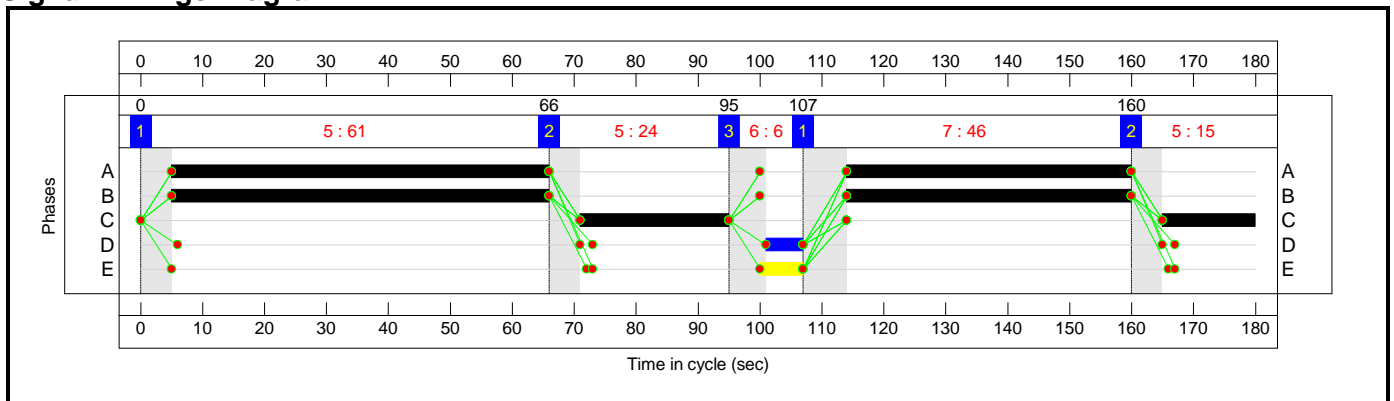
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2
Duration	61	24	6	46	15
Change Point	0	66	95	107	160

Signal Timings Diagram



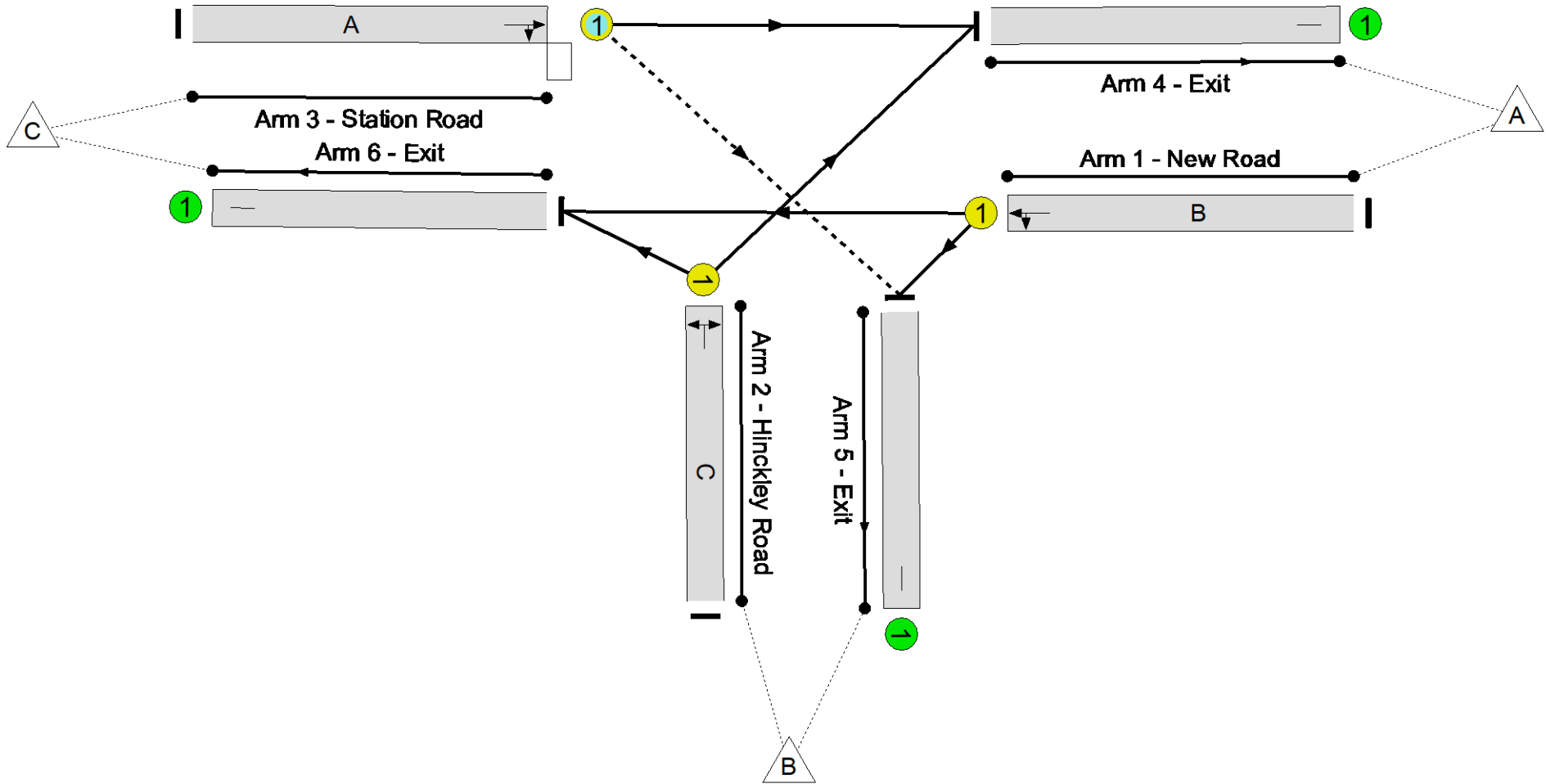
Network Layout Diagram

Hinckley Road/New Road/B581



PRC: 35.0 %

Total Traffic Delay: 9.7 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	-	-		-	-	-	-	-	-	66.7%
Hinckley Road/New Road/B581	-	-	N/A	-	-		-	-	-	-	-	-	66.7%
1/1	New Road Left Ahead	U	N/A	N/A	B		2	107	-	562	1863	1128	49.8%
2/1	Hinckley Road Right Left	U	N/A	N/A	C		2	39	-	277	1826	416	66.6%
3/1	Station Road Ahead Right	O	N/A	N/A	A		2	107	-	605	1872	908	66.7%
4/1	Exit	U	N/A	N/A	-		-	-	-	626	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	449	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	-	-	159	0	0	7.1	2.5	0.2	9.7	-	-	-	-
Hinckley Road/New Road/B581	-	-	159	0	0	7.1	2.5	0.2	9.7	-	-	-	-
1/1	562	562	-	-	-	1.7	0.5	-	2.2	14.3	10.5	0.5	11.0
2/1	277	277	-	-	-	2.4	1.0	-	3.4	44.4	6.3	1.0	7.3
3/1	605	605	159	0	0	2.9	1.0	0.2	4.1	24.2	15.5	1.0	16.5
4/1	626	626	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	369	369	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	449	449	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

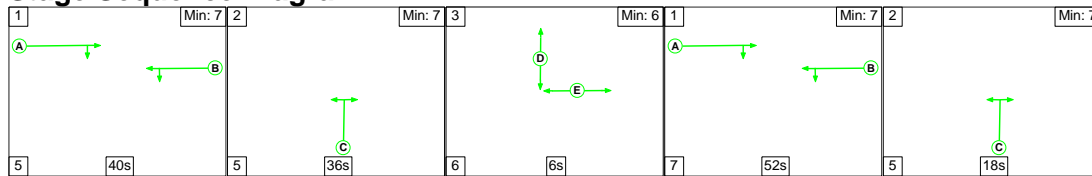
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	35.0	Total Delay for Signalled Lanes (pcuHr):	9.70	Cycle Time (s):	180
	PRC Over All Lanes (%):	35.0	Total Delay Over All Lanes(pcuHr):	9.70		

Full Input Data And Results

Scenario 8: '2036 WoDWS PM' (FG12: '2036 WoDWS PM', Plan 1: 'Network Control Plan 1')

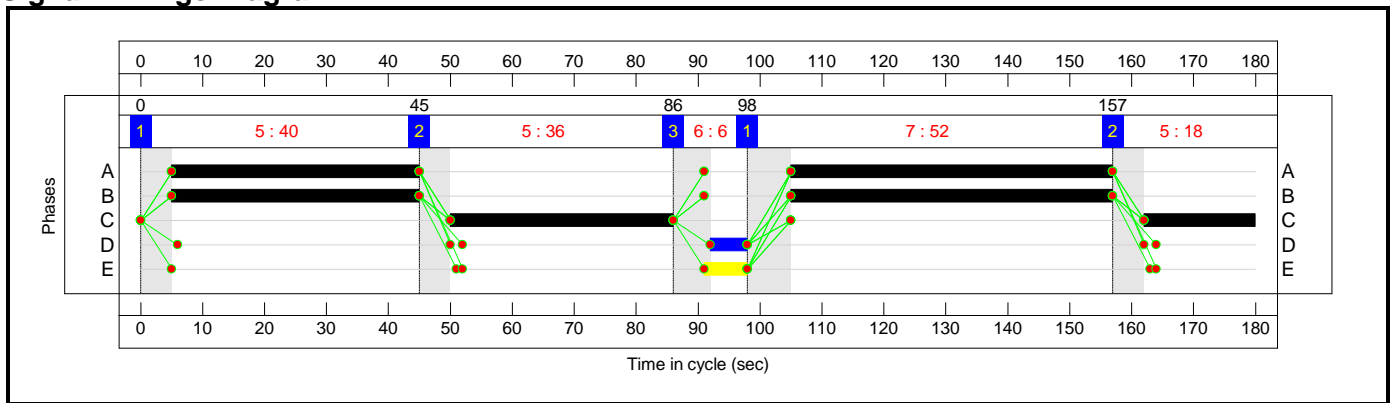
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2
Duration	40	36	6	52	18
Change Point	0	45	86	98	157

Signal Timings Diagram



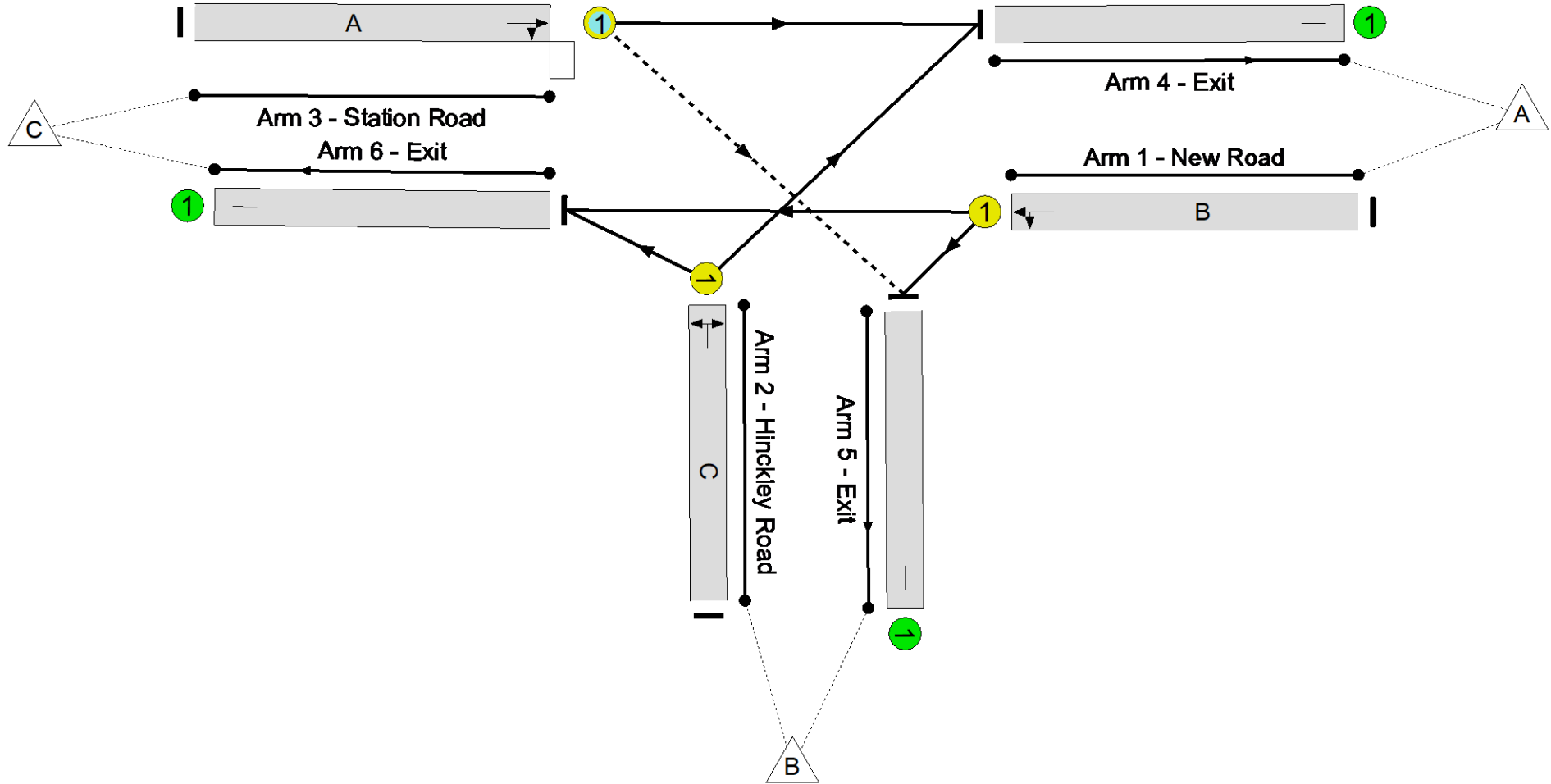
Network Layout Diagram

Hinckley Road/New Road/B581



PRC: 26.6 %

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	-	-		-	-	-	-	-	-	71.1%
Hinckley Road/New Road/B581	-	-	N/A	-	-		-	-	-	-	-	-	71.1%
1/1	New Road Left Ahead	U	N/A	N/A	B		2	92	-	676	1879	981	68.9%
2/1	Hinckley Road Right Left	U	N/A	N/A	C		2	54	-	397	1821	567	70.1%
3/1	Station Road Ahead Right	O	N/A	N/A	A		2	92	-	426	1879	599	71.1%
4/1	Exit	U	N/A	N/A	-		-	-	-	578	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	264	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	657	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	-	-	92	0	0	9.6	3.5	0.3	13.4	-	-	-	-
Hinckley Road/New Road/B581	-	-	92	0	0	9.6	3.5	0.3	13.4	-	-	-	-
1/1	676	676	-	-	-	3.4	1.1	-	4.5	24.1	17.3	1.1	18.4
2/1	397	397	-	-	-	3.4	1.2	-	4.6	41.4	10.4	1.2	11.5
3/1	426	426	92	0	0	2.8	1.2	0.3	4.3	36.1	13.1	1.2	14.3
4/1	578	578	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	264	264	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	657	657	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

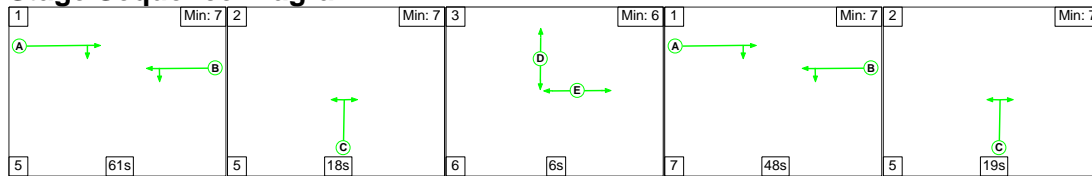
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	26.6	Total Delay for Signalled Lanes (pcuHr):	13.37	Cycle Time (s):	180
	PRC Over All Lanes (%):	26.6	Total Delay Over All Lanes(pcuHr):	13.37		

Full Input Data And Results

Scenario 9: '2036 WD AM ' (FG13: '2036 WD AM', Plan 1: 'Network Control Plan 1')

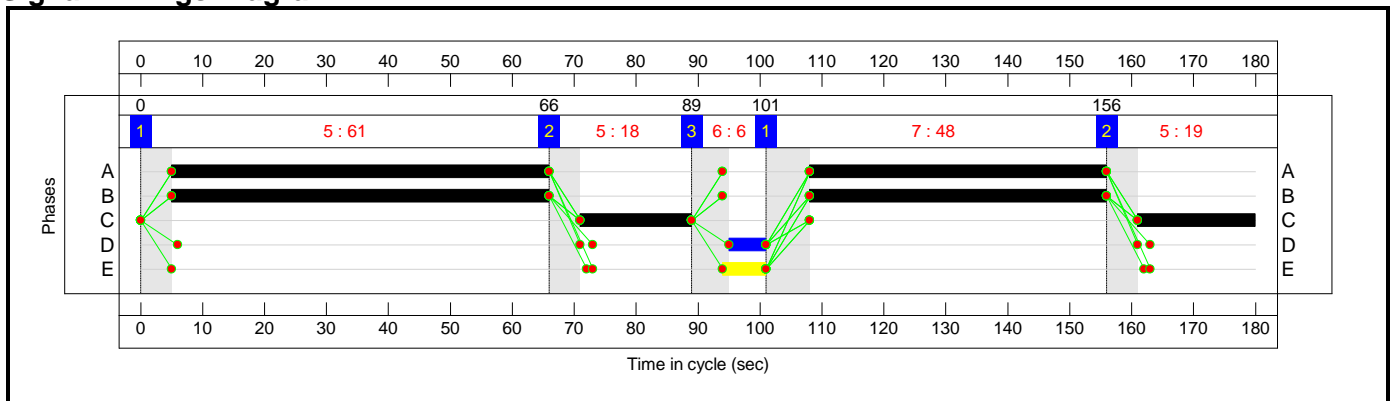
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2
Duration	61	18	6	48	19
Change Point	0	66	89	101	156

Signal Timings Diagram



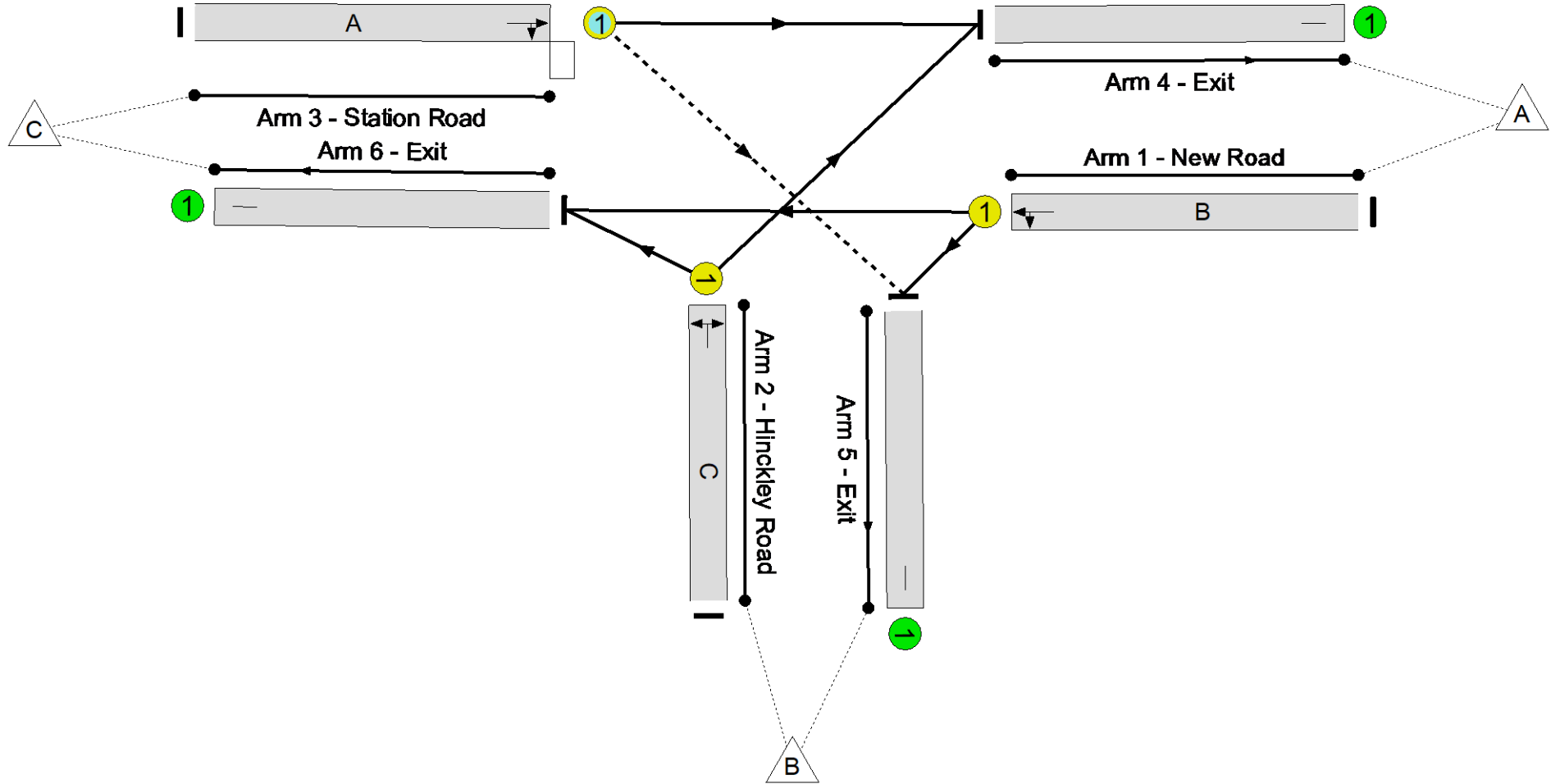
Network Layout Diagram

Hinckley Road/New Road/B581



PRC: 22.7 %

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	-	-		-	-	-	-	-	-	73.3%
Hinckley Road/New Road/B581	-	-	N/A	-	-		-	-	-	-	-	-	73.3%
1/1	New Road Left Ahead	U	N/A	N/A	B		2	109	-	599	1863	1149	52.1%
2/1	Hinckley Road Right Left	U	N/A	N/A	C		2	37	-	285	1827	396	72.0%
3/1	Station Road Ahead Right	O	N/A	N/A	A		2	109	-	671	1874	915	73.3%
4/1	Exit	U	N/A	N/A	-		-	-	-	692	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	389	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	474	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	-	-	168	0	0	7.3	3.2	0.2	10.7	-	-	-	-
Hinckley Road/New Road/B581	-	-	168	0	0	7.3	3.2	0.2	10.7	-	-	-	-
1/1	599	599	-	-	-	1.7	0.5	-	2.2	13.4	10.0	0.5	10.5
2/1	285	285	-	-	-	2.6	1.3	-	3.8	48.6	6.7	1.3	7.9
3/1	671	671	168	0	0	3.1	1.4	0.2	4.6	24.8	16.0	1.4	17.4
4/1	692	692	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	474	474	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

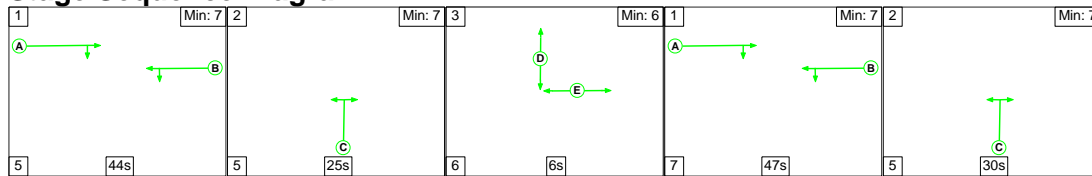
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	22.7	Total Delay for Signalled Lanes (pcuHr):	10.69	Cycle Time (s):	180
	PRC Over All Lanes (%):	22.7	Total Delay Over All Lanes(pcuHr):	10.69		

Full Input Data And Results

Scenario 10: '2036 WD PM' (FG14: '2036 WD PM', Plan 1: 'Network Control Plan 1')

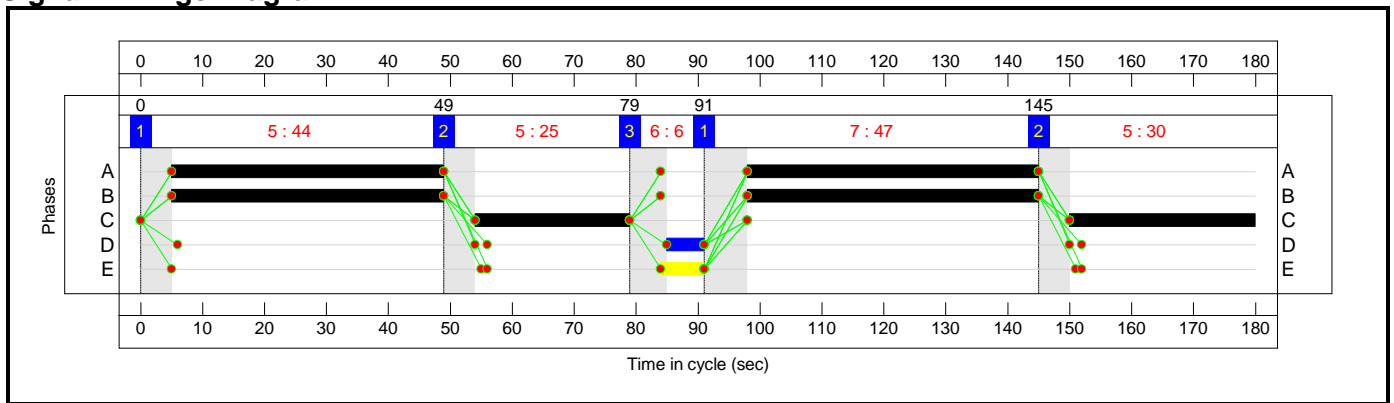
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2
Duration	44	25	6	47	30
Change Point	0	49	79	91	145

Signal Timings Diagram



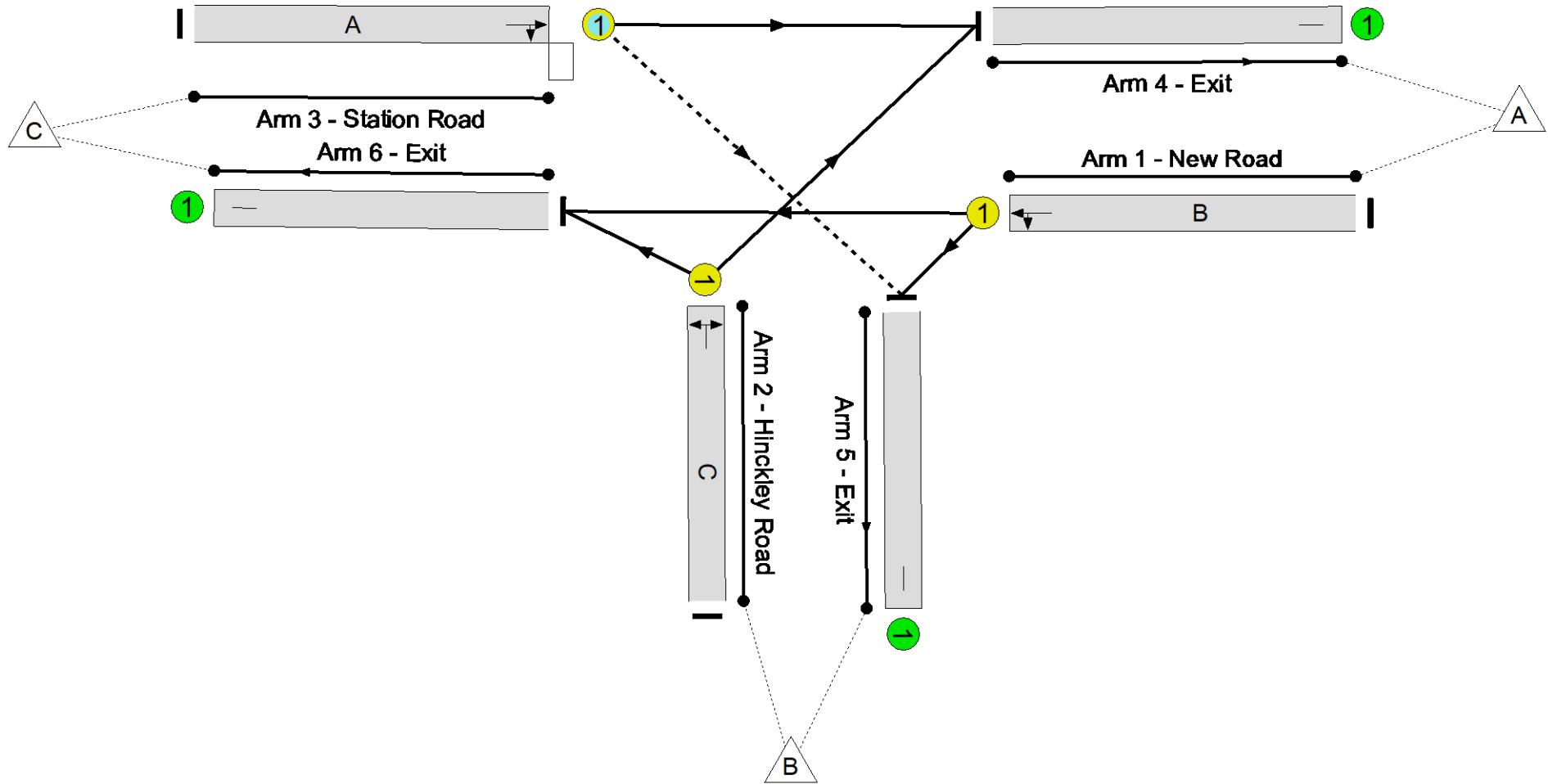
Network Layout Diagram

Hinckley Road/New Road/B581



PRC: 2.9 %

Total Traffic Delay: 18.7 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	-	-		-	-	-	-	-	-	87.5%
Hinckley Road/New Road/B581	-	-	N/A	-	-		-	-	-	-	-	-	87.5%
1/1	New Road Left Ahead	U	N/A	N/A	B		2	91	-	741	1879	971	76.3%
2/1	Hinckley Road Right Left	U	N/A	N/A	C		2	55	-	502	1828	579	86.7%
3/1	Station Road Ahead Right	O	N/A	N/A	A		2	91	-	473	1885	541	87.5%
4/1	Exit	U	N/A	N/A	-		-	-	-	722	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	272	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	722	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	-	-	85	0	0	10.5	7.8	0.3	18.7	-	-	-	-
Hinckley Road/New Road/B581	-	-	85	0	0	10.5	7.8	0.3	18.7	-	-	-	-
1/1	741	741	-	-	-	3.6	1.6	-	5.2	25.3	16.3	1.6	17.9
2/1	502	502	-	-	-	4.1	3.0	-	7.1	51.2	13.4	3.0	16.4
3/1	473	473	85	0	0	2.8	3.2	0.3	6.3	48.0	12.5	3.2	15.7
4/1	722	722	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	722	722	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1	PRC for Signalled Lanes (%):	2.9	Total Delay for Signalled Lanes (pcuHr):	18.66	Cycle Time (s):	180
	PRC Over All Lanes (%):	2.9	Total Delay Over All Lanes(pcuHr):	18.66		

Appendix 15: B4669/Stanton Lane Existing Junction Results

<h1>Junctions 10</h1>
<h2>PICADY 10 - Priority Intersection Module</h2>
Version: 10.0.2.1574 © Copyright TRL Software Limited, 2021
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Filename: J39_231211 B4669_Stanton Lane (existing) 2023 Sens.j10

Path: X:\NTT\NTT2814_Hinckley Rail Freight Interchange\02. Project Delivery\01. WIP\Design and Calculations\T&I Planning\04 Junction Modelling\J39_JTC 19 - B4669 - Stanton Lane

Report generation date: 15/12/2023 13:43:56

-
- »2023, AM
 - »2023, 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
2023										
Stream B-AC	D1	1.8	16.48	0.64	C	D2	0.8	11.46	0.44	B
Stream C-AB		0.6	7.92	0.35	A		1.6	10.68	0.58	B
2026 WoD										
Stream B-AC	D3	2.7	21.66	0.73	C	D4	1.0	12.52	0.49	B
Stream C-AB		0.6	7.73	0.33	A		2.0	12.27	0.63	B
2026 WoDWS										
Stream B-AC	D5	114.3	659.40	1.32	F	D6	15.8	109.72	1.02	F
Stream C-AB		2.7	16.60	0.69	C		61.0	225.57	1.12	F
2026 WD										
Stream B-AC	D7	179.3	1013.71	1.45	F	D8	10.3	82.35	0.97	F
Stream C-AB		3.0	18.13	0.71	C		80.1	312.52	1.16	F
2036 WoD										
Stream B-AC	D9	3.4	26.97	0.78	D	D10	0.9	12.52	0.48	B
Stream C-AB		0.5	7.31	0.30	A		2.4	13.47	0.67	B
2036 WoDWS										
Stream B-AC	D11	172.1	981.00	1.44	F	D12	16.1	115.94	1.03	F
Stream C-AB		8.6	44.70	0.90	E		87.7	348.27	1.18	F
2036 WD										
Stream B-AC	D13	227.7	1321.02	1.55	F	D14	11.0	94.31	1.00	F
Stream C-AB		6.4	34.09	0.85	D		108.8	419.16	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.

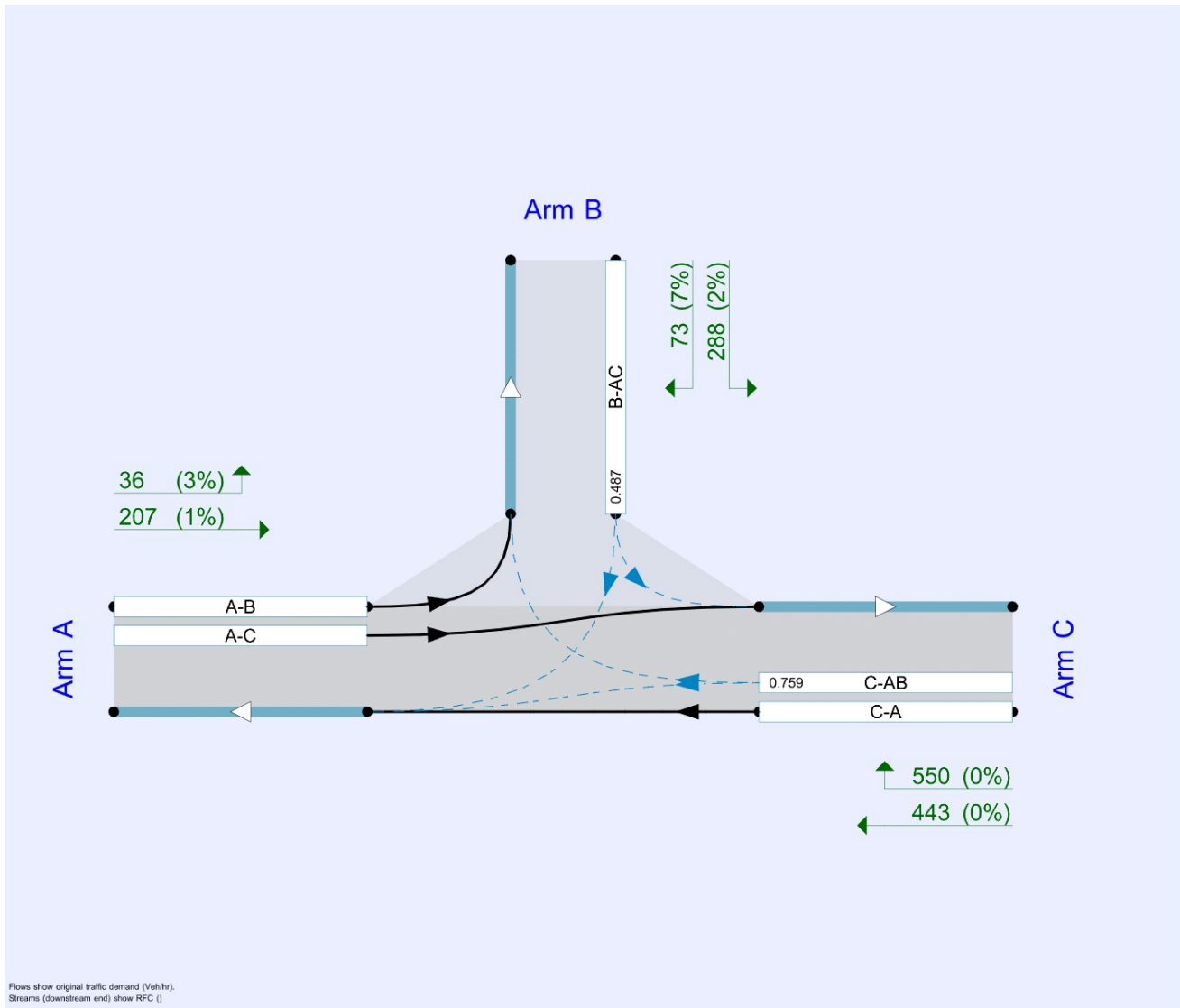
File summary

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	2023	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023	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

2023, 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		8.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.41	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	2023	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	✓	244	100.000
B		ONE HOUR	✓	358	100.000
C		ONE HOUR	✓	278	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	54	190
	B	38	0	320
	C	90	188	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	0.64	16.48	1.8	C	336	504
C-AB	0.35	7.92	0.6	A	203	305
C-A					73	110
A-B					55	82
A-C					183	274

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	276	69	653	0.422	273	0.0	0.7	9.609	A
C-AB	161	40	721	0.223	160	0.0	0.3	6.580	A
C-A	66	16			66				
A-B	45	11			45				
A-C	150	37			150				

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	329	82	642	0.513	328	0.7	1.1	11.678	B
C-AB	197	49	722	0.274	197	0.3	0.4	7.059	A
C-A	73	18			73				
A-B	54	13			54				
A-C	179	45			179				

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	403	101	626	0.644	400	1.0	1.8	16.101	C
C-AB	251	63	724	0.347	250	0.4	0.6	7.866	A
C-A	81	20			81				
A-B	66	16			66				
A-C	219	55			219				

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	403	101	626	0.644	403	1.8	1.8	16.479	C
C-AB	251	63	724	0.347	251	0.6	0.6	7.924	A
C-A	81	20			81				
A-B	66	16			66				
A-C	219	55			219				

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	329	82	642	0.513	332	1.8	1.1	11.992	B
C-AB	198	49	722	0.274	198	0.6	0.4	7.148	A
C-A	73	18			73				
A-B	54	13			54				
A-C	179	45			179				

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	276	69	653	0.422	277	1.1	0.8	9.828	A
C-AB	161	40	721	0.224	162	0.4	0.3	6.643	A
C-A	66	16			66				
A-B	45	11			45				
A-C	150	37			150				

2023, 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		8.07	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
D2	2023	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	✓	134	100.000
B		ONE HOUR	✓	225	100.000
C		ONE HOUR	✓	497	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	40	94
	B	66	0	159
	C	180	317	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	0.44	11.46	0.8	B	213	320
C-AB	0.58	10.68	1.6	B	371	557
C-A					85	127
A-B					38	57
A-C					87	131

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	175	44	620	0.282	173	0.0	0.4	8.292	A
C-AB	289	72	775	0.373	287	0.0	0.7	7.336	A
C-A	85	21			85				
A-B	31	8			31				
A-C	72	18			72				

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	209	52	603	0.346	208	0.4	0.5	9.387	A
C-AB	359	90	787	0.457	358	0.7	1.0	8.380	A
C-A	87	22			87				
A-B	37	9			37				
A-C	86	21			86				

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	256	64	580	0.441	255	0.5	0.8	11.379	B
C-AB	464	116	803	0.578	462	1.0	1.6	10.530	B
C-A	83	21			83				
A-B	45	11			45				
A-C	105	26			105				

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	256	64	580	0.441	256	0.8	0.8	11.464	B
C-AB	465	116	804	0.579	465	1.6	1.6	10.676	B
C-A	82	21			82				
A-B	45	11			45				
A-C	105	26			105				

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	209	52	603	0.346	210	0.8	0.6	9.477	A
C-AB	360	90	788	0.457	362	1.6	1.0	8.536	A
C-A	87	22			87				
A-B	37	9			37				
A-C	86	21			86				

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	175	44	619	0.282	175	0.6	0.4	8.385	A
C-AB	290	72	776	0.374	291	1.0	0.7	7.459	A
C-A	84	21			84				
A-B	31	8			31				
A-C	72	18			72				

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		10.78	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.78	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	✓	255	100.000
B		ONE HOUR	✓	405	100.000
C		ONE HOUR	✓	275	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	51	204
	B	40	0	365
	C	97	178	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	0.73	21.66	2.7	C	380	570
C-AB	0.33	7.73	0.6	A	195	292
C-A					80	120
A-B					52	78
A-C					196	294

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	312	78	652	0.478	308	0.0	0.9	10.586	B
C-AB	154	38	723	0.213	153	0.0	0.3	6.490	A
C-A	72	18			72				
A-B	42	11			42				
A-C	161	40			161				

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	372	93	641	0.581	370	0.9	1.4	13.523	B
C-AB	189	47	724	0.261	189	0.3	0.4	6.932	A
C-A	80	20			80				
A-B	51	13			51				
A-C	192	48			192				

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	456	114	624	0.730	451	1.4	2.6	20.664	C
C-AB	241	60	727	0.332	241	0.4	0.6	7.678	A
C-A	89	22			89				
A-B	62	16			62				
A-C	235	59			235				

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	456	114	624	0.730	455	2.6	2.7	21.657	C
C-AB	241	60	727	0.332	241	0.6	0.6	7.735	A
C-A	89	22			89				
A-B	62	16			62				
A-C	235	59			235				

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	372	93	641	0.581	377	2.7	1.5	14.202	B
C-AB	189	47	725	0.261	190	0.6	0.4	7.021	A
C-A	80	20			80				
A-B	51	13			51				
A-C	192	48			192				

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	312	78	652	0.478	314	1.5	1.0	10.942	B
C-AB	154	39	723	0.213	155	0.4	0.3	6.550	A
C-A	72	18			72				
A-B	42	11			42				
A-C	161	40			161				

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		9.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.36	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	✓	137	100.000
B		ONE HOUR	✓	249	100.000
C		ONE HOUR	✓	528	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	40	97
	B	67	0	182
	C	182	346	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	0.49	12.52	1.0	B	235	353
C-AB	0.63	12.27	2.0	B	407	610
C-A					78	117
A-B					38	57
A-C					90	135

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	193	48	621	0.311	191	0.0	0.5	8.606	A
C-AB	316	79	776	0.408	313	0.0	0.8	7.748	A
C-A	81	20			81				
A-B	31	8			31				
A-C	74	18			74				

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	231	58	604	0.382	230	0.5	0.6	9.908	A
C-AB	393	98	787	0.500	392	0.8	1.1	9.095	A
C-A	81	20			81				
A-B	37	9			37				
A-C	88	22			88				

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	283	71	579	0.488	281	0.6	1.0	12.384	B
C-AB	509	127	804	0.633	506	1.1	1.9	12.018	B
C-A	73	18			73				
A-B	45	11			45				
A-C	108	27			108				

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	283	71	579	0.488	283	1.0	1.0	12.515	B
C-AB	510	127	805	0.633	509	1.9	2.0	12.273	B
C-A	72	18			72				
A-B	45	11			45				
A-C	108	27			108				

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	231	58	603	0.383	232	1.0	0.6	10.032	B
C-AB	394	99	788	0.500	398	2.0	1.2	9.315	A
C-A	80	20			80				
A-B	37	9			37				
A-C	88	22			88				

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	193	48	620	0.312	194	0.6	0.5	8.723	A
C-AB	317	79	776	0.409	319	1.2	0.8	7.908	A
C-A	80	20			80				
A-B	31	8			31				
A-C	74	18			74				

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		291.33	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	291.33	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	✓	367	100.000
B		ONE HOUR	✓	689	100.000
C		ONE HOUR	✓	486	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	57	310
	B	42	0	647
	C	153	333	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	659.40	114.3	F	645	967
C-AB	0.69	16.60	2.7	C	407	611
C-A					75	112
A-B					58	87
A-C					298	447

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	529	132	630	0.839	512	0.0	4.4	27.809	D
C-AB	313	78	735	0.426	309	0.0	0.9	8.789	A
C-A	83	21			83				
A-B	47	12			47				
A-C	245	61			245				

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	632	158	613	1.031	586	4.4	15.8	79.718	F
C-AB	392	98	740	0.531	391	0.9	1.3	10.761	B
C-A	80	20			80				
A-B	57	14			57				
A-C	292	73			292				

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	774	193	588	1.316	586	15.8	62.7	256.104	F
C-AB	514	129	747	0.689	509	1.3	2.6	15.765	C
C-A	64	16			64				
A-B	69	17			69				
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-AC	774	193	588	1.316	588	62.7	109.3	530.006	F
C-AB	516	129	748	0.690	515	2.6	2.7	16.604	C
C-A	63	16			63				
A-B	69	17			69				
A-C	358	89			358				

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	632	158	613	1.031	612	109.3	114.3	659.402	F
C-AB	394	99	741	0.532	399	2.7	1.5	11.431	B
C-A	78	20			78				
A-B	57	14			57				
A-C	292	73			292				

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	529	132	630	0.840	625	114.3	90.5	591.394	F
C-AB	314	79	736	0.427	316	1.5	0.9	9.106	A
C-A	82	20			82				
A-B	47	12			47				
A-C	245	61			245				

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		153.54	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	153.54	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	✓	233	100.000
B		ONE HOUR	✓	455	100.000
C		ONE HOUR	✓	848	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	39	194
	B	70	0	385
	C	294	554	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	1.02	109.72	15.8	F	428	641
C-AB	1.12	225.57	61.0	F	760	1141
C-A					18	27
A-B					37	55
A-C					180	270

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	351	88	605	0.580	345	0.0	1.4	13.944	B
C-AB	574	143	811	0.708	563	0.0	2.7	14.150	B
C-A	65	16			65				
A-B	30	8			30				
A-C	148	37			148				

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	419	105	577	0.726	414	1.4	2.5	22.014	C
C-AB	735	184	832	0.884	718	2.7	6.9	29.529	D
C-A	27	7			27				
A-B	36	9			36				
A-C	177	44			177				

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	513	128	531	0.966	486	2.5	9.3	60.365	F
C-AB	934	233	835	1.118	819	6.9	35.5	105.790	F
C-A	0	0			0				
A-B	44	11			44				
A-C	216	54			216				

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	513	128	505	1.015	487	9.3	15.8	109.716	F
C-AB	934	233	835	1.118	832	35.5	61.0	218.641	F
C-A	0	0			0				
A-B	44	11			44				
A-C	216	54			216				

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	419	105	536	0.782	465	15.8	4.4	63.649	F
C-AB	762	191	849	0.898	832	61.0	43.5	225.575	F
C-A	0	0			0				
A-B	36	9			36				
A-C	177	44			177				

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	351	88	581	0.604	362	4.4	1.6	17.612	C
C-AB	624	156	848	0.736	783	43.5	3.9	90.892	F
C-A	14	4			14				
A-B	30	8			30				
A-C	148	37			148				

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		453.70	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	453.70	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
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	✓	405	100.000
B		ONE HOUR	✓	746	100.000
C		ONE HOUR	✓	490	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	57	348
	B	42	0	704
	C	153	337	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	1.45	1013.71	179.3	F	698	1047
C-AB	0.71	18.13	3.0	C	414	621
C-A					72	108
A-B					58	87
A-C					335	502

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	573	143	624	0.918	545	0.0	7.0	38.310	E
C-AB	318	79	727	0.437	314	0.0	0.9	9.036	A
C-A	81	20			81				
A-B	47	12			47				
A-C	275	69			275				

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	684	171	605	1.131	595	7.0	29.3	128.839	F
C-AB	399	100	731	0.545	397	0.9	1.4	11.225	B
C-A	77	19			77				
A-B	57	14			57				
A-C	328	82			328				

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	838	209	578	1.449	577	29.3	94.4	398.423	F
C-AB	524	131	737	0.711	518	1.4	2.9	17.045	C
C-A	59	15			59				
A-B	69	17			69				
A-C	402	100			402				

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	838	209	578	1.450	578	94.4	159.4	783.597	F
C-AB	525	131	738	0.712	525	2.9	3.0	18.131	C
C-A	58	14			58				
A-B	69	17			69				
A-C	402	100			402				

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	684	171	605	1.131	604	159.4	179.3	1013.714	F
C-AB	401	100	733	0.546	406	3.0	1.6	12.030	B
C-A	76	19			76				
A-B	57	14			57				
A-C	328	82			328				

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	573	143	623	0.919	620	179.3	167.6	1007.512	F
C-AB	319	80	728	0.438	321	1.6	1.0	9.390	A
C-A	80	20			80				
A-B	47	12			47				
A-C	275	69			275				

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		199.69	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	199.69	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	✓	234	100.000
B		ONE HOUR	✓	406	100.000
C		ONE HOUR	✓	896	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	40	194
	B	69	0	337
	C	331	565	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	0.97	82.35	10.3	F	382	573
C-AB	1.16	312.52	80.1	F	808	1212
C-A					14	21
A-B					38	57
A-C					180	270

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	313	78	595	0.527	309	0.0	1.1	12.734	B
C-AB	609	152	828	0.735	596	0.0	3.1	15.054	C
C-A	66	17			66				
A-B	31	8			31				
A-C	148	37			148				

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	374	94	564	0.664	371	1.1	1.9	18.810	C
C-AB	787	197	853	0.922	762	3.1	9.1	35.579	E
C-A	19	5			19				
A-B	37	9			37				
A-C	177	44			177				

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	458	115	510	0.898	442	1.9	6.0	45.812	E
C-AB	987	247	850	1.160	840	9.1	45.7	129.558	F
C-A	0	0			0				
A-B	45	11			45				
A-C	216	54			216				

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	458	115	472	0.970	441	6.0	10.3	82.350	F
C-AB	987	247	851	1.159	849	45.7	80.1	275.304	F
C-A	0	0			0				
A-B	45	11			45				
A-C	216	54			216				

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	374	94	500	0.749	402	10.3	3.4	43.949	E
C-AB	805	201	864	0.932	851	80.1	68.6	312.522	F
C-A	0	0			0				
A-B	37	9			37				
A-C	177	44			177				

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	313	78	550	0.570	321	3.4	1.4	16.678	C
C-AB	675	169	874	0.772	859	68.6	22.5	193.441	F
C-A	0	0			0				
A-B	31	8			31				
A-C	148	37			148				

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		12.73	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.73	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	✓	276	100.000
B		ONE HOUR	✓	427	100.000
C		ONE HOUR	✓	278	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	47	229
	B	47	0	380
	C	121	157	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	0.78	26.97	3.4	D	401	601
C-AB	0.30	7.31	0.5	A	180	269
C-A					104	156
A-B					48	71
A-C					220	330

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	329	82	645	0.509	325	0.0	1.0	11.341	B
C-AB	140	35	733	0.192	139	0.0	0.3	6.269	A
C-A	92	23			92				
A-B	39	10			39				
A-C	181	45			181				

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	393	98	633	0.621	390	1.0	1.6	15.041	C
C-AB	174	43	737	0.236	174	0.3	0.4	6.636	A
C-A	104	26			104				
A-B	47	12			47				
A-C	216	54			216				

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	481	120	615	0.782	474	1.6	3.3	25.007	D
C-AB	224	56	742	0.302	223	0.4	0.5	7.252	A
C-A	116	29			116				
A-B	57	14			57				
A-C	264	66			264				

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	481	120	615	0.782	480	3.3	3.4	26.968	D
C-AB	224	56	742	0.302	224	0.5	0.5	7.307	A
C-A	116	29			116				
A-B	57	14			57				
A-C	264	66			264				

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	393	98	633	0.621	399	3.4	1.7	16.216	C
C-AB	174	44	737	0.236	175	0.5	0.4	6.724	A
C-A	104	26			104				
A-B	47	12			47				
A-C	216	54			216				

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	329	82	645	0.510	331	1.7	1.1	11.829	B
C-AB	141	35	733	0.192	141	0.4	0.3	6.329	A
C-A	92	23			92				
A-B	39	10			39				
A-C	181	45			181				

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		10.03	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.03	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	✓	134	100.000
B		ONE HOUR	✓	239	100.000
C		ONE HOUR	✓	565	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	39	95
	B	68	0	171
	C	203	362	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	0.48	12.52	0.9	B	226	339
C-AB	0.67	13.47	2.4	B	438	656
C-A					81	121
A-B					37	55
A-C					88	132

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	186	46	614	0.302	184	0.0	0.4	8.602	A
C-AB	338	85	786	0.431	335	0.0	0.9	7.939	A
C-A	87	22			87				
A-B	30	8			30				
A-C	72	18			72				

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	222	55	595	0.372	221	0.4	0.6	9.897	A
C-AB	423	106	800	0.528	421	0.9	1.3	9.490	A
C-A	85	21			85				
A-B	36	9			36				
A-C	86	22			86				

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	271	68	569	0.477	270	0.6	0.9	12.384	B
C-AB	550	137	819	0.671	546	1.3	2.3	13.091	B
C-A	72	18			72				
A-B	44	11			44				
A-C	106	26			106				

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	271	68	568	0.478	271	0.9	0.9	12.517	B
C-AB	551	138	820	0.672	551	2.3	2.4	13.475	B
C-A	71	18			71				
A-B	44	11			44				
A-C	106	26			106				

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	222	55	594	0.373	223	0.9	0.6	10.029	B
C-AB	424	106	801	0.529	428	2.4	1.3	9.792	A
C-A	84	21			84				
A-B	36	9			36				
A-C	86	22			86				

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	186	46	613	0.303	186	0.6	0.5	8.719	A
C-AB	339	85	787	0.431	341	1.3	0.9	8.130	A
C-A	86	21			86				
A-B	30	8			30				
A-C	72	18			72				

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		424.54	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	424.54	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	✓	396	100.000
B		ONE HOUR	✓	736	100.000
C		ONE HOUR	✓	584	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	59	337
	B	40	0	696
	C	162	422	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	981.00	172.1	F	689	1033
C-AB	0.90	44.70	8.6	E	529	793
C-A					46	69
A-B					60	90
A-C					324	486

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	565	141	623	0.907	539	0.0	6.5	36.555	E
C-AB	402	101	735	0.548	397	0.0	1.4	11.022	B
C-A	69	17			69				
A-B	49	12			49				
A-C	266	66			266				

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	675	169	603	1.118	592	6.5	27.3	121.729	F
C-AB	507	127	740	0.685	502	1.4	2.5	15.690	C
C-A	56	14			56				
A-B	59	15			59				
A-C	317	79			317				

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	826	207	574	1.439	574	27.3	90.5	382.667	F
C-AB	668	167	748	0.893	649	2.5	7.3	34.271	D
C-A	21	5			21				
A-B	72	18			72				
A-C	389	97			389				

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	826	207	573	1.442	573	90.5	153.9	759.997	F
C-AB	675	169	753	0.897	669	7.3	8.6	44.698	E
C-A	15	4			15				
A-B	72	18			72				
A-C	389	97			389				

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	675	169	602	1.121	602	153.9	172.1	981.004	F
C-AB	514	128	746	0.689	536	8.6	3.0	20.560	C
C-A	49	12			49				
A-B	59	15			59				
A-C	317	79			317				

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	565	141	622	0.908	619	172.1	158.7	962.654	F
C-AB	405	101	737	0.550	411	3.0	1.5	11.960	B
C-A	66	17			66				
A-B	49	12			49				
A-C	266	66			266				

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		228.77	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	228.77	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	✓	235	100.000
B		ONE HOUR	✓	426	100.000
C		ONE HOUR	✓	911	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	38	197
	B	71	0	355
	C	340	571	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	1.03	115.94	16.1	F	401	601
C-AB	1.18	348.27	87.7	F	823	1234
C-A					13	20
A-B					36	54
A-C					183	275

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	329	82	594	0.553	324	0.0	1.2	13.418	B
C-AB	621	155	832	0.746	608	0.0	3.3	15.527	C
C-A	65	16			65				
A-B	29	7			29				
A-C	150	38			150				

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	393	98	563	0.697	389	1.2	2.2	20.692	C
C-AB	804	201	858	0.937	777	3.3	10.2	38.635	E
C-A	15	4			15				
A-B	35	9			35				
A-C	179	45			179				

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	481	120	508	0.947	457	2.2	8.1	56.763	F
C-AB	1003	251	853	1.176	844	10.2	49.9	140.105	F
C-A	0	0			0				
A-B	43	11			43				
A-C	220	55			220				

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	481	120	465	1.034	449	8.1	16.1	115.939	F
C-AB	1003	251	853	1.176	852	49.9	87.7	298.971	F
C-A	0	0			0				
A-B	43	11			43				
A-C	220	55			220				

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	393	98	491	0.800	437	16.1	5.1	78.652	F
C-AB	819	205	867	0.945	855	87.7	78.7	348.265	F
C-A	0	0			0				
A-B	35	9			35				
A-C	179	45			179				

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	329	82	542	0.607	342	5.1	1.7	19.650	C
C-AB	686	171	877	0.782	863	78.7	34.4	237.180	F
C-A	0	0			0				
A-B	29	7			29				
A-C	150	38			150				

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		583.46	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	583.46	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	✓	416	100.000
B		ONE HOUR	✓	784	100.000
C		ONE HOUR	✓	561	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	54	362
	B	43	0	741
	C	164	397	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	1.55	1321.02	227.7	F	734	1101
C-AB	0.85	34.09	6.4	D	500	749
C-A					54	81
A-B					55	82
A-C					348	522

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	602	150	619	0.973	562	0.0	10.0	48.546	E
C-AB	380	95	732	0.519	375	0.0	1.3	10.457	B
C-A	74	19			74				
A-B	45	11			45				
A-C	286	71			286				

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	719	180	599	1.201	594	10.0	41.3	174.370	F
C-AB	479	120	737	0.650	476	1.3	2.2	14.323	B
C-A	63	16			63				
A-B	54	13			54				
A-C	341	85			341				

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	880	220	569	1.547	569	41.3	119.2	520.161	F
C-AB	633	158	745	0.850	619	2.2	5.7	28.254	D
C-A	31	8			31				
A-B	66	16			66				
A-C	418	104			418				

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	880	220	568	1.550	568	119.2	197.3	983.328	F
C-AB	638	159	748	0.853	635	5.7	6.4	34.088	D
C-A	27	7			27				
A-B	66	16			66				
A-C	418	104			418				

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	719	180	598	1.203	598	197.3	227.7	1275.278	F
C-AB	484	121	742	0.653	500	6.4	2.5	17.187	C
C-A	58	15			58				
A-B	54	13			54				
A-C	341	85			341				

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	602	150	618	0.973	616	227.7	224.2	1321.023	F
C-AB	382	96	734	0.521	387	2.5	1.4	11.179	B
C-A	72	18			72				
A-B	45	11			45				
A-C	286	71			286				

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		276.06	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	276.06	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	✓	243	100.000
B		ONE HOUR	✓	361	100.000
C		ONE HOUR	✓	993	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	36	207
	B	73	0	288
	C	443	550	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	1.00	94.31	11.0	F	340	510
C-AB	1.21	419.16	108.8	F	897	1345
C-A					15	22
A-B					34	51
A-C					192	288

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	279	70	574	0.487	275	0.0	0.9	12.247	B
C-AB	667	167	879	0.759	652	0.0	3.7	15.365	C
C-A	81	20			81				
A-B	28	7			28				
A-C	158	39			158				

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	333	83	537	0.621	331	0.9	1.6	17.702	C
C-AB	886	221	916	0.967	847	3.7	13.4	43.803	E
C-A	7	2			7				
A-B	33	8			33				
A-C	188	47			188				

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	408	102	469	0.870	395	1.6	5.0	43.460	E
C-AB	1093	273	906	1.207	900	13.4	61.8	161.314	F
C-A	0	0			0				
A-B	41	10			41				
A-C	231	58			231				

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	408	102	409	0.997	384	5.0	11.0	94.313	F
C-AB	1093	273	906	1.206	905	61.8	108.8	346.109	F
C-A	0	0			0				
A-B	41	10			41				
A-C	231	58			231				

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	333	83	432	0.771	361	11.0	4.1	60.467	F
C-AB	893	223	920	0.970	910	108.8	104.6	419.160	F
C-A	0	0			0				
A-B	33	8			33				
A-C	188	47			188				

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	279	70	491	0.568	290	4.1	1.4	19.198	C
C-AB	748	187	931	0.803	919	104.6	61.6	325.192	F
C-A	0	0			0				
A-B	28	7			28				
A-C	158	39			158				

Appendix 16: B4669/Stanton Lane Mitigation Results

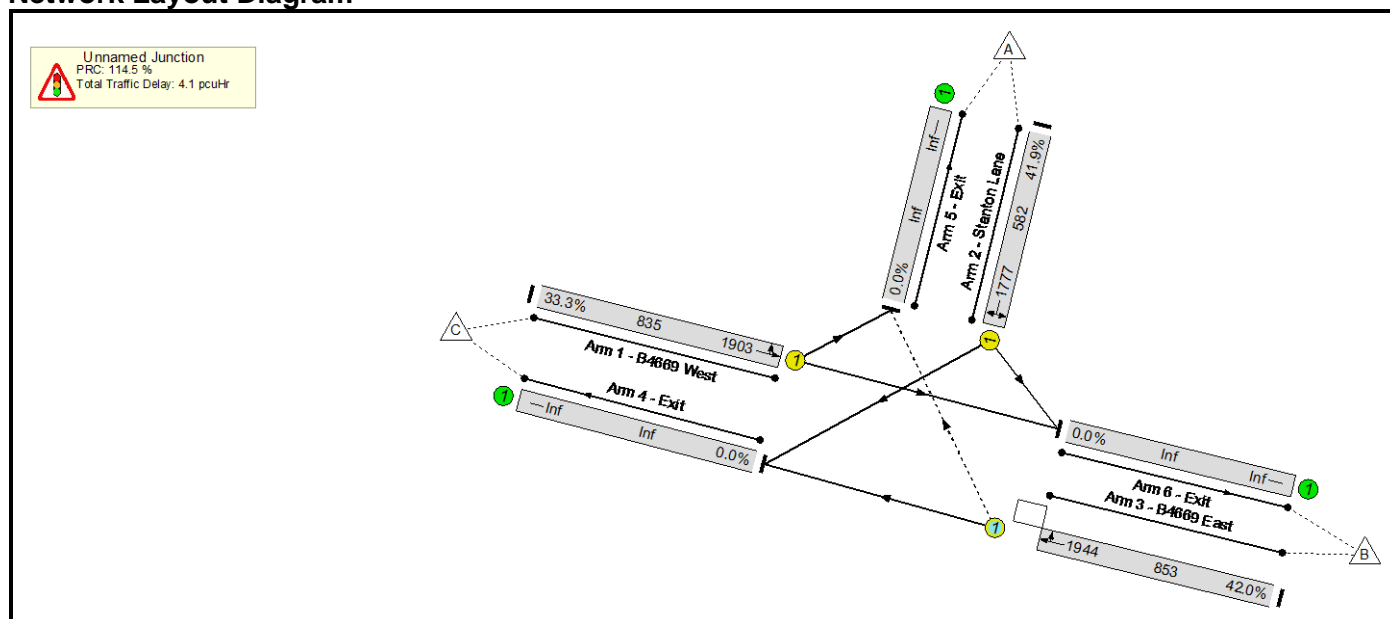
Basic Results Summary
Basic Results Summary

User and Project Details

Project:	Hinckley
Title:	B4669 / Stanton Lane
Location:	
Additional detail:	Updated with 2023 Flows
File name:	J39_231211 B4669_Stanton Lane (Mitigation) 2023 Sens.lsg3x
Author:	AJ Oakes
Company:	BWB Consulting
Address:	Nottingham

Scenario 1: '2023 AM Base' (FG1: '2023 AM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

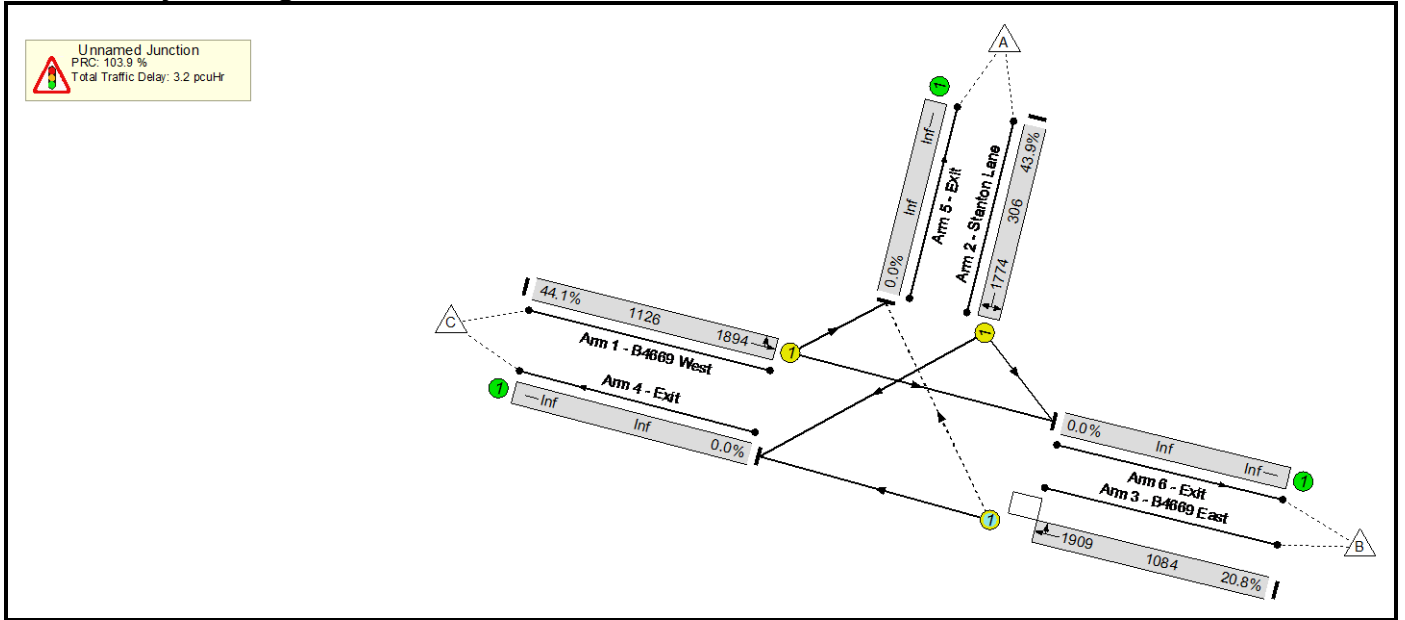
Network Results

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: B4669 / Stanton Lane	-	-	-		-	-	-	-	-	-	42.0%	38	0	0	4.1	-	-	
Unnamed Junction	-	-	-		-	-	-	-	-	-	42.0%	38	0	0	4.1	-	-	
1/1	B4669 West Left Ahead	U	A		3	76	-	278	1903	835	33.3%	-	-	-	1.1	14.3	3.3	
2/1	Stanton Lane Right Left	U	C		3	56	-	244	1777	582	41.9%	-	-	-	1.4	21.0	3.5	
3/1	B4669 East Ahead Right	O	B		3	76	-	358	1944	853	42.0%	38	0	0	1.5	15.4	4.5	
				C1	PRC for Signalled Lanes (%): 114.5		PRC Over All Lanes (%): 114.5		Total Delay for Signalled Lanes (pcuHr): 4.07			Total Delay Over All Lanes(pcuHr): 4.07			Cycle Time (s): 180			

Basic Results Summary

Scenario 2: '2023 PM Base' (FG2: '2023 PM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

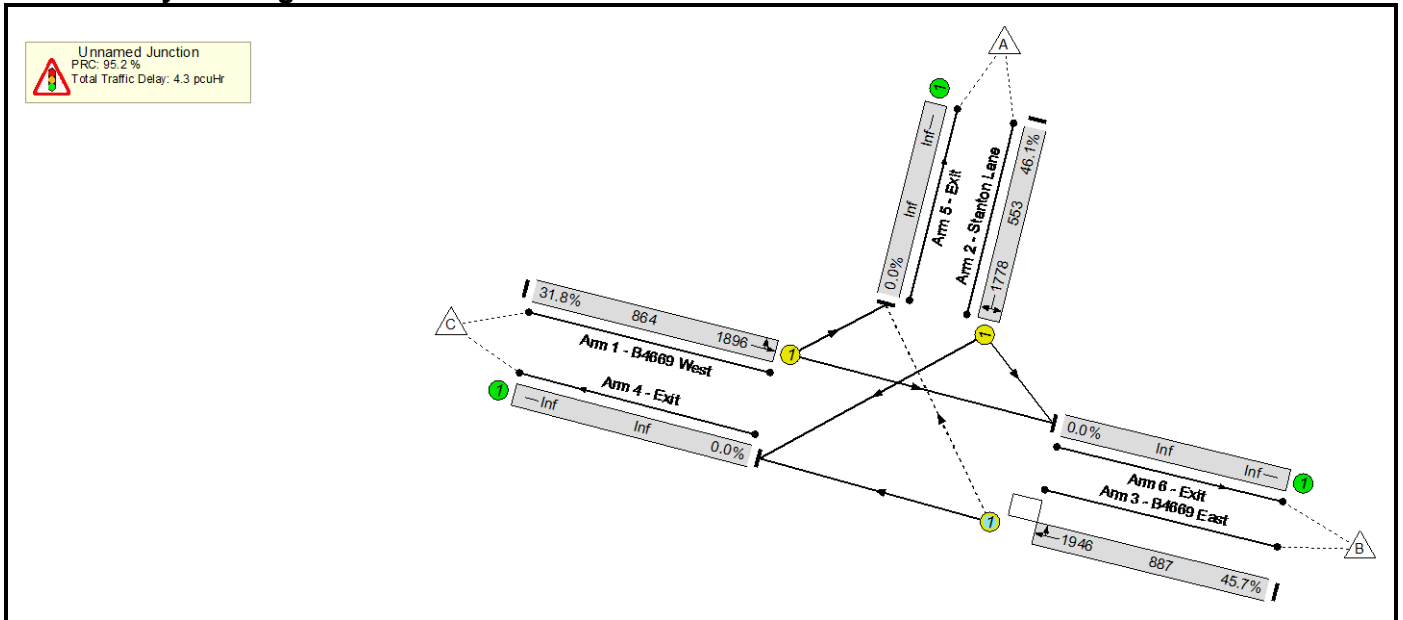
Network Results

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: B4669 / Stanton Lane	-	-	-		-	-	-	-	-	-	44.1%	66	0	0	3.2	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	44.1%	66	0	0	3.2	-	-
1/1	B4669 West Left Ahead	U	A		3	104	-	497	1894	1126	44.1%	-	-	-	1.4	10.1	6.7
2/1	Stanton Lane Right Left	U	C		3	28	-	134	1774	306	43.9%	-	-	-	1.2	32.7	2.4
3/1	B4669 East Ahead Right	O	B		3	104	-	225	1909	1084	20.8%	66	0	0	0.6	9.5	2.5
				C1	PRC for Signalled Lanes (%): 103.9		PRC Over All Lanes (%): 103.9		Total Delay for Signalled Lanes (pcuHr): 3.20			Total Delay Over All Lanes(pcuHr): 3.20		Cycle Time (s): 180			

Basic Results Summary

Scenario 3: '2026 WoD AM' (FG3: '2026 WoD AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

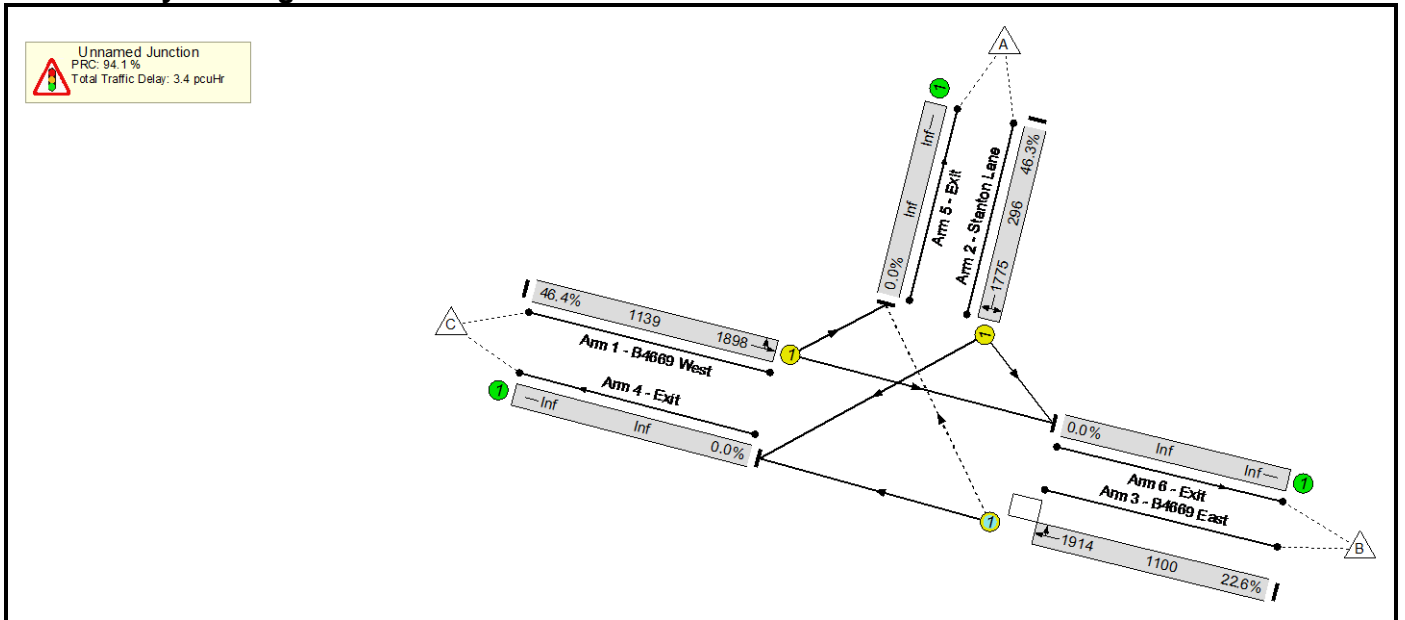
Network Results

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: B4669 / Stanton Lane	-	-	-		-	-	-	-	-	-	46.1%	40	0	0	4.3	-	-	
Unnamed Junction	-	-	-		-	-	-	-	-	-	46.1%	40	0	0	4.3	-	-	
1/1	B4669 West Left Ahead	U	A		3	79	-	275	1896	864	31.8%	-	-	-	1.0	13.5	3.2	
2/1	Stanton Lane Right Left	U	C		3	53	-	255	1778	553	46.1%	-	-	-	1.6	22.6	3.9	
3/1	B4669 East Ahead Right	O	B		3	79	-	405	1946	887	45.7%	40	0	0	1.7	15.1	5.1	
				C1	PRC for Signalled Lanes (%): 95.2		PRC Over All Lanes (%): 95.2		Total Delay for Signalled Lanes (pcuHr): 4.34			Total Delay Over All Lanes(pcuHr): 4.34			Cycle Time (s): 180			

Basic Results Summary

Scenario 4: '2026 WoD PM' (FG4: '2026 WoD PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

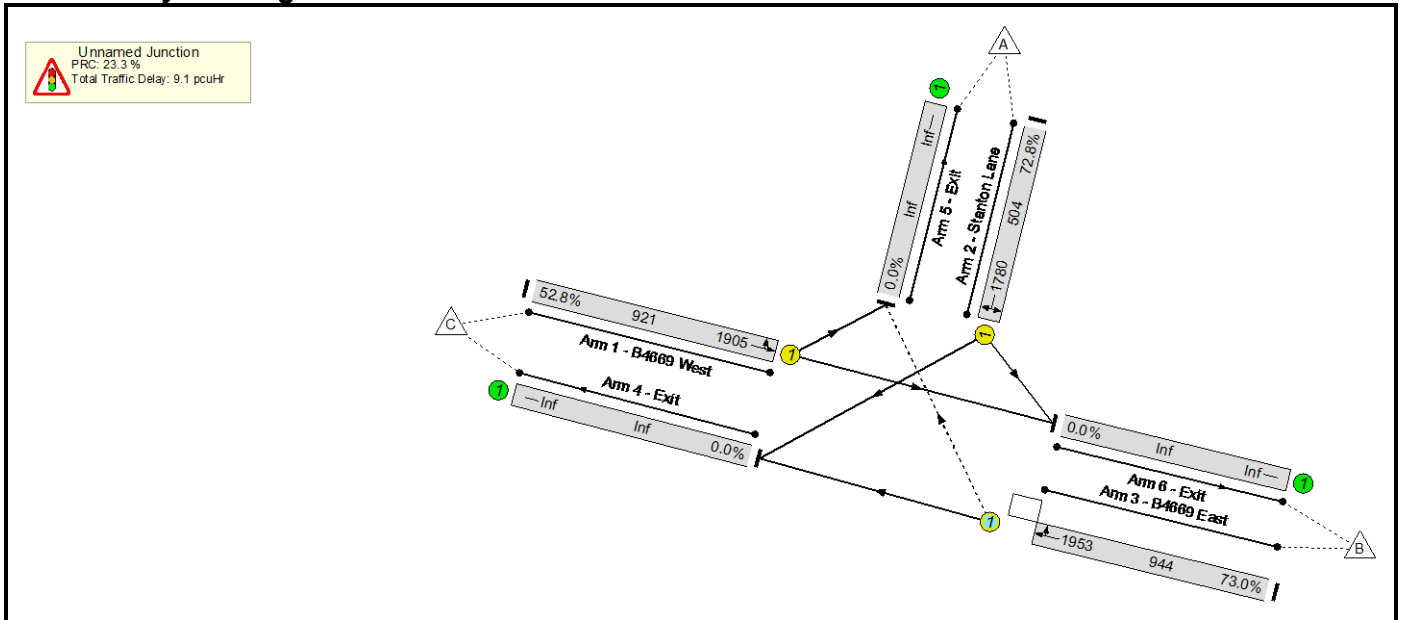
Network Results

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: B4669 / Stanton Lane	-	-	-		-	-	-	-	-	-	46.4%	67	0	0	3.4	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	46.4%	67	0	0	3.4	-	-
1/1	B4669 West Left Ahead	U	A		3	105	-	528	1898	1139	46.4%	-	-	-	1.5	10.2	7.3
2/1	Stanton Lane Right Left	U	C		3	27	-	137	1775	296	46.3%	-	-	-	1.3	33.9	2.5
3/1	B4669 East Ahead Right	O	B		3	105	-	249	1914	1100	22.6%	67	0	0	0.7	9.5	2.8
				C1	PRC for Signalled Lanes (%):		94.1	Total Delay for Signalled Lanes (pcuHr):				3.44	Cycle Time (s): 180				
					PRC Over All Lanes (%):		94.1	Total Delay Over All Lanes(pcuHr):				3.44					

Basic Results Summary

Scenario 5: '2026 WoDWS AM ' (FG5: '2026 WoDWS AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

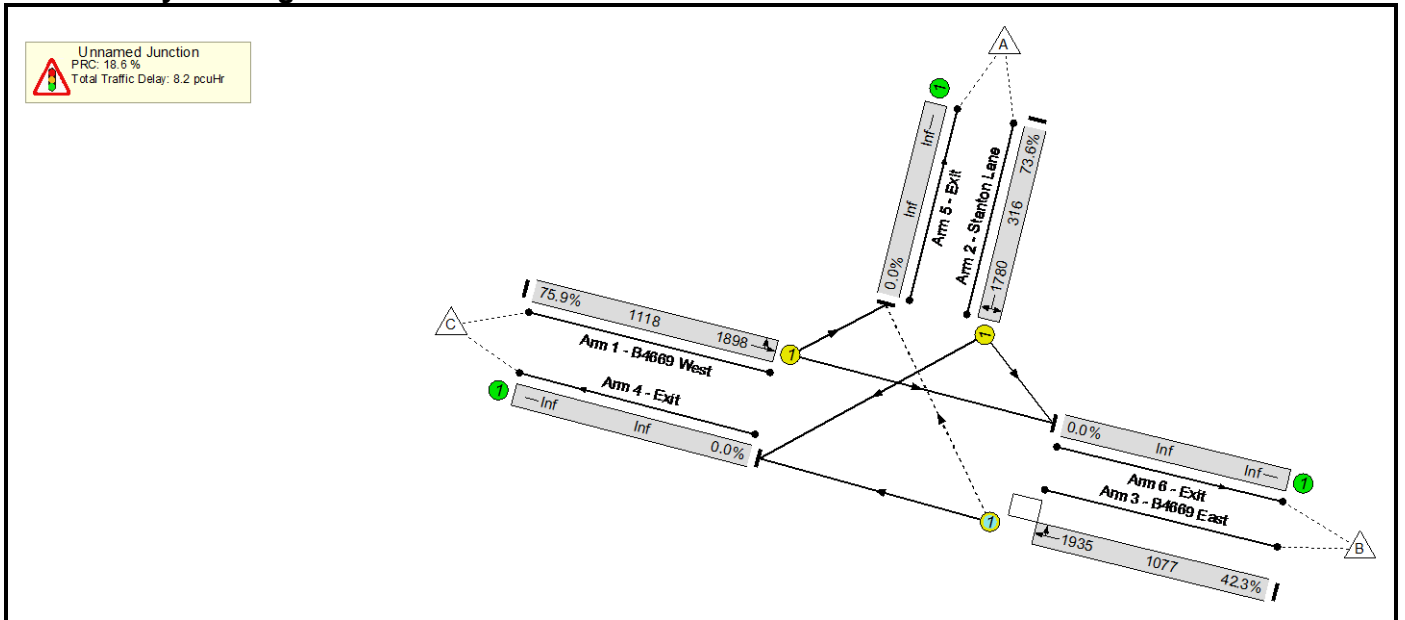
Network Results

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: B4669 / Stanton Lane	-	-	-		-	-	-	-	-	-	73.0%	42	0	0	9.1	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	73.0%	42	0	0	9.1	-	-
1/1	B4669 West Left Ahead	U	A		3	84	-	486	1905	921	52.8%	-	-	-	2.0	15.1	7.2
2/1	Stanton Lane Right Left	U	C		3	48	-	367	1780	504	72.8%	-	-	-	3.3	32.4	7.3
3/1	B4669 East Ahead Right	O	B		3	84	-	689	1953	944	73.0%	42	0	0	3.8	19.8	12.2
				C1	PRC for Signalled Lanes (%): 23.3		23.3	Total Delay for Signalled Lanes (pcuHr):		9.13		Cycle Time (s):		180			
					PRC Over All Lanes (%): 23.3			Total Delay Over All Lanes(pcuHr):		9.13							

Basic Results Summary

Scenario 6: '2026 WoDWS PM' (FG6: '2026 WoDWS PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

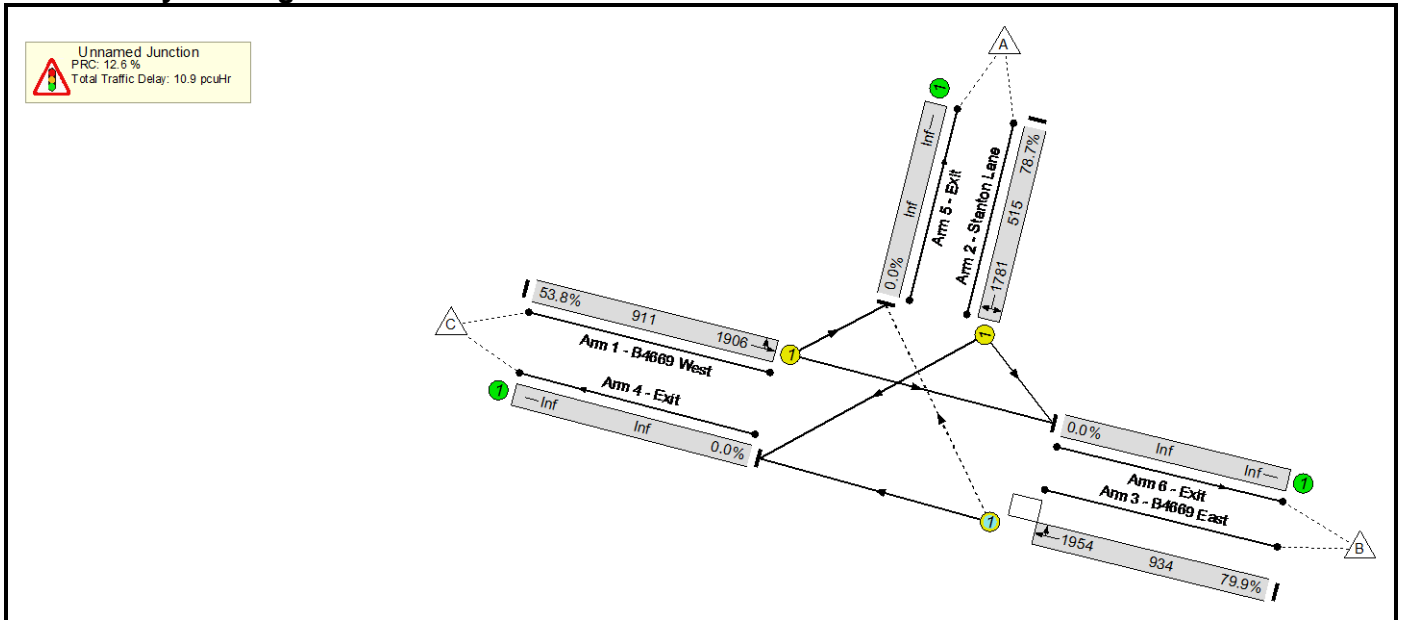
Network Results

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: B4669 / Stanton Lane	-	-	-		-	-	-	-	-	-	75.9%	46	0	24	8.2	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	75.9%	46	0	24	8.2	-	-
1/1	B4669 West Left Ahead	U	A		3	103	-	848	1898	1118	75.9%	-	-	-	3.9	16.4	15.9
2/1	Stanton Lane Right Left	U	C		3	29	-	233	1780	316	73.6%	-	-	-	2.9	44.3	5.4
3/1	B4669 East Ahead Right	O	B		3	103	-	455	1935	1077	42.3%	46	0	24	1.5	11.9	5.9
				C1	PRC for Signalled Lanes (%):		18.6	Total Delay for Signalled Lanes (pcuHr):				8.25	Cycle Time (s): 180				
					PRC Over All Lanes (%):		18.6	Total Delay Over All Lanes(pcuHr):				8.25					

Basic Results Summary

Scenario 7: '2026 WD AM' (FG7: '2026 WD AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

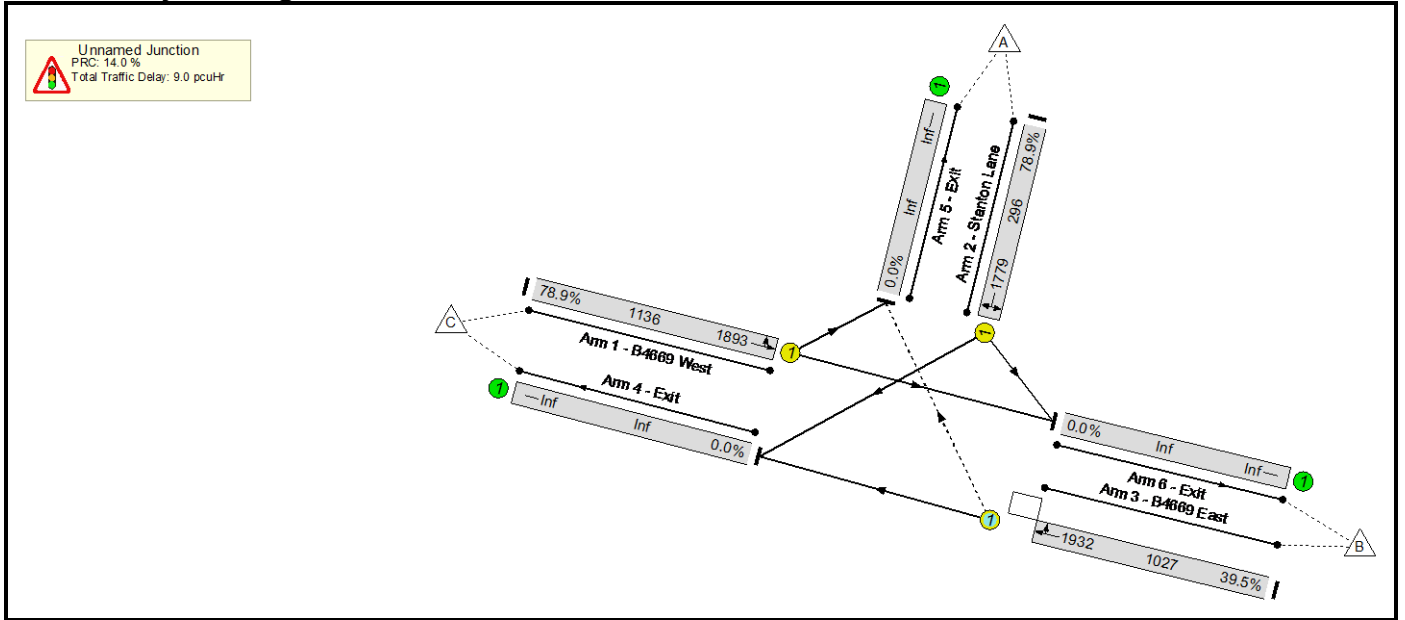
Network Results

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: B4669 / Stanton Lane	-	-	-		-	-	-	-	-	-	79.9%	42	0	0	10.9	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	79.9%	42	0	0	10.9	-	-
1/1	B4669 West Left Ahead	U	A		3	83	-	490	1906	911	53.8%	-	-	-	2.1	15.5	7.3
2/1	Stanton Lane Right Left	U	C		3	49	-	405	1781	515	78.7%	-	-	-	4.0	35.8	8.9
3/1	B4669 East Ahead Right	O	B		3	83	-	746	1954	934	79.9%	42	0	0	4.8	23.0	14.2
				C1	PRC for Signalled Lanes (%): 12.6		12.6	Total Delay for Signalled Lanes (pcuHr):			10.91	Cycle Time (s): 180					
					PRC Over All Lanes (%): 12.6		12.6	Total Delay Over All Lanes(pcuHr):			10.91						

Basic Results Summary

Scenario 8: '2026 WD PM' (FG8: '2026 WD PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

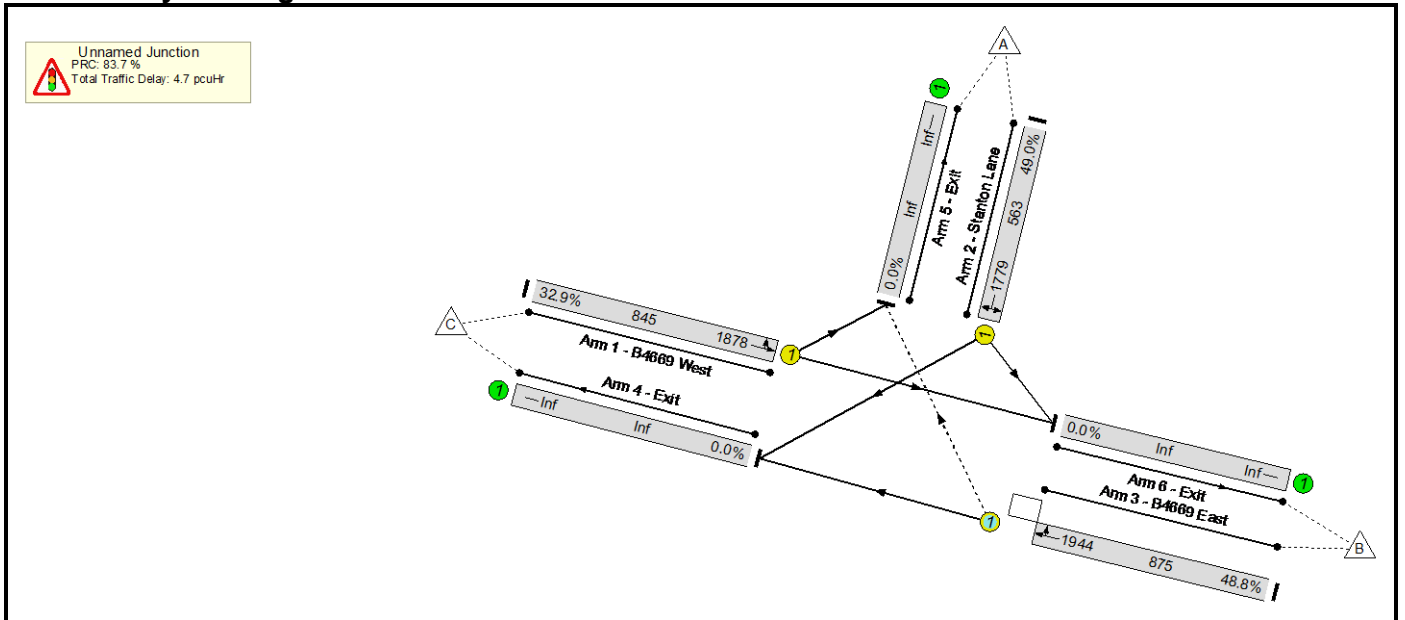
Network Results

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: B4669 / Stanton Lane	-	-	-		-	-	-	-	-	-	78.9%	44	0	25	9.0	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	78.9%	44	0	25	9.0	-	-
1/1	B4669 West Left Ahead	U	A		3	105	-	896	1893	1136	78.9%	-	-	-	4.3	17.3	17.8
2/1	Stanton Lane Right Left	U	C		3	27	-	234	1779	296	78.9%	-	-	-	3.3	51.5	6.0
3/1	B4669 East Ahead Right	O	B		3	105	-	406	1932	1027	39.5%	44	0	25	1.3	11.9	5.2
				C1	PRC for Signalled Lanes (%): 14.0		14.0	Total Delay for Signalled Lanes (pcuHr):		9.00		Cycle Time (s):		180			
					PRC Over All Lanes (%): 14.0		14.0	Total Delay Over All Lanes(pcuHr):		9.00							

Basic Results Summary

Scenario 9: '2036 WoD AM' (FG9: '2036 WoD AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

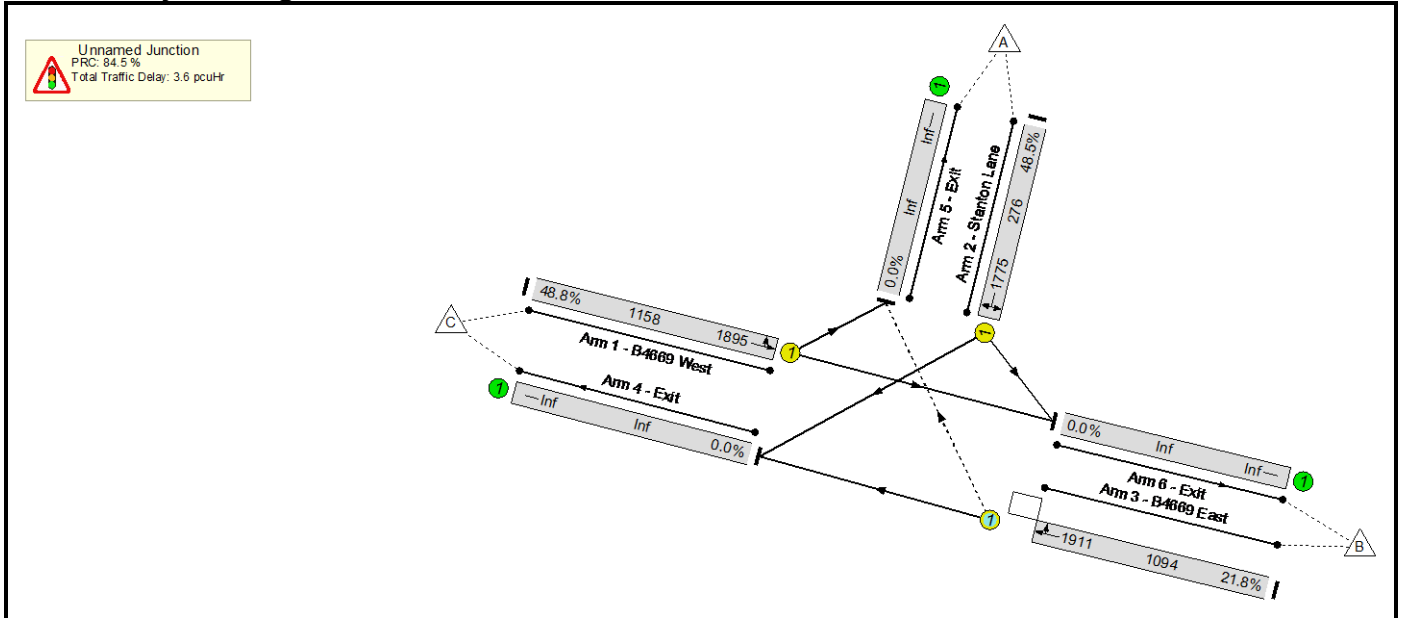
Network Results

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: B4669 / Stanton Lane	-	-	-		-	-	-	-	-	-	49.0%	47	0	0	4.7	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	49.0%	47	0	0	4.7	-	-
1/1	B4669 West Left Ahead	U	A		3	78	-	278	1878	845	32.9%	-	-	-	1.1	13.8	3.3
2/1	Stanton Lane Right Left	U	C		3	54	-	276	1779	563	49.0%	-	-	-	1.8	22.9	4.3
3/1	B4669 East Ahead Right	O	B		3	78	-	427	1944	875	48.8%	47	0	0	1.9	15.8	5.6
				C1	PRC for Signalled Lanes (%):		83.7	Total Delay for Signalled Lanes (pcuHr):				4.70	Cycle Time (s): 180				
					PRC Over All Lanes (%):		83.7	Total Delay Over All Lanes(pcuHr):				4.70					

Basic Results Summary

Scenario 10: '2036 WoD PM' (FG10: '2036 WoD PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

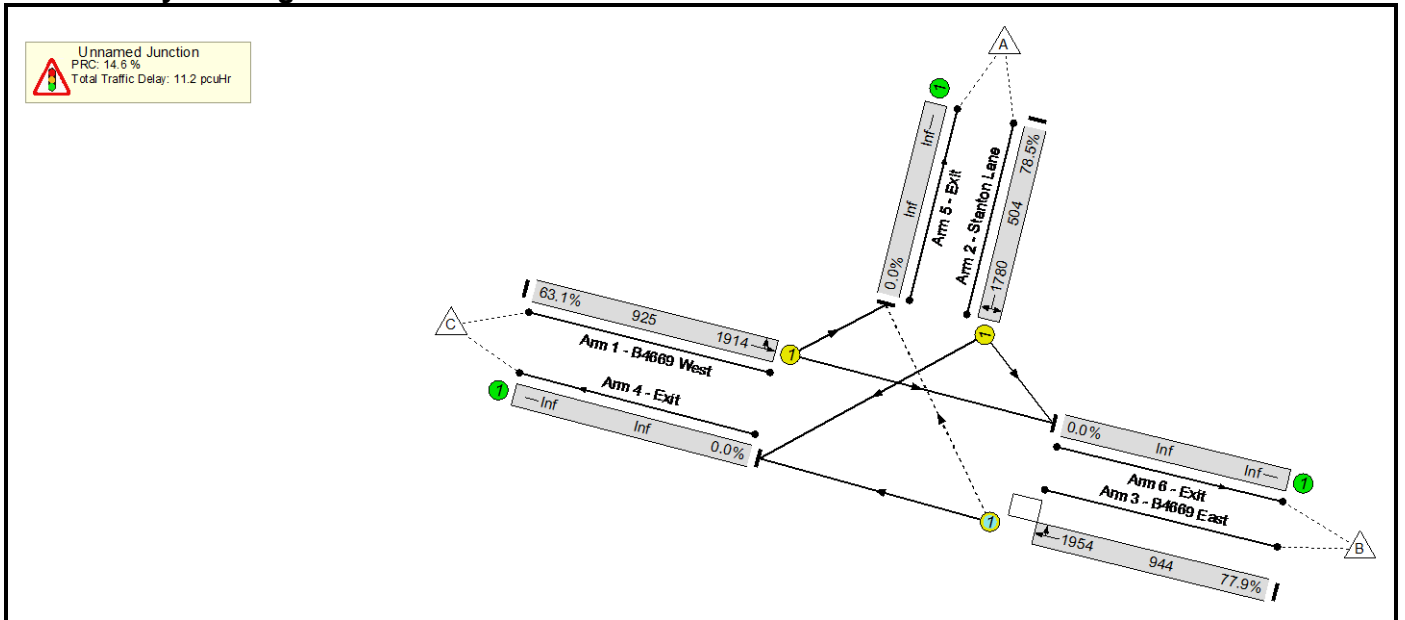
Network Results

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: B4669 / Stanton Lane	-	-	-		-	-	-	-	-	-	48.8%	68	0	0	3.6	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	48.8%	68	0	0	3.6	-	-
1/1	B4669 West Left Ahead	U	A		3	107	-	565	1895	1158	48.8%	-	-	-	1.6	10.2	8.0
2/1	Stanton Lane Right Left	U	C		3	25	-	134	1775	276	48.5%	-	-	-	1.3	35.8	2.6
3/1	B4669 East Ahead Right	O	B		3	107	-	239	1911	1094	21.8%	68	0	0	0.6	9.4	2.7
				C1	PRC for Signalled Lanes (%): 84.5		84.5	Total Delay for Signalled Lanes (pcuHr):			3.55	Cycle Time (s): 180					
					PRC Over All Lanes (%): 84.5			Total Delay Over All Lanes(pcuHr):			3.55						

Basic Results Summary

Scenario 11: '2036 WoDWS AM' (FG11: '2036 WoDWS AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

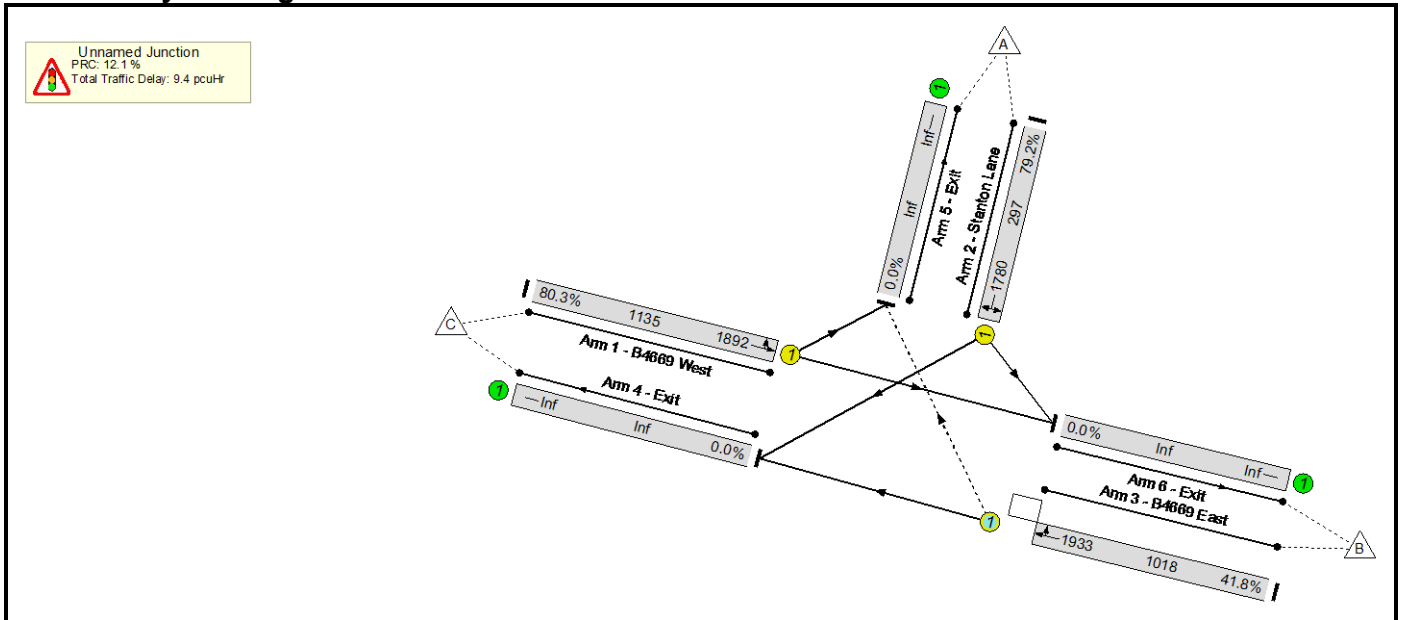
Network Results

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: B4669 / Stanton Lane	-	-	-		-	-	-	-	-	-	78.5%	40	0	0	11.2	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	78.5%	40	0	0	11.2	-	-
1/1	B4669 West Left Ahead	U	A		3	84	-	584	1914	925	63.1%	-	-	-	2.8	17.1	9.6
2/1	Stanton Lane Right Left	U	C		3	48	-	396	1780	504	78.5%	-	-	-	4.0	36.1	8.7
3/1	B4669 East Ahead Right	O	B		3	84	-	736	1954	944	77.9%	40	0	0	4.5	21.9	14.0
C1				PRC for Signalled Lanes (%):		14.6		Total Delay for Signalled Lanes (pcuHr):		11.23		Cycle Time (s): 180					
				PRC Over All Lanes (%):		14.6		Total Delay Over All Lanes(pcuHr):		11.23							

Basic Results Summary

Scenario 12: '2036 WoDWS PM' (FG12: '2036 WoDWS PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

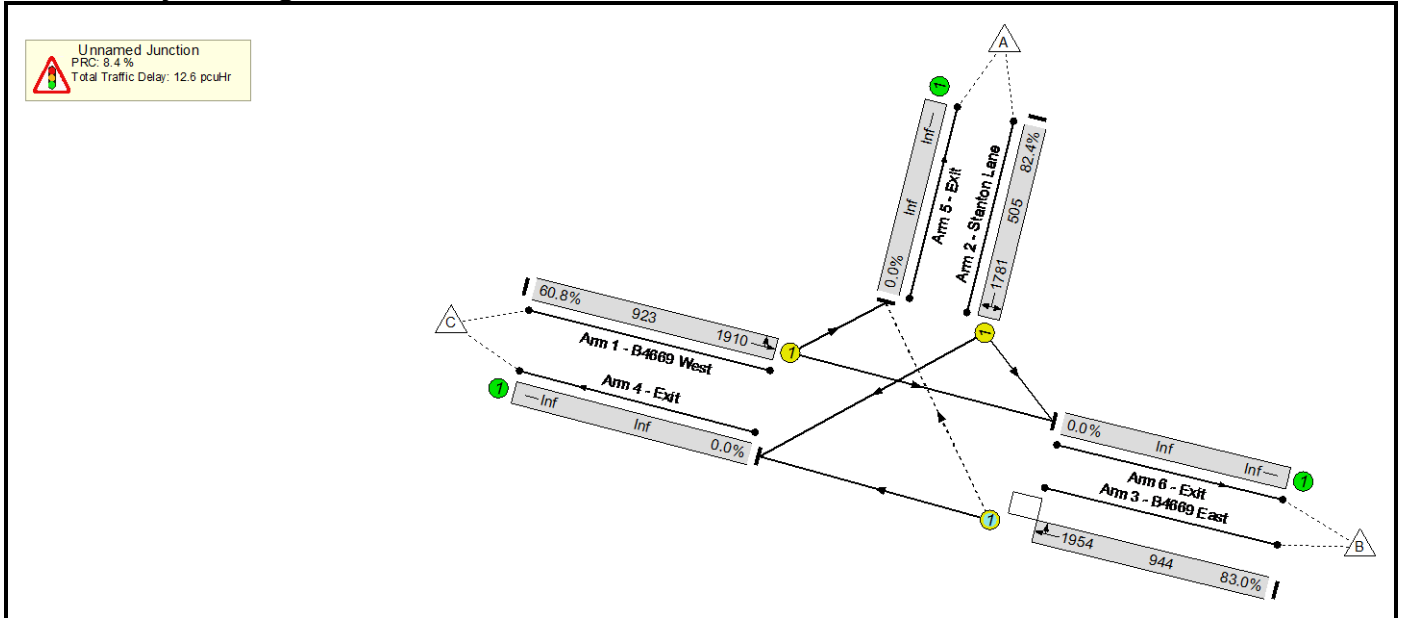
Network Results

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: B4669 / Stanton Lane	-	-	-		-	-	-	-	-	-	80.3%	45	0	26	9.4	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	80.3%	45	0	26	9.4	-	-
1/1	B4669 West Left Ahead	U	A		3	105	-	911	1892	1135	80.3%	-	-	-	4.5	18.0	18.4
2/1	Stanton Lane Right Left	U	C		3	27	-	235	1780	297	79.2%	-	-	-	3.4	51.9	6.1
3/1	B4669 East Ahead Right	O	B		3	105	-	426	1933	1018	41.8%	45	0	26	1.4	12.2	5.4
C1				PRC for Signalled Lanes (%):		12.1	Total Delay for Signalled Lanes (pcuHr):		9.38	Cycle Time (s):		180					
				PRC Over All Lanes (%):		12.1	Total Delay Over All Lanes(pcuHr):		9.38								

Basic Results Summary

Scenario 13: '2036 WD AM' (FG13: '2036 WD AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

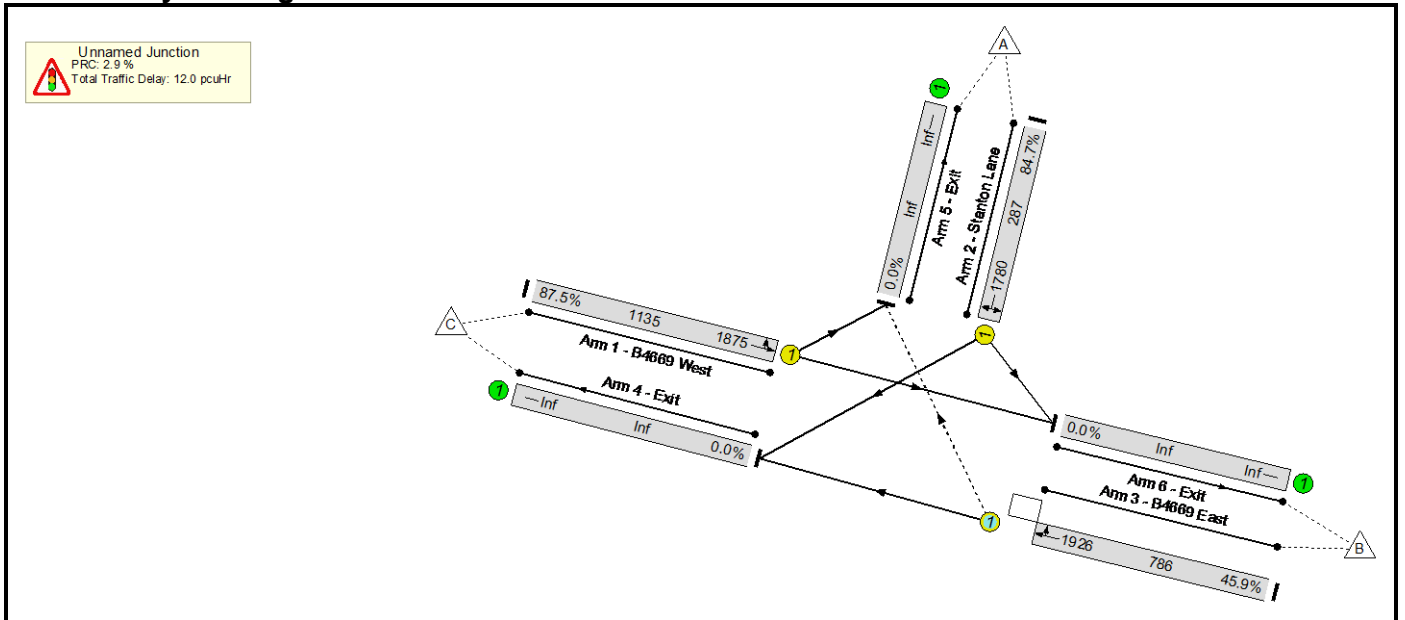
Network Results

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: B4669 / Stanton Lane	-	-	-		-	-	-	-	-	-	83.0%	43	0	0	12.6	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	83.0%	43	0	0	12.6	-	-
1/1	B4669 West Left Ahead	U	A		3	84	-	561	1910	923	60.8%	-	-	-	2.6	16.6	9.0
2/1	Stanton Lane Right Left	U	C		3	48	-	416	1781	505	82.4%	-	-	-	4.6	39.9	10.0
3/1	B4669 East Ahead Right	O	B		3	84	-	784	1954	944	83.0%	43	0	0	5.4	24.8	16.1
				C1	PRC for Signalled Lanes (%): 8.4		8.4	Total Delay for Signalled Lanes (pcuHr): 12.60				Cycle Time (s): 180					
					PRC Over All Lanes (%): 8.4		8.4	Total Delay Over All Lanes(pcuHr): 12.60									

Basic Results Summary

Scenario 14: '2036 WD PM' (FG14: '2036 WD PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

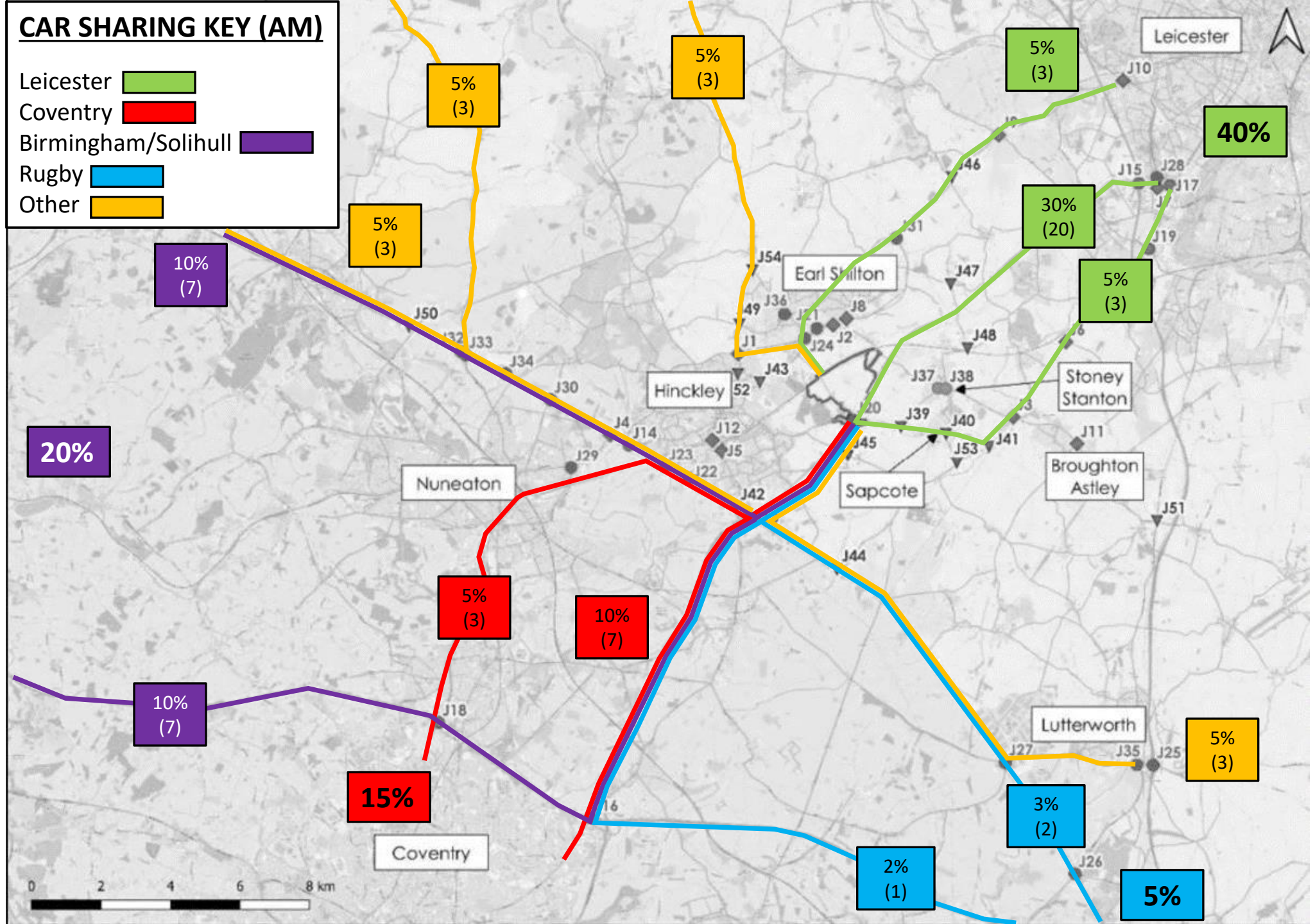
Network Results

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: B4669 / Stanton Lane	-	-	-		-	-	-	-	-	-	87.5%	44	0	29	12.0	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	87.5%	44	0	29	12.0	-	-
1/1	B4669 West Left Ahead	U	A		3	106	-	993	1875	1135	87.5%	-	-	-	6.3	23.0	23.2
2/1	Stanton Lane Right Left	U	C		3	26	-	243	1780	287	84.7%	-	-	-	4.2	62.3	7.5
3/1	B4669 East Ahead Right	O	B		3	106	-	361	1926	786	45.9%	44	0	29	1.5	14.5	4.5
				C1	PRC for Signalled Lanes (%): 2.9		2.9	Total Delay for Signalled Lanes (pcuHr): 12.00				Cycle Time (s): 180					
					PRC Over All Lanes (%): 2.9			Total Delay Over All Lanes(pcuHr): 12.00									

Appendix 17: Sustainable Transport Statement Figures

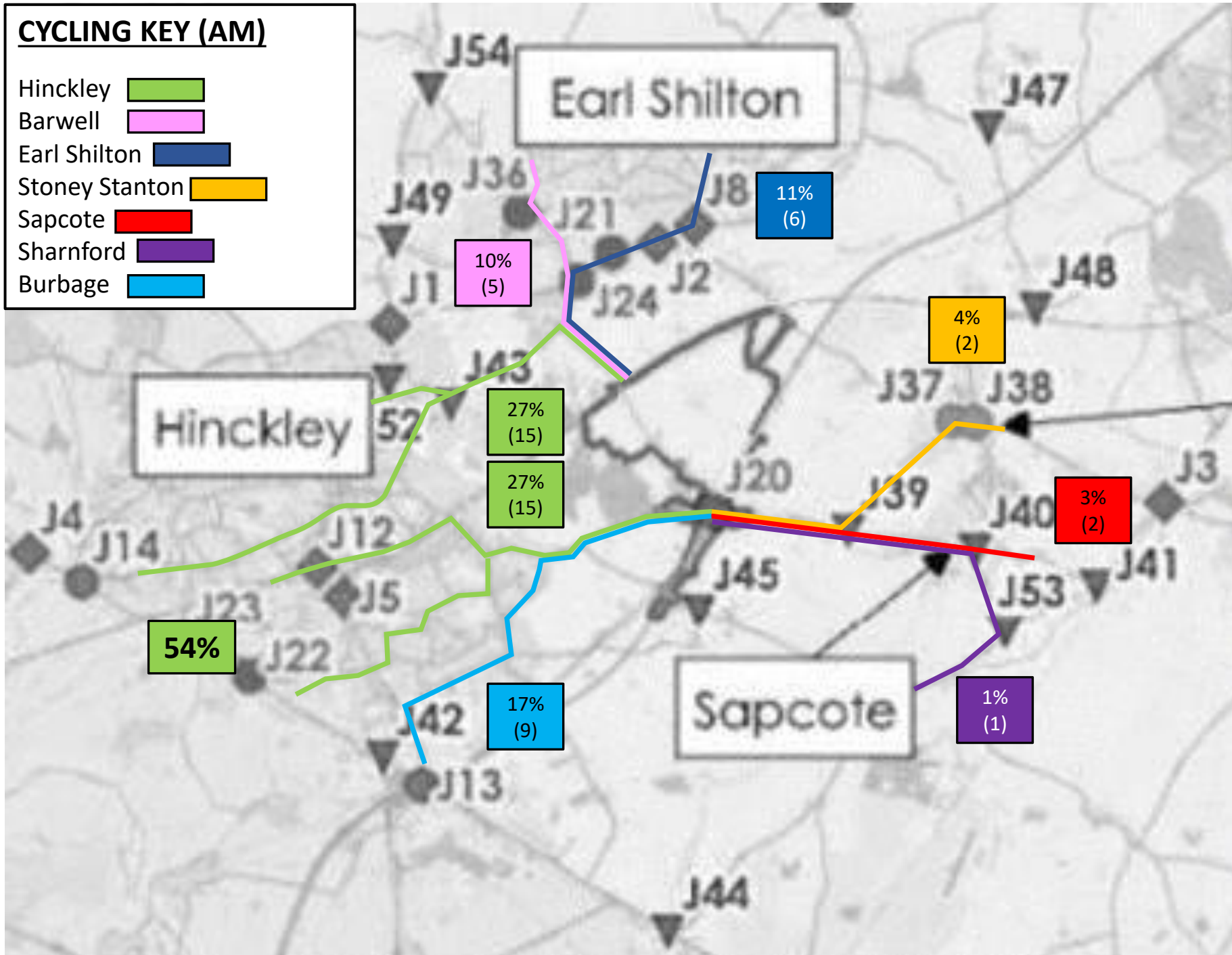
CAR SHARING KEY (AM)

- Leicester ■
- Coventry ■
- Birmingham/Solihull ■
- Rugby ■
- Other ■



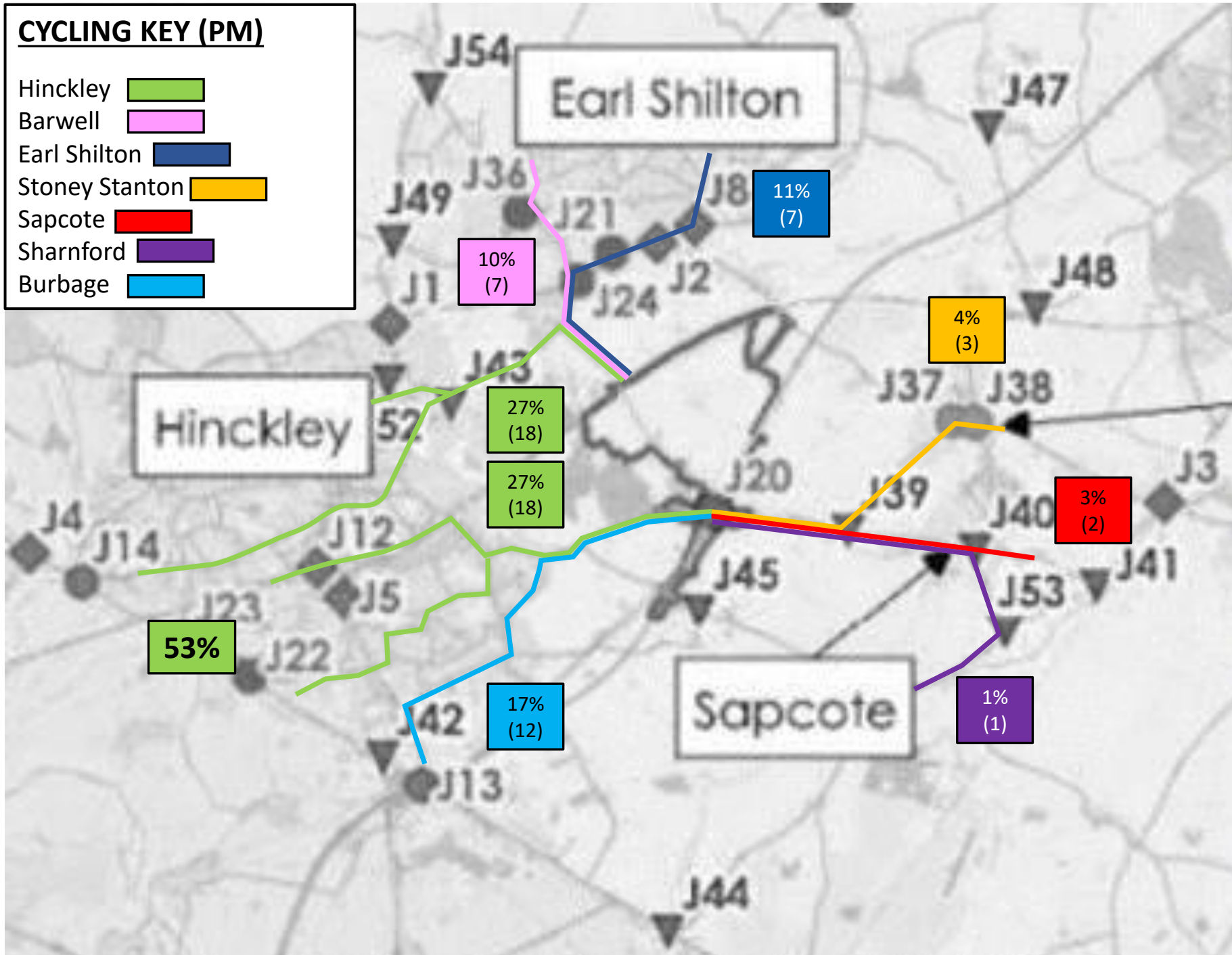
CYCLING KEY (AM)

- Hinckley
- Barwell
- Earl Shilton
- Stoney Stanton
- Sapcote
- Sharnford
- Burbage



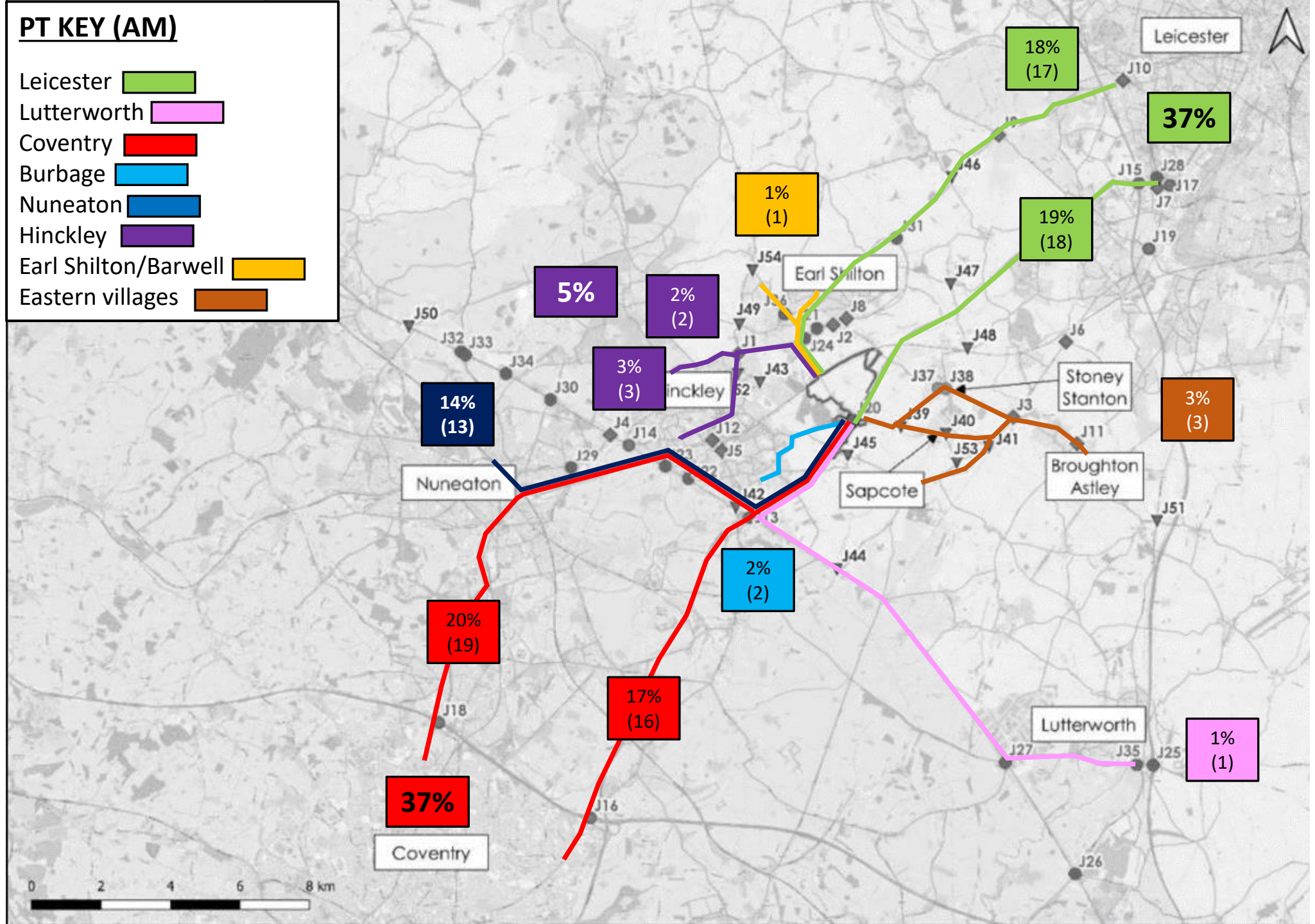
CYCLING KEY (PM)

- Hinckley
- Barwell
- Earl Shilton
- Stoney Stanton
- Sapcote
- Sharnford
- Burbage



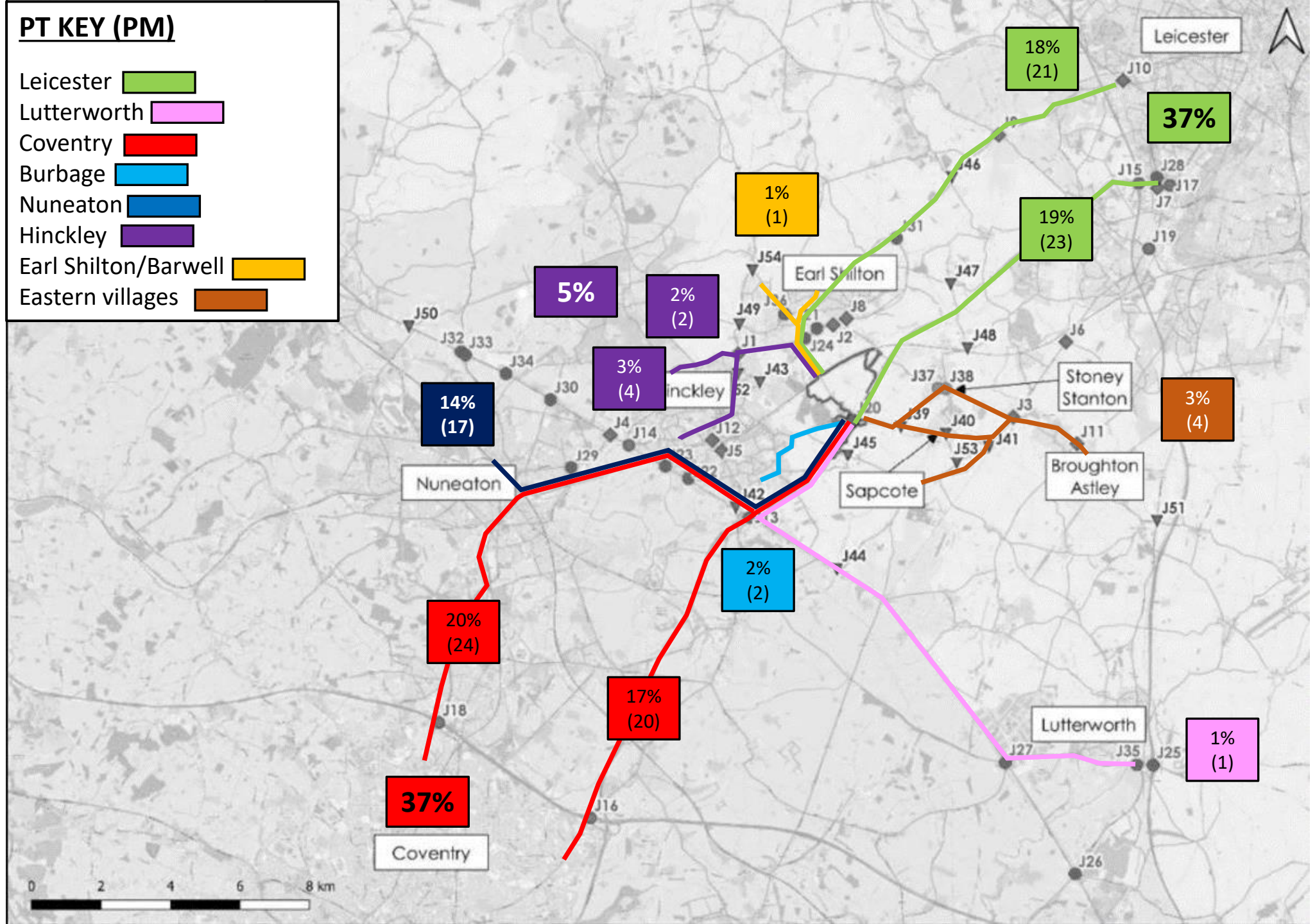
PT KEY (AM)

- Leicester █
- Lutterworth █
- Coventry █
- Burbage █
- Nuneaton █
- Hinckley █
- Earl Shilton/Barwell █
- Eastern villages █

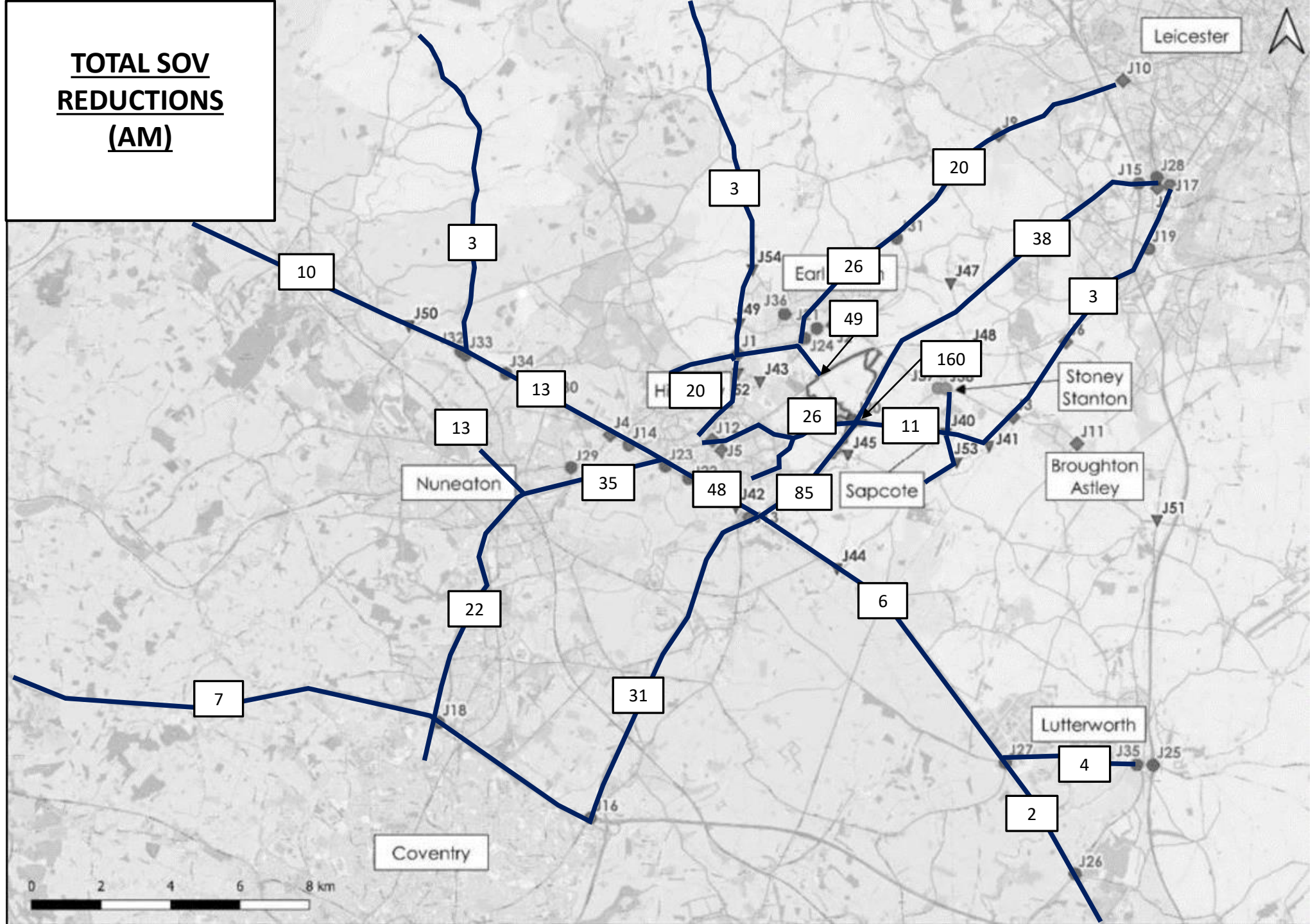


PT KEY (PM)

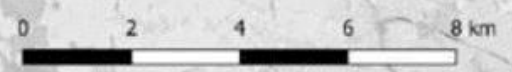
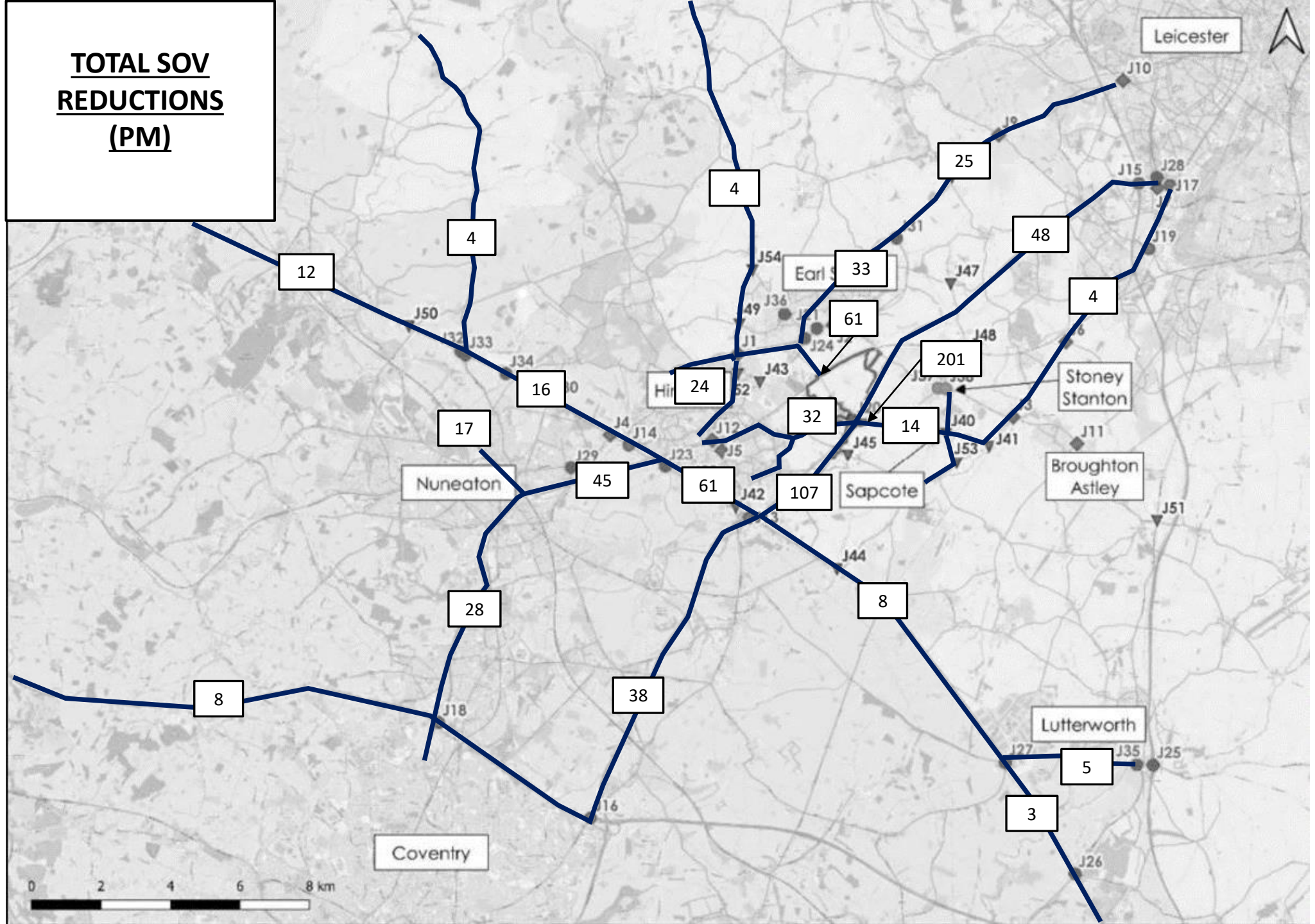
- Leicester
- Lutterworth
- Coventry
- Burbage
- Nuneaton
- Hinckley
- Earl Shilton/Barwell
- Eastern villages



TOTAL SOV
REDUCTIONS
(AM)



TOTAL SOV
REDUCTIONS
(PM)



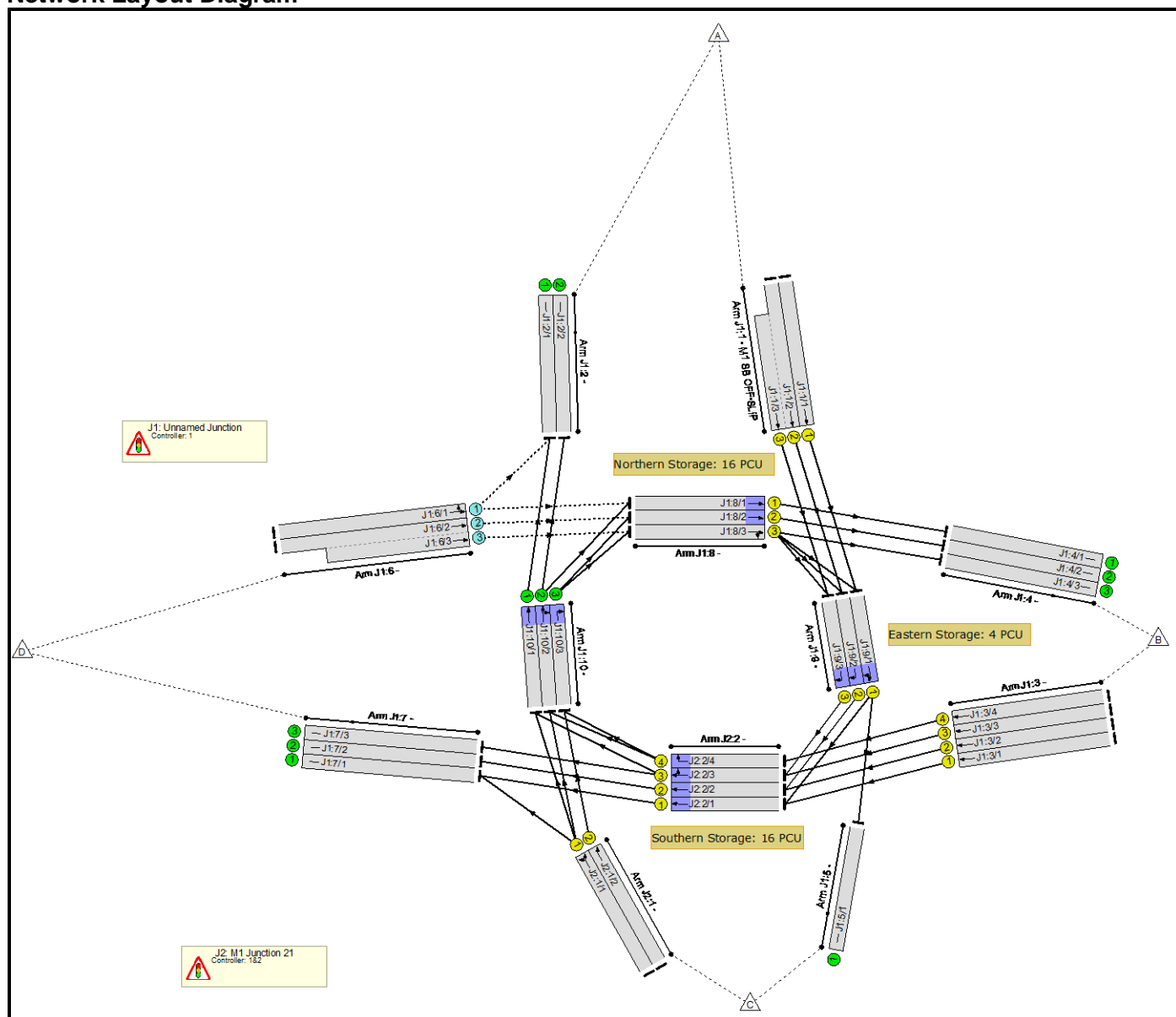
Appendix 18: M1 Junction 21 Existing Junction Results

Full Input Data And Results
Full Input Data And Results

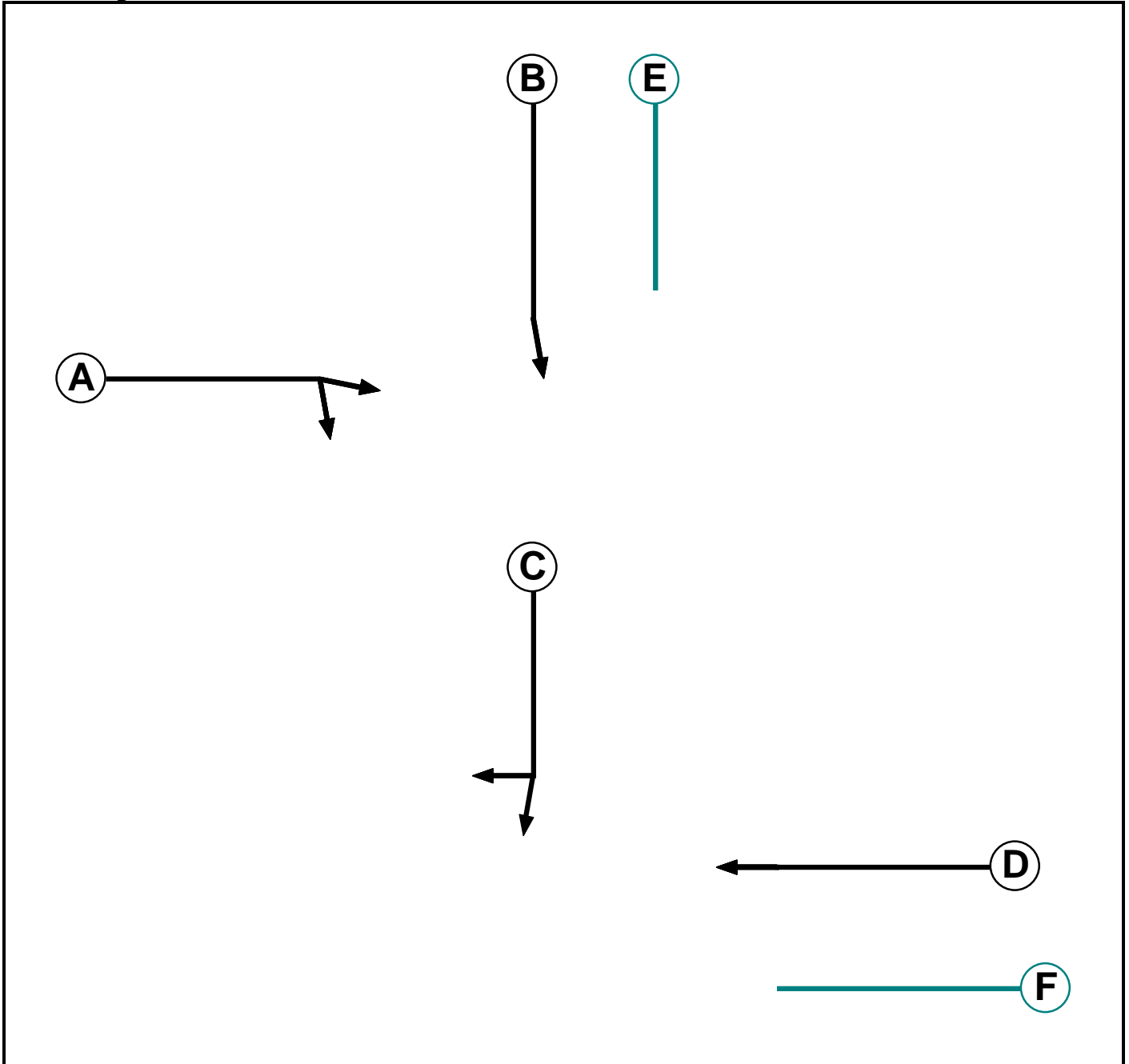
User and Project Details

Project:	HNRFI
Title:	M1 Junction 21
Location:	
Additional detail:	
File name:	231003_M1_Junction_21_Existing Layout_Revised (Demand Sens) V6.lsg3x
Author:	Vibeeshan Devaharan
Company:	BWB Consulting
Address:	

Network Layout Diagram



C1
Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Dummy	1		0	0
F	Dummy	2		0	0

Full Input Data And Results

Phase Intergrens Matrix

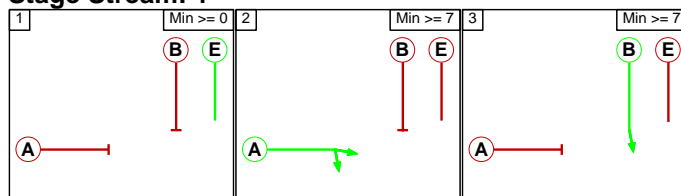
		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A	6	-	-	3	-	
	B	6	-	-	3	-	
	C	-	-	6	-	3	
	D	-	-	6	-	3	
	E	2	2	-	-	-	
	F	-	-	2	2	-	

Phases in Stage

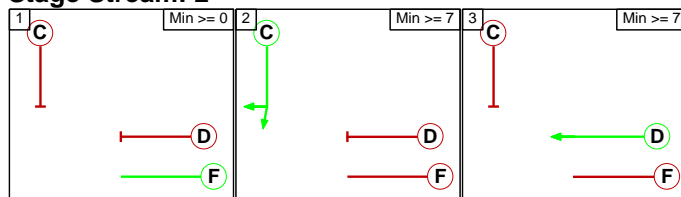
Stream	Stage No.	Phases in Stage
1	1	E
1	2	A
1	3	B
2	1	F
2	2	C
2	3	D

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Full Input Data And Results

Prohibited Stage Change

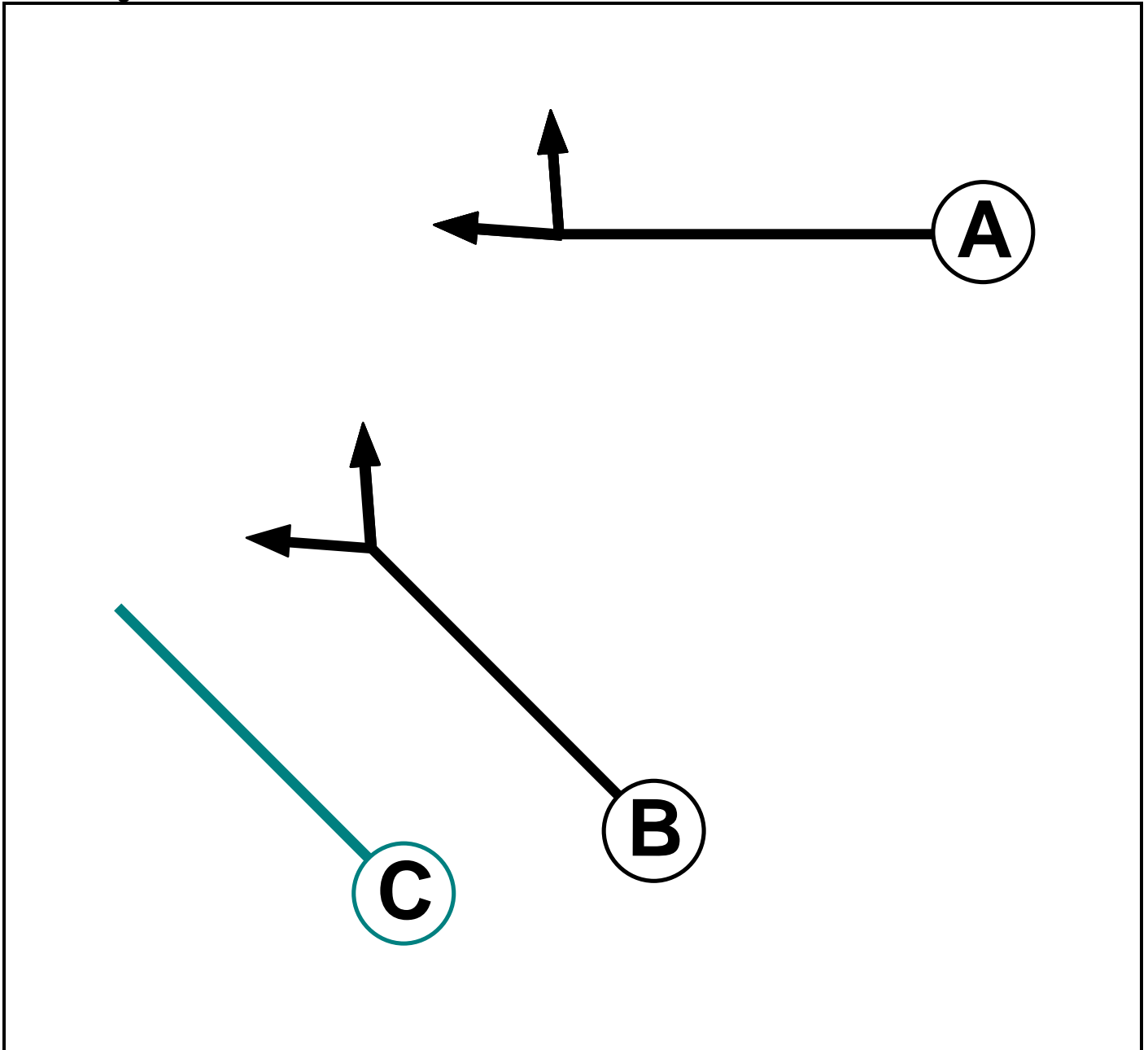
Stage Stream: 1

		To Stage		
		1	2	3
From Stage	1	■	2	2
	2	3	■	6
	3	3	6	■

Stage Stream: 2

		To Stage		
		1	2	3
From Stage	1	■	2	2
	2	3	■	6
	3	3	6	■

C2
Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Dummy	1		0	0

Full Input Data And Results

Phase Intergrens Matrix

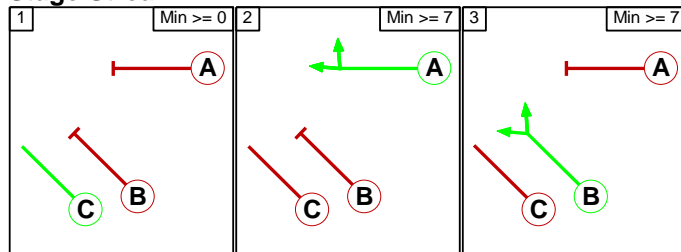
Terminating Phase	Starting Phase			
		A	B	C
	A		6	3
	B	6		3
C	2	2		

Phases in Stage

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

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

Prohibited Stage Change

Stage Stream: 1

From Stage	To Stage			
		1	2	3
	1		2	2
	2	3		6
3	3	6		

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: 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)
J1:6/1	J1:2/1 (Left)	1065	0	J1:10/1	0.22	All	-	-	-	-	-
				J1:10/2	0.22	To J1:2/2 (Ahead)					
	J1:8/1 (Ahead)	1065	0	J1:10/1	0.33	All					
				J1:10/2	0.33	All					
				J1:10/3	0.33	All					
J1:6/2	J1:8/2 (Ahead)	1065	0	J1:10/1	0.33	All					
				J1:10/2	0.33	All					
				J1:10/3	0.33	All					
J1:6/3	J1:8/3 (Ahead)	1065	0	J1:10/1	0.33	All					
				J1:10/2	0.33	All					
				J1:10/3	0.33	All					

Junction: J2: M1 Junction 21

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: J1: 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)
J1:1/1 (M1 SB OFF-SLIP)	U	B	2	3	47.0	Geom	-	3.65	0.00	Y	Arm J1:9 Ahead	656.00
J1:1/2 (M1 SB OFF-SLIP)	U	B	2	3	47.0	Geom	-	3.65	0.00	N	Arm J1:9 Ahead	652.00
J1:1/3 (M1 SB OFF-SLIP)	U	B	2	3	17.0	Geom	-	3.50	0.00	Y	Arm J1:9 Ahead	648.00
J1:2/1	U		2	3	8.7	Inf	-	-	-	-	-	-
J1:2/2	U		2	3	8.7	Inf	-	-	-	-	-	-
J1:3/1	U	D	2	3	51.0	Geom	-	3.50	0.00	Y	Arm J2:2 Ahead	208.00
J1:3/2	U	D	2	3	51.0	Geom	-	3.50	0.00	N	Arm J2:2 Ahead	205.00
J1:3/3	U	D	2	3	51.0	Geom	-	3.50	0.00	N	Arm J2:2 Ahead	201.00
J1:3/4	U	D	2	3	51.0	Geom	-	3.50	0.00	Y	Arm J2:2 Ahead	198.00
J1:4/1	U		2	3	14.1	Inf	-	-	-	-	-	-
J1:4/2	U		2	3	14.1	Inf	-	-	-	-	-	-
J1:4/3	U		2	3	14.1	Inf	-	-	-	-	-	-
J1:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/1	O		2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:2 Left Arm J1:8 Ahead	Inf Inf
J1:6/2	O		2	3	60.0	Geom	-	3.50	0.00	N	Arm J1:8 Ahead	257.00
J1:6/3	O		2	3	15.0	Geom	-	3.50	0.00	Y	Arm J1:8 Ahead	253.00
J1:7/1	U		2	3	4.3	Inf	-	-	-	-	-	-
J1:7/2	U		2	3	4.3	Inf	-	-	-	-	-	-
J1:7/3	U		2	3	4.3	Inf	-	-	-	-	-	-
J1:8/1	U	A	2	3	23.7	Geom	-	3.30	0.00	Y	Arm J1:4 Ahead	259.00
J1:8/2	U	A	2	3	24.7	Geom	-	3.30	0.00	N	Arm J1:4 Ahead	255.00
J1:8/3	U	A	2	3	21.0	Geom	-	3.30	0.00	Y	Arm J1:4 Ahead Arm J1:9 Right	Inf 251.00
J1:9/1	U	C	2	3	5.2	Geom	-	3.65	0.00	Y	Arm J1:5 Ahead	Inf

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 Observed AM'	08:00	09:00	01:00	
2: '2018 Observed 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	
15: 'Dev AM'	08:00	09:00	01:00	
16: 'Dev PM'	17:00	18:00	01:00	
17: 'Dev AM 20%'	08:00	09:00	01:00	F15 * 0.2
18: 'Dev PM 20%'	17:00	18:00	01:00	F16*0.2
19: 'Dev AM 30%'	08:00	09:00	01:00	F15 * 0.3
20: 'Dev PM 30%'	17:00	18:00	01:00	F16*0.3
21: 'Dev AM 40%'	08:00	09:00	01:00	F15 * 0.40
22: 'Dev AM 40%'	17:00	18:00	01:00	F16 * 0.4
23: '2036 WD AM (80% Dev)'	08:00	09:00	01:00	F13 - F17
24: '2036 WD PM (80% Dev)'	17:00	18:00	01:00	F14 - F18
25: '2036 WD AM (70% Dev)'	08:00	09:00	01:00	F13 - F19
26: '2036 WD PM (70% Dev)'	17:00	18:00	01:00	F14 - F20
27: '2036 WD AM (60% Dev)'	08:00	09:00	01:00	F13 - F21
28: '2036 WD PM (60% Dev)'	17:00	18:00	01:00	F14 - F22
29: '2036 WoD AM (Sens)'	08:00	09:00	01:00	
30: '2036 WoD PM (Sens)'	17:00	18:00	01:00	
31: '2036 WD AM (Sens)'	08:00	09:00	01:00	
32: '2036 WD PM (Sens)'	17:00	18:00	01:00	
33: '2036 WD AM (80% Dev) (Sens)'	08:00	09:00	01:00	F31 - F17
34: '2036 WD PM (80% Dev) (Sens)'	17:00	18:00	01:00	F32 - F18
35: '2036 WD AM (70% Dev) (Sens)'	08:00	09:00	01:00	F31 - F19
36: '2036 WD PM (70% Dev) (Sens)'	17:00	18:00	01:00	F32 - F20
37: '2036 WD AM (60% Dev) (Sens)'	08:00	09:00	01:00	F31 - F21
38: '2036 WD PM (60% Dev) (Sens)'	17:00	18:00	01:00	F32 - F22
39: '2036 WoD + Dev AM'	08:00	09:00	01:00	F29 + F15

Full Input Data And Results

40: '2036 WoD + Dev PM'	17:00	18:00	01:00	F30 + F16
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Scenario 11: '2036 WoD AM (Sens)' (FG29: '2036 WoD AM (Sens)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	6	0	1	1555	1562
	B	1859	0	0	1403	3262
	C	0	444	2	3	449
	D	0	1332	3	2	1337
	Tot.	1865	1776	6	2963	6610

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2036 WoD AM (Sens)
Junction: J1: Unnamed Junction	
J1:1/1	521
J1:1/2 (with short)	1041(In) 520(Out)
J1:1/3 (short)	521
J1:2/1	936
J1:2/2	929
J1:3/1	701
J1:3/2	702
J1:3/3	930
J1:3/4	929
J1:4/1	667
J1:4/2	557
J1:4/3	552
J1:5/1	6
J1:6/1	445
J1:6/2 (with short)	892(In) 446(Out)
J1:6/3 (short)	446
J1:7/1	1225
J1:7/2	1223
J1:7/3	515
J1:8/1	667
J1:8/2	557
J1:8/3	559
J1:9/1	527
J1:9/2	521
J1:9/3	521
J1:10/1	936
J1:10/2	1151
J1:10/3	224
Junction: J2: M1 Junction 21	
J2:1/1	225
J2:1/2	224
J2:2/1	1222
J2:2/2	1223
J2:2/3	1451
J2:2/4	929

Full Input Data And Results

Lane Saturation Flows

Junction: J1: 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)
J1:1/1 (M1 SB OFF-SLIP)	3.65	0.00	Y	Arm J1:9 Ahead	656.00	100.0 %	1975	1975
J1:1/2 (M1 SB OFF-SLIP)	3.65	0.00	N	Arm J1:9 Ahead	652.00	100.0 %	2115	2115
J1:1/3 (M1 SB OFF-SLIP)	3.50	0.00	Y	Arm J1:9 Ahead	648.00	100.0 %	1960	1960
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1	3.50	0.00	Y	Arm J2:2 Ahead	208.00	100.0 %	1951	1951
J1:3/2	3.50	0.00	N	Arm J2:2 Ahead	205.00	100.0 %	2090	2090
J1:3/3	3.50	0.00	N	Arm J2:2 Ahead	201.00	100.0 %	2089	2089
J1:3/4	3.50	0.00	Y	Arm J2:2 Ahead	198.00	100.0 %	1950	1950
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	3.50	0.00	Y	Arm J1:2 Left	Inf	0.0 %	1965	1965
				Arm J1:8 Ahead	Inf	100.0 %		
J1:6/2	3.50	0.00	N	Arm J1:8 Ahead	257.00	100.0 %	2093	2093
J1:6/3	3.50	0.00	Y	Arm J1:8 Ahead	253.00	100.0 %	1953	1953
J1:7/1	Infinite Saturation Flow						Inf	Inf
J1:7/2	Infinite Saturation Flow						Inf	Inf
J1:7/3	Infinite Saturation Flow						Inf	Inf
J1:8/1	3.30	0.00	Y	Arm J1:4 Ahead	259.00	100.0 %	1934	1934
J1:8/2	3.30	0.00	N	Arm J1:4 Ahead	255.00	100.0 %	2073	2073
J1:8/3	3.30	0.00	Y	Arm J1:4 Ahead	Inf	98.7 %	1945	1945
				Arm J1:9 Right	251.00	1.3 %		
J1:9/1	3.65	0.00	Y	Arm J1:5 Ahead	Inf	1.1 %	1941	1941
				Arm J2:2 Right	73.00	98.9 %		
J1:9/2	3.30	0.00	N	Arm J2:2 Right	55.00	100.0 %	2030	2030
J1:9/3	3.30	0.00	Y	Arm J2:2 Right	51.00	100.0 %	1889	1889
J1:10/1	3.65	0.00	Y	Arm J1:2 Ahead	62.50	100.0 %	1934	1934
J1:10/2	3.65	0.00	N	Arm J1:2 Ahead	Inf	80.7 %	2110	2110
				Arm J1:8 Right	63.50	19.3 %		
J1:10/3	3.65	0.00	Y	Arm J1:8 Right	60.00	100.0 %	1932	1932

Full Input Data And Results

Junction: J2: M1 Junction 21								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	3.50	0.00	Y	Arm J1:7 Left	Inf	1.3 %	1930	1930
				Arm J1:10 Ahead	81.00	98.7 %		
J2:1/2	3.50	0.00	N	Arm J1:10 Ahead	153.00	100.0 %	2085	2085
J2:2/1	3.25	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1940	1940
J2:2/2	3.50	0.00	N	Arm J1:7 Ahead	146.00	100.0 %	2084	2084
J2:2/3	3.50	0.00	N	Arm J1:7 Ahead	Inf	35.5 %	2090	2090
				Arm J1:10 Right	131.00	64.5 %		
J2:2/4	3.50	0.00	Y	Arm J1:10 Right	105.00	100.0 %	1937	1937

Scenario 12: '2036 WoD PM (Sens)' (FG30: '2036 WoD PM (Sens)', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	22	0	1	1502	1525
	B	1633	0	0	1416	3049
	C	0	456	0	13	469
	D	0	753	4	0	757
	Tot.	1655	1209	5	2931	5800

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2036 WoD PM (Sens)
Junction: J1: Unnamed Junction	
J1:1/1	508
J1:1/2 (with short)	1017(In) 509(Out)
J1:1/3 (short)	508
J1:2/1	838
J1:2/2	817
J1:3/1	708
J1:3/2	708
J1:3/3	816
J1:3/4	817
J1:4/1	475
J1:4/2	369
J1:4/3	365
J1:5/1	5
J1:6/1	253
J1:6/2 (with short)	504(In) 252(Out)
J1:6/3 (short)	252
J1:7/1	1228
J1:7/2	1217
J1:7/3	486
J1:8/1	475
J1:8/2	369
J1:8/3	369
J1:9/1	512
J1:9/2	509
J1:9/3	508
J1:10/1	838
J1:10/2	1039
J1:10/3	234
Junction: J2: M1 Junction 21	
J2:1/1	235
J2:1/2	234
J2:2/1	1215
J2:2/2	1217
J2:2/3	1324
J2:2/4	817

Full Input Data And Results

Lane Saturation Flows

Junction: J1: 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)
J1:1/1 (M1 SB OFF-SLIP)	3.65	0.00	Y	Arm J1:9 Ahead	656.00	100.0 %	1975	1975
J1:1/2 (M1 SB OFF-SLIP)	3.65	0.00	N	Arm J1:9 Ahead	652.00	100.0 %	2115	2115
J1:1/3 (M1 SB OFF-SLIP)	3.50	0.00	Y	Arm J1:9 Ahead	648.00	100.0 %	1960	1960
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1	3.50	0.00	Y	Arm J2:2 Ahead	208.00	100.0 %	1951	1951
J1:3/2	3.50	0.00	N	Arm J2:2 Ahead	205.00	100.0 %	2090	2090
J1:3/3	3.50	0.00	N	Arm J2:2 Ahead	201.00	100.0 %	2089	2089
J1:3/4	3.50	0.00	Y	Arm J2:2 Ahead	198.00	100.0 %	1950	1950
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	3.50	0.00	Y	Arm J1:2 Left	Inf	0.0 %	1965	1965
				Arm J1:8 Ahead	Inf	100.0 %		
J1:6/2	3.50	0.00	N	Arm J1:8 Ahead	257.00	100.0 %	2093	2093
J1:6/3	3.50	0.00	Y	Arm J1:8 Ahead	253.00	100.0 %	1953	1953
J1:7/1	Infinite Saturation Flow						Inf	Inf
J1:7/2	Infinite Saturation Flow						Inf	Inf
J1:7/3	Infinite Saturation Flow						Inf	Inf
J1:8/1	3.30	0.00	Y	Arm J1:4 Ahead	259.00	100.0 %	1934	1934
J1:8/2	3.30	0.00	N	Arm J1:4 Ahead	255.00	100.0 %	2073	2073
J1:8/3	3.30	0.00	Y	Arm J1:4 Ahead	Inf	98.9 %	1945	1945
				Arm J1:9 Right	251.00	1.1 %		
J1:9/1	3.65	0.00	Y	Arm J1:5 Ahead	Inf	1.0 %	1941	1941
				Arm J2:2 Right	73.00	99.0 %		
J1:9/2	3.30	0.00	N	Arm J2:2 Right	55.00	100.0 %	2030	2030
J1:9/3	3.30	0.00	Y	Arm J2:2 Right	51.00	100.0 %	1889	1889
J1:10/1	3.65	0.00	Y	Arm J1:2 Ahead	62.50	100.0 %	1934	1934
J1:10/2	3.65	0.00	N	Arm J1:2 Ahead	Inf	78.6 %	2109	2109
				Arm J1:8 Right	63.50	21.4 %		
J1:10/3	3.65	0.00	Y	Arm J1:8 Right	60.00	100.0 %	1932	1932

Full Input Data And Results

Junction: J2: M1 Junction 21								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	3.50	0.00	Y	Arm J1:7 Left	Inf	5.5 %	1931	1931
				Arm J1:10 Ahead	81.00	94.5 %		
J2:1/2	3.50	0.00	N	Arm J1:10 Ahead	153.00	100.0 %	2085	2085
J2:2/1	3.25	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1940	1940
J2:2/2	3.50	0.00	N	Arm J1:7 Ahead	146.00	100.0 %	2084	2084
J2:2/3	3.50	0.00	N	Arm J1:7 Ahead	Inf	36.7 %	2090	2090
				Arm J1:10 Right	131.00	63.3 %		
J2:2/4	3.50	0.00	Y	Arm J1:10 Right	105.00	100.0 %	1937	1937

Scenario 13: '2036 WD AM (Sens)' (FG31: '2036 WD AM (Sens)', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	6	0	1	1556	1563
	B	1847	0	0	1476	3323
	C	0	446	2	3	451
	D	0	1353	3	2	1358
	Tot.	1853	1799	6	3037	6695

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2036 WD AM (Sens)
Junction: J1: Unnamed Junction	
J1:1/1	521
J1:1/2 (with short)	1042(In) 521(Out)
J1:1/3 (short)	521
J1:2/1	929
J1:2/2	924
J1:3/1	738
J1:3/2	738
J1:3/3	923
J1:3/4	924
J1:4/1	674
J1:4/2	565
J1:4/3	560
J1:5/1	6
J1:6/1	452
J1:6/2 (with short)	906(In) 453(Out)
J1:6/3 (short)	453
J1:7/1	1262
J1:7/2	1260
J1:7/3	515
J1:8/1	674
J1:8/2	565
J1:8/3	567
J1:9/1	527
J1:9/2	522
J1:9/3	521
J1:10/1	929
J1:10/2	1146
J1:10/3	226
Junction: J2: M1 Junction 21	
J2:1/1	225
J2:1/2	226
J2:2/1	1259
J2:2/2	1260
J2:2/3	1444
J2:2/4	924

Full Input Data And Results

Lane Saturation Flows

Junction: J1: 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)
J1:1/1 (M1 SB OFF-SLIP)	3.65	0.00	Y	Arm J1:9 Ahead	656.00	100.0 %	1975	1975
J1:1/2 (M1 SB OFF-SLIP)	3.65	0.00	N	Arm J1:9 Ahead	652.00	100.0 %	2115	2115
J1:1/3 (M1 SB OFF-SLIP)	3.50	0.00	Y	Arm J1:9 Ahead	648.00	100.0 %	1960	1960
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1	3.50	0.00	Y	Arm J2:2 Ahead	208.00	100.0 %	1951	1951
J1:3/2	3.50	0.00	N	Arm J2:2 Ahead	205.00	100.0 %	2090	2090
J1:3/3	3.50	0.00	N	Arm J2:2 Ahead	201.00	100.0 %	2089	2089
J1:3/4	3.50	0.00	Y	Arm J2:2 Ahead	198.00	100.0 %	1950	1950
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	3.50	0.00	Y	Arm J1:2 Left	Inf	0.0 %	1965	1965
				Arm J1:8 Ahead	Inf	100.0 %		
J1:6/2	3.50	0.00	N	Arm J1:8 Ahead	257.00	100.0 %	2093	2093
J1:6/3	3.50	0.00	Y	Arm J1:8 Ahead	253.00	100.0 %	1953	1953
J1:7/1	Infinite Saturation Flow						Inf	Inf
J1:7/2	Infinite Saturation Flow						Inf	Inf
J1:7/3	Infinite Saturation Flow						Inf	Inf
J1:8/1	3.30	0.00	Y	Arm J1:4 Ahead	259.00	100.0 %	1934	1934
J1:8/2	3.30	0.00	N	Arm J1:4 Ahead	255.00	100.0 %	2073	2073
J1:8/3	3.30	0.00	Y	Arm J1:4 Ahead	Inf	98.8 %	1945	1945
				Arm J1:9 Right	251.00	1.2 %		
J1:9/1	3.65	0.00	Y	Arm J1:5 Ahead	Inf	1.1 %	1941	1941
				Arm J2:2 Right	73.00	98.9 %		
J1:9/2	3.30	0.00	N	Arm J2:2 Right	55.00	100.0 %	2030	2030
J1:9/3	3.30	0.00	Y	Arm J2:2 Right	51.00	100.0 %	1889	1889
J1:10/1	3.65	0.00	Y	Arm J1:2 Ahead	62.50	100.0 %	1934	1934
J1:10/2	3.65	0.00	N	Arm J1:2 Ahead	Inf	80.6 %	2110	2110
				Arm J1:8 Right	63.50	19.4 %		
J1:10/3	3.65	0.00	Y	Arm J1:8 Right	60.00	100.0 %	1932	1932

Full Input Data And Results

Junction: J2: M1 Junction 21								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	3.50	0.00	Y	Arm J1:7 Left	Inf	1.3 %	1930	1930
				Arm J1:10 Ahead	81.00	98.7 %		
J2:1/2	3.50	0.00	N	Arm J1:10 Ahead	153.00	100.0 %	2085	2085
J2:2/1	3.25	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1940	1940
J2:2/2	3.50	0.00	N	Arm J1:7 Ahead	146.00	100.0 %	2084	2084
J2:2/3	3.50	0.00	N	Arm J1:7 Ahead	Inf	35.7 %	2090	2090
				Arm J1:10 Right	131.00	64.3 %		
J2:2/4	3.50	0.00	Y	Arm J1:10 Right	105.00	100.0 %	1937	1937

Scenario 14: '2036 WD PM (Sens)' (FG32: '2036 WD PM (Sens)', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	22	0	1	1525	1548
	B	1730	0	0	1430	3160
	C	0	473	0	13	486
	D	0	761	4	0	765
	Tot.	1752	1234	5	2968	5959

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2036 WD PM (Sens)
Junction: J1: Unnamed Junction	
J1:1/1	516
J1:1/2 (with short)	1032(In) 516(Out)
J1:1/3 (short)	516
J1:2/1	887
J1:2/2	865
J1:3/1	715
J1:3/2	715
J1:3/3	865
J1:3/4	865
J1:4/1	484
J1:4/2	377
J1:4/3	373
J1:5/1	5
J1:6/1	255
J1:6/2 (with short)	510(In) 255(Out)
J1:6/3 (short)	255
J1:7/1	1243
J1:7/2	1231
J1:7/3	494
J1:8/1	484
J1:8/2	377
J1:8/3	377
J1:9/1	520
J1:9/2	516
J1:9/3	516
J1:10/1	887
J1:10/2	1094
J1:10/3	244
Junction: J2: M1 Junction 21	
J2:1/1	242
J2:1/2	244
J2:2/1	1230
J2:2/2	1231
J2:2/3	1381
J2:2/4	865

Full Input Data And Results

Lane Saturation Flows

Junction: J1: 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)
J1:1/1 (M1 SB OFF-SLIP)	3.65	0.00	Y	Arm J1:9 Ahead	656.00	100.0 %	1975	1975
J1:1/2 (M1 SB OFF-SLIP)	3.65	0.00	N	Arm J1:9 Ahead	652.00	100.0 %	2115	2115
J1:1/3 (M1 SB OFF-SLIP)	3.50	0.00	Y	Arm J1:9 Ahead	648.00	100.0 %	1960	1960
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1	3.50	0.00	Y	Arm J2:2 Ahead	208.00	100.0 %	1951	1951
J1:3/2	3.50	0.00	N	Arm J2:2 Ahead	205.00	100.0 %	2090	2090
J1:3/3	3.50	0.00	N	Arm J2:2 Ahead	201.00	100.0 %	2089	2089
J1:3/4	3.50	0.00	Y	Arm J2:2 Ahead	198.00	100.0 %	1950	1950
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	3.50	0.00	Y	Arm J1:2 Left	Inf	0.0 %	1965	1965
				Arm J1:8 Ahead	Inf	100.0 %		
J1:6/2	3.50	0.00	N	Arm J1:8 Ahead	257.00	100.0 %	2093	2093
J1:6/3	3.50	0.00	Y	Arm J1:8 Ahead	253.00	100.0 %	1953	1953
J1:7/1	Infinite Saturation Flow						Inf	Inf
J1:7/2	Infinite Saturation Flow						Inf	Inf
J1:7/3	Infinite Saturation Flow						Inf	Inf
J1:8/1	3.30	0.00	Y	Arm J1:4 Ahead	259.00	100.0 %	1934	1934
J1:8/2	3.30	0.00	N	Arm J1:4 Ahead	255.00	100.0 %	2073	2073
J1:8/3	3.30	0.00	Y	Arm J1:4 Ahead	Inf	98.9 %	1945	1945
				Arm J1:9 Right	251.00	1.1 %		
J1:9/1	3.65	0.00	Y	Arm J1:5 Ahead	Inf	1.0 %	1941	1941
				Arm J2:2 Right	73.00	99.0 %		
J1:9/2	3.30	0.00	N	Arm J2:2 Right	55.00	100.0 %	2030	2030
J1:9/3	3.30	0.00	Y	Arm J2:2 Right	51.00	100.0 %	1889	1889
J1:10/1	3.65	0.00	Y	Arm J1:2 Ahead	62.50	100.0 %	1934	1934
J1:10/2	3.65	0.00	N	Arm J1:2 Ahead	Inf	79.1 %	2110	2110
				Arm J1:8 Right	63.50	20.9 %		
J1:10/3	3.65	0.00	Y	Arm J1:8 Right	60.00	100.0 %	1932	1932

Full Input Data And Results

Junction: J2: M1 Junction 21								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	3.50	0.00	Y	Arm J1:7 Left	Inf	5.4 %	1931	1931
				Arm J1:10 Ahead	81.00	94.6 %		
J2:1/2	3.50	0.00	N	Arm J1:10 Ahead	153.00	100.0 %	2085	2085
J2:2/1	3.25	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1940	1940
J2:2/2	3.50	0.00	N	Arm J1:7 Ahead	146.00	100.0 %	2084	2084
J2:2/3	3.50	0.00	N	Arm J1:7 Ahead	Inf	35.8 %	2090	2090
				Arm J1:10 Right	131.00	64.2 %		
J2:2/4	3.50	0.00	Y	Arm J1:10 Right	105.00	100.0 %	1937	1937

Scenario 21: '2036 WoD + Dev AM (Sens)' (FG39: '2036 WoD + Dev AM', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	6	0	1	1657	1664
	B	1859	0	0	1590	3449
	C	0	444	2	3	449
	D	0	1340	3	2	1345
	Tot.	1865	1784	6	3252	6907

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 21: 2036 WoD + Dev AM (Sens)
Junction: J1: Unnamed Junction	
J1:1/1	555
J1:1/2 (with short)	1109(In) 554(Out)
J1:1/3 (short)	555
J1:2/1	935
J1:2/2	930
J1:3/1	795
J1:3/2	795
J1:3/3	929
J1:3/4	930
J1:4/1	671
J1:4/2	559
J1:4/3	554
J1:5/1	6
J1:6/1	449
J1:6/2 (with short)	896(In) 448(Out)
J1:6/3 (short)	448
J1:7/1	1353
J1:7/2	1350
J1:7/3	549
J1:8/1	671
J1:8/2	559
J1:8/3	561
J1:9/1	561
J1:9/2	555
J1:9/3	555
J1:10/1	935
J1:10/2	1152
J1:10/3	224
Junction: J2: M1 Junction 21	
J2:1/1	225
J2:1/2	224
J2:2/1	1350
J2:2/2	1350
J2:2/3	1484
J2:2/4	930

Full Input Data And Results

Lane Saturation Flows

Junction: J1: 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)			
J1:1/1 (M1 SB OFF-SLIP)	3.65	0.00	Y	Arm J1:9 Ahead	656.00	100.0 %	1975	1975			
J1:1/2 (M1 SB OFF-SLIP)	3.65	0.00	N	Arm J1:9 Ahead	652.00	100.0 %	2115	2115			
J1:1/3 (M1 SB OFF-SLIP)	3.50	0.00	Y	Arm J1:9 Ahead	648.00	100.0 %	1960	1960			
J1:2/1				Infinite Saturation Flow					Inf	Inf	
J1:2/2				Infinite Saturation Flow					Inf	Inf	
J1:3/1	3.50	0.00	Y	Arm J2:2 Ahead	208.00	100.0 %	1951	1951			
J1:3/2	3.50	0.00	N	Arm J2:2 Ahead	205.00	100.0 %	2090	2090			
J1:3/3	3.50	0.00	N	Arm J2:2 Ahead	201.00	100.0 %	2089	2089			
J1:3/4	3.50	0.00	Y	Arm J2:2 Ahead	198.00	100.0 %	1950	1950			
J1:4/1	Infinite Saturation Flow						Inf	Inf			
J1:4/2	Infinite Saturation Flow						Inf	Inf			
J1:4/3	Infinite Saturation Flow						Inf	Inf			
J1:5/1	Infinite Saturation Flow						Inf	Inf			
J1:6/1	3.50	0.00	Y	Arm J1:2 Left	Inf	0.0 %	1965	1965			
				Arm J1:8 Ahead	Inf	100.0 %					
J1:6/2	3.50	0.00	N	Arm J1:8 Ahead	257.00	100.0 %	2093	2093			
J1:6/3	3.50	0.00	Y	Arm J1:8 Ahead	253.00	100.0 %	1953	1953			
J1:7/1	Infinite Saturation Flow						Inf	Inf			
J1:7/2	Infinite Saturation Flow						Inf	Inf			
J1:7/3	Infinite Saturation Flow						Inf	Inf			
J1:8/1	3.30	0.00	Y	Arm J1:4 Ahead	259.00	100.0 %	1934	1934			
J1:8/2	3.30	0.00	N	Arm J1:4 Ahead	255.00	100.0 %	2073	2073			
J1:8/3	3.30	0.00	Y	Arm J1:4 Ahead	Inf	98.8 %	1945	1945			
				Arm J1:9 Right	251.00	1.2 %					
J1:9/1	3.65	0.00	Y	Arm J1:5 Ahead	Inf	1.1 %	1941	1941			
				Arm J2:2 Right	73.00	98.9 %					
J1:9/2	3.30	0.00	N	Arm J2:2 Right	55.00	100.0 %	2030	2030			
J1:9/3	3.30	0.00	Y	Arm J2:2 Right	51.00	100.0 %	1889	1889			
J1:10/1	3.65	0.00	Y	Arm J1:2 Ahead	62.50	100.0 %	1934	1934			
J1:10/2	3.65	0.00	N	Arm J1:2 Ahead	Inf	80.7 %	2110	2110			
				Arm J1:8 Right	63.50	19.3 %					
J1:10/3	3.65	0.00	Y	Arm J1:8 Right	60.00	100.0 %	1932	1932			

Full Input Data And Results

Junction: J2: M1 Junction 21								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	3.50	0.00	Y	Arm J1:7 Left	Inf	1.3 %	1930	1930
				Arm J1:10 Ahead	81.00	98.7 %		
J2:1/2	3.50	0.00	N	Arm J1:10 Ahead	153.00	100.0 %	2085	2085
J2:2/1	3.25	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1940	1940
J2:2/2	3.50	0.00	N	Arm J1:7 Ahead	146.00	100.0 %	2084	2084
J2:2/3	3.50	0.00	N	Arm J1:7 Ahead	Inf	37.0 %	2090	2090
				Arm J1:10 Right	131.00	63.0 %		
J2:2/4	3.50	0.00	Y	Arm J1:10 Right	105.00	100.0 %	1937	1937

Scenario 22: '2036 WoD + Dev PM (Sens)' (FG40: '2036 WoD + Dev PM', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	22	0	1	1611	1634
	B	1633	0	0	1517	3150
	C	0	456	0	13	469
	D	0	884	4	0	888
	Tot.	1655	1340	5	3141	6141

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 22: 2036 WoD + Dev PM (Sens)
Junction: J1: Unnamed Junction	
J1:1/1	545
J1:1/2 (with short)	1089(In) 544(Out)
J1:1/3 (short)	545
J1:2/1	838
J1:2/2	817
J1:3/1	759
J1:3/2	758
J1:3/3	816
J1:3/4	817
J1:4/1	518
J1:4/2	413
J1:4/3	409
J1:5/1	5
J1:6/1	296
J1:6/2 (with short)	592(In) 296(Out)
J1:6/3 (short)	296
J1:7/1	1316
J1:7/2	1302
J1:7/3	523
J1:8/1	518
J1:8/2	413
J1:8/3	413
J1:9/1	549
J1:9/2	544
J1:9/3	545
J1:10/1	838
J1:10/2	1039
J1:10/3	234
Junction: J2: M1 Junction 21	
J2:1/1	235
J2:1/2	234
J2:2/1	1303
J2:2/2	1302
J2:2/3	1361
J2:2/4	817

Full Input Data And Results

Lane Saturation Flows

Junction: J1: 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)	
J1:1/1 (M1 SB OFF-SLIP)	3.65	0.00	Y	Arm J1:9 Ahead	656.00	100.0 %	1975	1975	
J1:1/2 (M1 SB OFF-SLIP)	3.65	0.00	N	Arm J1:9 Ahead	652.00	100.0 %	2115	2115	
J1:1/3 (M1 SB OFF-SLIP)	3.50	0.00	Y	Arm J1:9 Ahead	648.00	100.0 %	1960	1960	
J1:2/1				Infinite Saturation Flow				Inf	Inf
J1:2/2				Infinite Saturation Flow				Inf	Inf
J1:3/1	3.50	0.00	Y	Arm J2:2 Ahead	208.00	100.0 %	1951	1951	
J1:3/2	3.50	0.00	N	Arm J2:2 Ahead	205.00	100.0 %	2090	2090	
J1:3/3	3.50	0.00	N	Arm J2:2 Ahead	201.00	100.0 %	2089	2089	
J1:3/4	3.50	0.00	Y	Arm J2:2 Ahead	198.00	100.0 %	1950	1950	
J1:4/1	Infinite Saturation Flow						Inf	Inf	
J1:4/2	Infinite Saturation Flow						Inf	Inf	
J1:4/3	Infinite Saturation Flow						Inf	Inf	
J1:5/1	Infinite Saturation Flow						Inf	Inf	
J1:6/1	3.50	0.00	Y	Arm J1:2 Left	Inf	0.0 %	1965	1965	
				Arm J1:8 Ahead	Inf	100.0 %			
J1:6/2	3.50	0.00	N	Arm J1:8 Ahead	257.00	100.0 %	2093	2093	
J1:6/3	3.50	0.00	Y	Arm J1:8 Ahead	253.00	100.0 %	1953	1953	
J1:7/1	Infinite Saturation Flow						Inf	Inf	
J1:7/2	Infinite Saturation Flow						Inf	Inf	
J1:7/3	Infinite Saturation Flow						Inf	Inf	
J1:8/1	3.30	0.00	Y	Arm J1:4 Ahead	259.00	100.0 %	1934	1934	
J1:8/2	3.30	0.00	N	Arm J1:4 Ahead	255.00	100.0 %	2073	2073	
J1:8/3	3.30	0.00	Y	Arm J1:4 Ahead	Inf	99.0 %	1945	1945	
				Arm J1:9 Right	251.00	1.0 %			
J1:9/1	3.65	0.00	Y	Arm J1:5 Ahead	Inf	0.9 %	1940	1940	
				Arm J2:2 Right	73.00	99.1 %			
J1:9/2	3.30	0.00	N	Arm J2:2 Right	55.00	100.0 %	2030	2030	
J1:9/3	3.30	0.00	Y	Arm J2:2 Right	51.00	100.0 %	1889	1889	
J1:10/1	3.65	0.00	Y	Arm J1:2 Ahead	62.50	100.0 %	1934	1934	
J1:10/2	3.65	0.00	N	Arm J1:2 Ahead	Inf	78.6 %	2109	2109	
				Arm J1:8 Right	63.50	21.4 %			
J1:10/3	3.65	0.00	Y	Arm J1:8 Right	60.00	100.0 %	1932	1932	

Full Input Data And Results

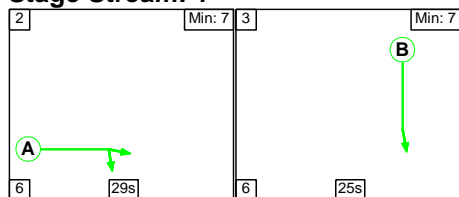
Junction: J2: M1 Junction 21								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	3.50	0.00	Y	Arm J1:7 Left	Inf	5.5 %	1931	1931
				Arm J1:10 Ahead	81.00	94.5 %		
J2:1/2	3.50	0.00	N	Arm J1:10 Ahead	153.00	100.0 %	2085	2085
J2:2/1	3.25	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1940	1940
J2:2/2	3.50	0.00	N	Arm J1:7 Ahead	146.00	100.0 %	2084	2084
J2:2/3	3.50	0.00	N	Arm J1:7 Ahead	Inf	38.4 %	2090	2090
				Arm J1:10 Right	131.00	61.6 %		
J2:2/4	3.50	0.00	Y	Arm J1:10 Right	105.00	100.0 %	1937	1937

Scenario 11: '2036 WoD AM (Sens)' (FG29: '2036 WoD AM (Sens)', Plan 1: 'Network Control Plan 1')

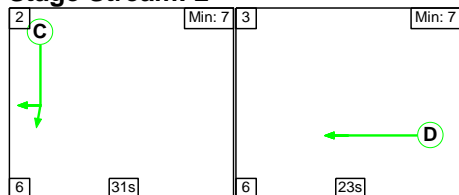
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

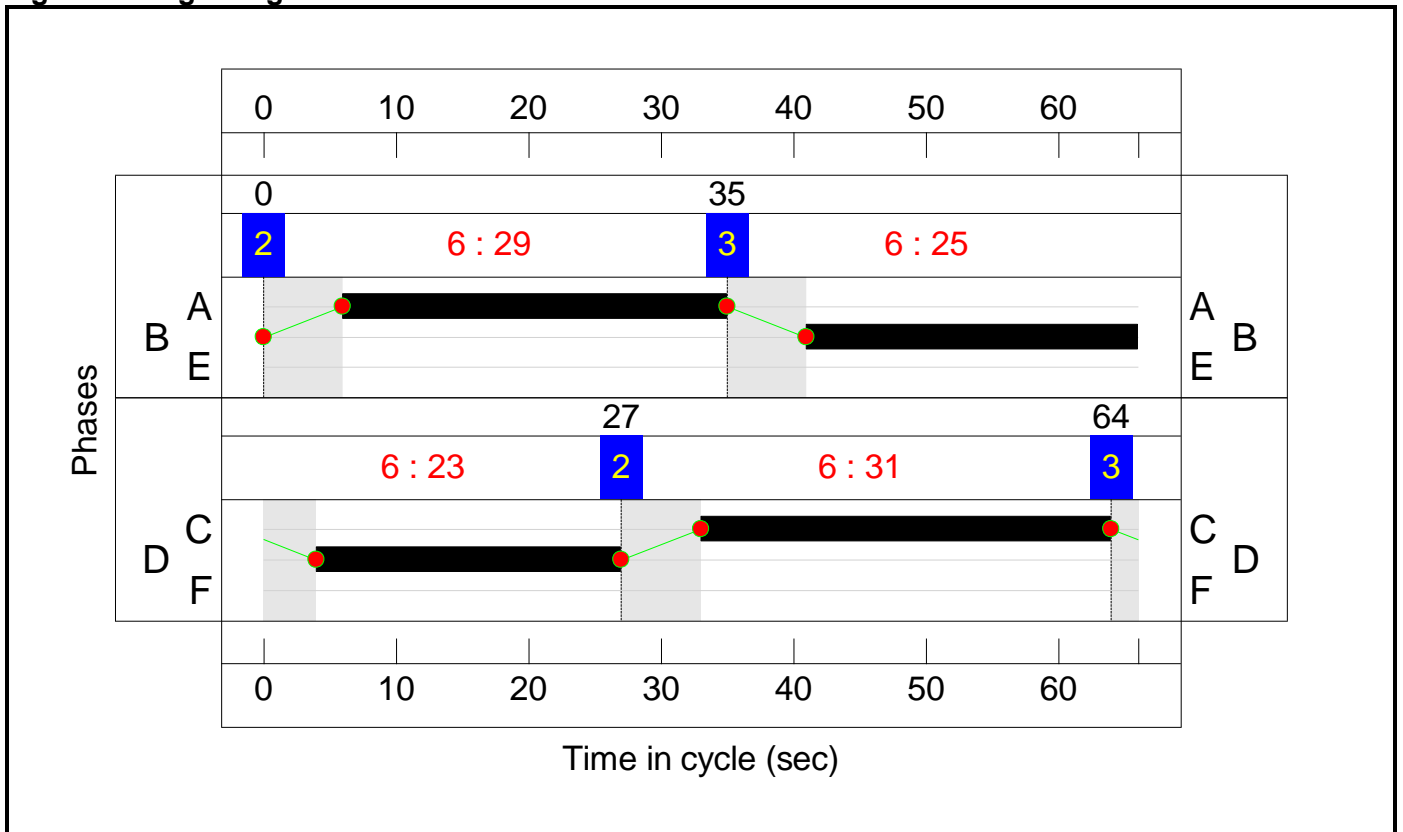
Stage Stream: 1

Stage	2	3
Duration	29	25
Change Point	0	35

Stage Stream: 2

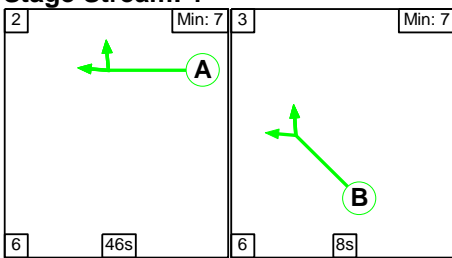
Stage	2	3
Duration	31	23
Change Point	27	64

Signal Timings Diagram



C2 Stage Sequence Diagram

Stage Stream: 1

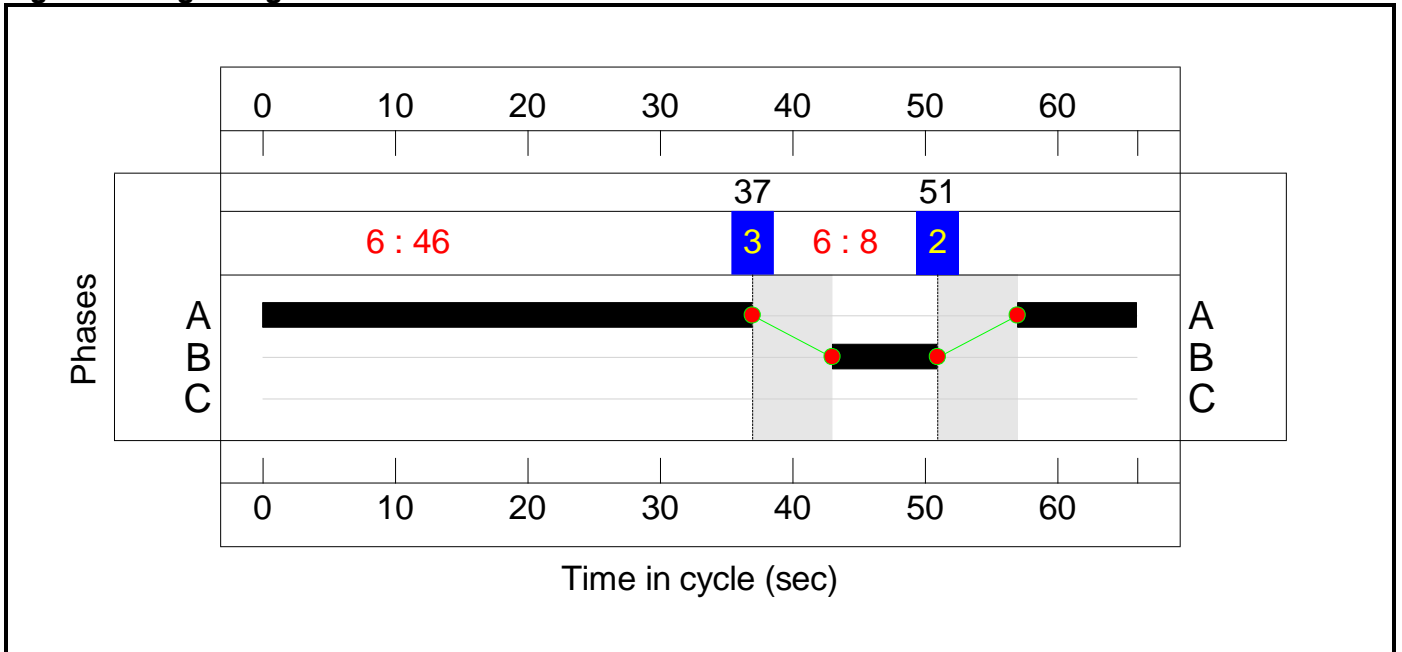


Stage Timings

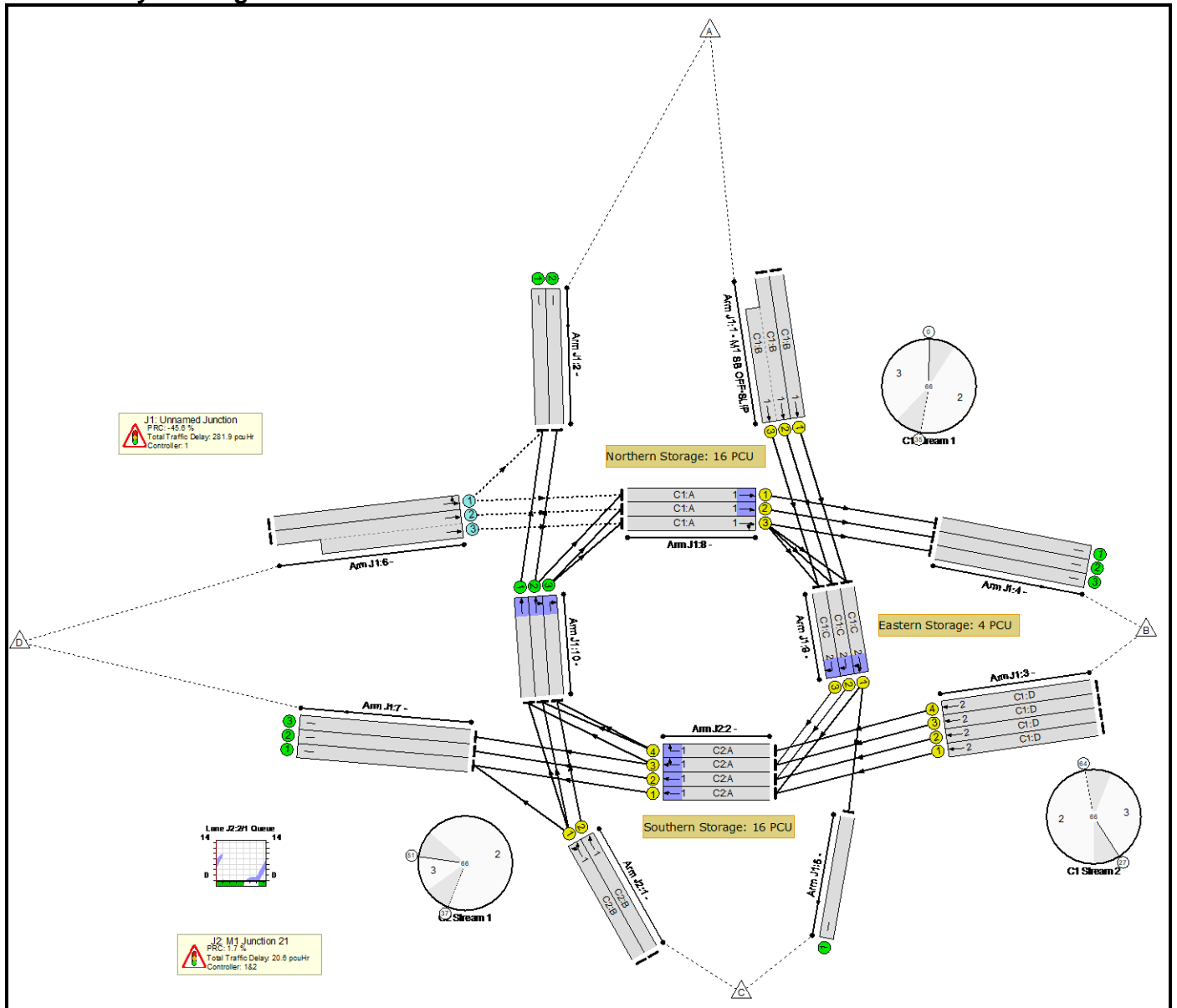
Stage Stream: 1

Stage	2	3
Duration	46	8
Change Point	51	37

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: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	131.0%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	131.0%
1/1	M1 SB OFF-SLIP Ahead	U	1:1	N/A	C1:B		1	25	-	521	1975	778	67.0%
1/2+1/3	M1 SB OFF-SLIP Ahead	U	1:1	N/A	C1:B		1	25	-	1041	2115:1960	833+772	62.4 : 67.5%
2/1		U	N/A	N/A	-		-	-	-	936	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	929	Inf	Inf	0.0%
3/1	Ahead	U	1:2	N/A	C1:D		1	23	-	701	1951	709	98.8%
3/2	Ahead	U	1:2	N/A	C1:D		1	23	-	702	2090	760	92.4%
3/3	Ahead	U	1:2	N/A	C1:D		1	23	-	930	2089	760	122.4%
3/4	Ahead	U	1:2	N/A	C1:D		1	23	-	929	1950	709	131.0%
4/1		U	N/A	N/A	-		-	-	-	667	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	557	Inf	Inf	0.0%
4/3		U	N/A	N/A	-		-	-	-	552	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	6	Inf	Inf	0.0%
6/1	Left Ahead	O	N/A	N/A	-		-	-	-	445	1965	479	92.9%
6/2+6/3	Ahead	O	N/A	N/A	-		-	-	-	892	2093:1953	479+479	93.1 : 93.1%
7/1		U	N/A	N/A	-		-	-	-	1225	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1223	Inf	Inf	0.0%
7/3		U	N/A	N/A	-		-	-	-	515	Inf	Inf	0.0%
8/1	Ahead	U	1:1	N/A	C1:A		1	29	-	667	1934	879	75.9%
8/2	Ahead	U	1:1	N/A	C1:A		1	29	-	557	2073	942	59.1%
8/3	Ahead Right	U	1:1	N/A	C1:A		1	29	-	559	1945	884	63.2%
9/1	Ahead Right	U	1:2	N/A	C1:C		1	31	-	527	1941	941	56.0%

Full Input Data And Results

9/2	Right	U	1:2	N/A	C1:C		1	31	-	521	2030	984	52.9%
9/3	Right	U	1:2	N/A	C1:C		1	31	-	521	1889	916	56.9%
10/1	Ahead	U	N/A	N/A	-		-	-	-	936	1934	1934	39.6%
10/2	Ahead Right	U	N/A	N/A	-		-	-	-	1151	2110	2110	44.1%
10/3	Right	U	N/A	N/A	-		-	-	-	224	1932	1932	11.6%
J2: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	88.5%
1/1	Left Ahead	U	2:1	N/A	C2:B		1	8	-	225	1930	263	85.5%
1/2	Ahead	U	2:1	N/A	C2:B		1	8	-	224	2085	284	78.8%
2/1	Ahead	U	2:1	N/A	C2:A		1	46	-	1222	1940	1382	88.5%
2/2	Ahead	U	2:1	N/A	C2:A		1	46	-	1223	2084	1484	82.4%
2/3	Ahead Right	U	2:1	N/A	C2:A		1	46	-	1451	2090	1488	86.0%
2/4	Right	U	2:1	N/A	C2:A		1	46	-	929	1937	1379	51.4%

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: M1 Junction 21	-	-	2229	0	0	53.9	248.6	0.0	302.5	-	-	-	-
J1: Unnamed Junction	-	-	2229	0	0	47.2	234.8	0.0	281.9	-	-	-	-
1/1	521	521	-	-	-	2.4	1.0	-	3.4	23.4	7.8	1.0	8.8
1/2+1/3	1041	1041	-	-	-	4.7	0.9	-	5.6	19.5	7.8	0.9	8.7
2/1	766	766	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	709	709	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	701	701	-	-	-	4.1	11.3	-	15.4	78.9	12.7	11.3	23.9
3/2	702	702	-	-	-	3.9	5.1	-	9.1	46.5	12.3	5.1	17.4
3/3	930	760	-	-	-	10.8	87.8	-	98.7	382.0	20.2	87.8	108.0
3/4	929	709	-	-	-	12.4	112.0	-	124.4	482.2	21.1	112.0	133.1
4/1	667	667	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	552	552	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	445	445	445	0	0	1.5	5.0	-	6.6	53.2	7.4	5.0	12.5
6/2+6/3	892	892	1784	0	0	3.1	5.7	-	8.8	35.7	7.4	5.7	13.2
7/1	1225	1225	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1223	1223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	667	667	-	-	-	1.4	1.5	-	2.9	15.9	8.7	1.5	10.2
8/2	557	557	-	-	-	0.8	0.7	-	1.6	10.1	5.1	0.7	5.8
8/3	559	559	-	-	-	0.9	0.9	-	1.7	11.0	5.6	0.9	6.4
9/1	527	527	-	-	-	0.4	0.6	-	1.0	6.8	0.8	0.6	1.4
9/2	521	521	-	-	-	0.4	0.6	-	0.9	6.3	0.7	0.6	1.3
9/3	521	521	-	-	-	0.3	0.7	-	1.0	7.0	0.7	0.7	1.3

Full Input Data And Results

10/1	766	766	-	-	-	0.0	0.3	-	0.4	1.7	0.3	0.3	0.6
10/2	931	931	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4
10/3	224	224	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
J2: M1 Junction 21	-	-	0	0	0	6.8	13.8	0.0	20.6	-	-	-	-
1/1	225	225	-	-	-	1.7	2.6	-	4.3	69.4	4.0	2.6	6.6
1/2	224	224	-	-	-	1.7	1.8	-	3.5	55.8	3.9	1.8	5.7
2/1	1222	1222	-	-	-	1.0	3.7	-	4.7	13.9	9.8	3.7	13.4
2/2	1223	1223	-	-	-	0.9	2.3	-	3.2	9.4	9.8	2.3	12.1
2/3	1281	1281	-	-	-	1.2	3.0	-	4.2	11.7	10.8	3.0	13.8
2/4	709	709	-	-	-	0.2	0.5	-	0.7	3.7	0.8	0.5	1.3
			C1	Stream: 1	PRC for Signalled Lanes (%)	18.6	Total Delay for Signalled Lanes (pcuHr):		15.24	Cycle Time (s):		66	
			C1	Stream: 2	PRC for Signalled Lanes (%)	-45.6	Total Delay for Signalled Lanes (pcuHr):		250.45	Cycle Time (s):		66	
			C2	Stream: 1	PRC for Signalled Lanes (%)	1.7	Total Delay for Signalled Lanes (pcuHr):		20.62	Cycle Time (s):		66	
			PRC Over All Lanes (%)			-45.6	Total Delay Over All Lanes (pcuHr):		302.54				

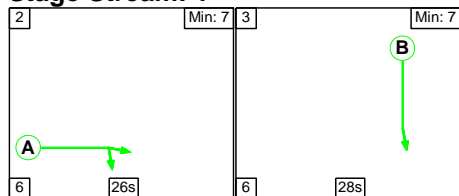
Full Input Data And Results

Scenario 12: '2036 WoD PM (Sens)' (FG30: '2036 WoD PM (Sens)', Plan 1: 'Network Control Plan 1')

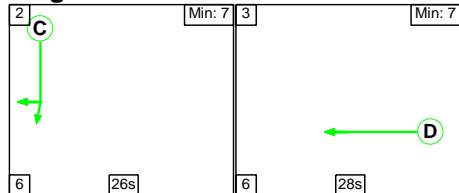
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

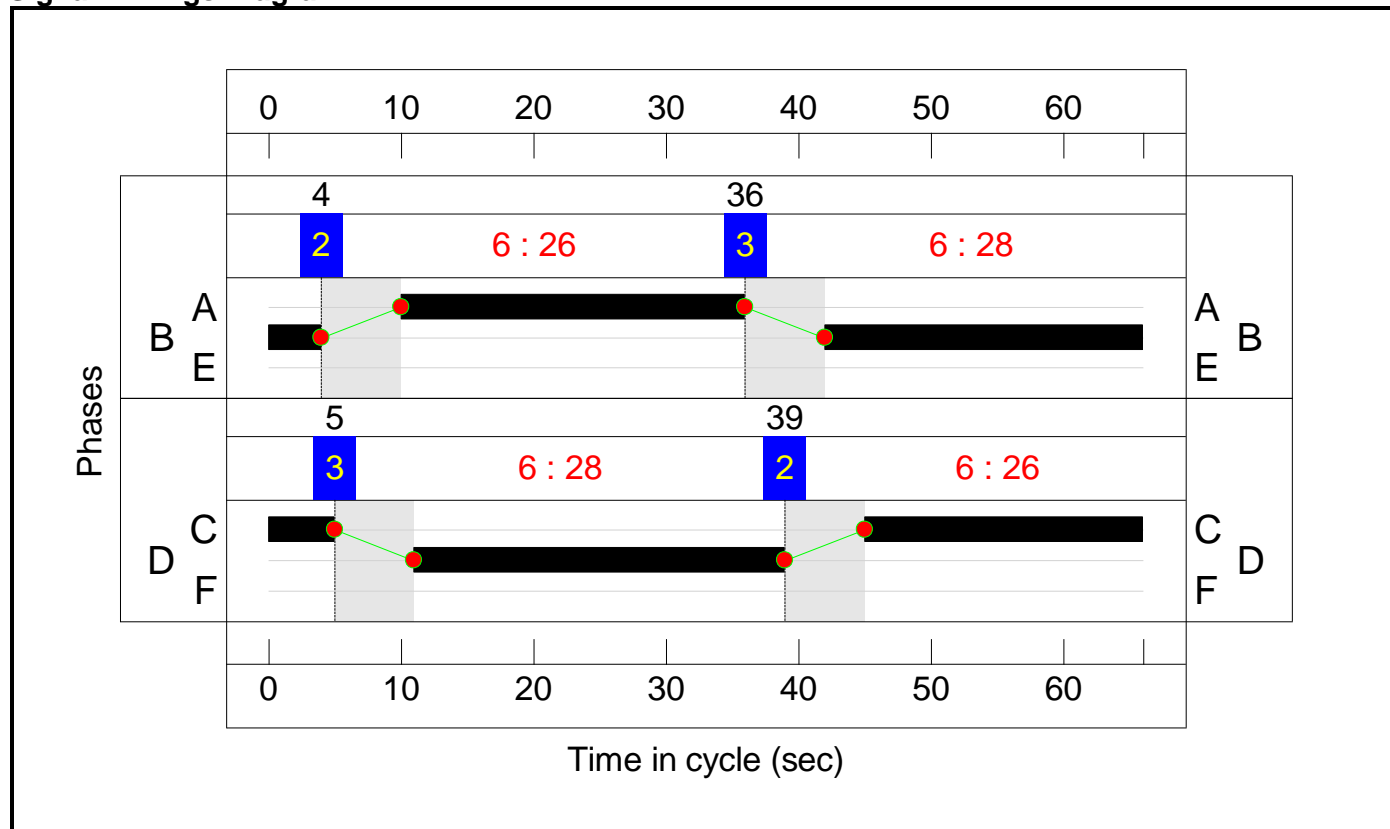
Stage Stream: 1

Stage	2	3
Duration	26	28
Change Point	4	36

Stage Stream: 2

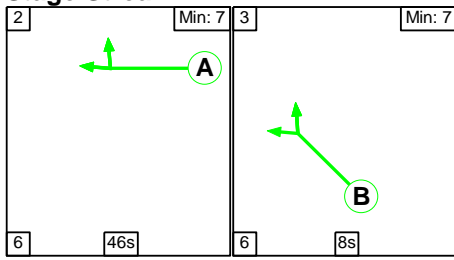
Stage	2	3
Duration	26	28
Change Point	39	5

Signal Timings Diagram



C2
Stage Sequence Diagram

Stage Stream: 1

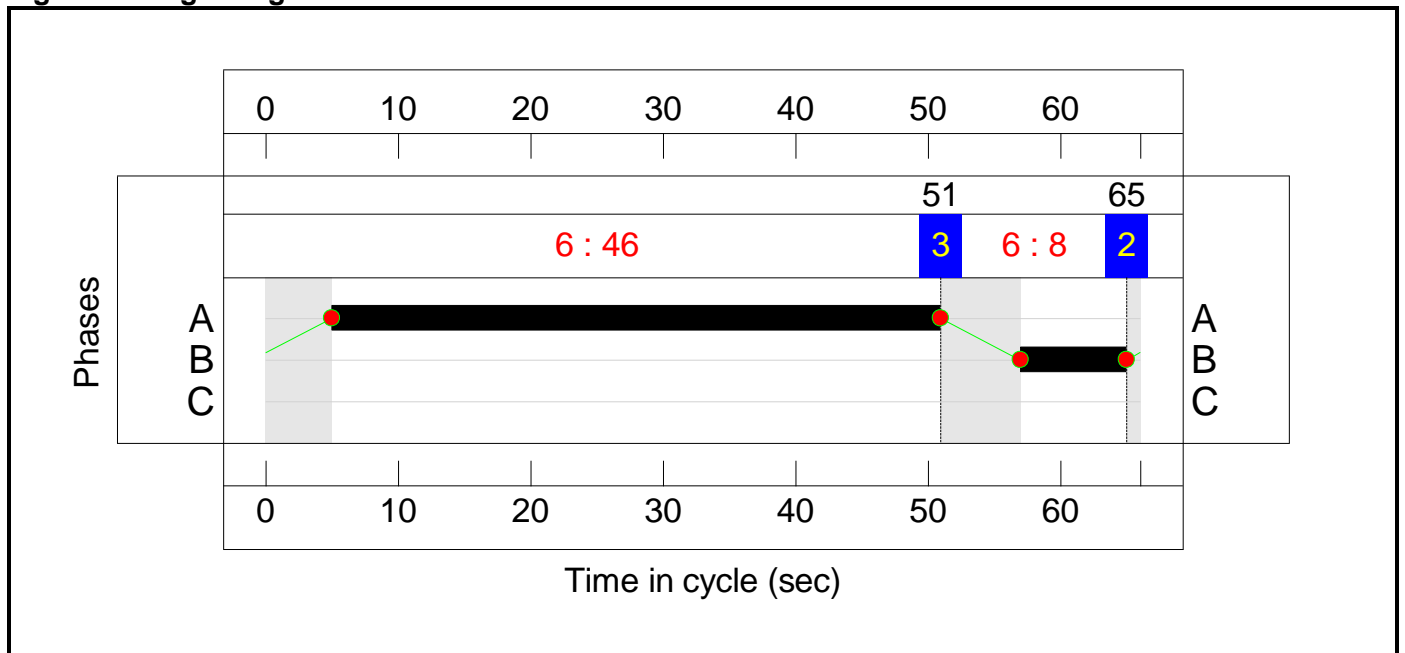


Stage Timings

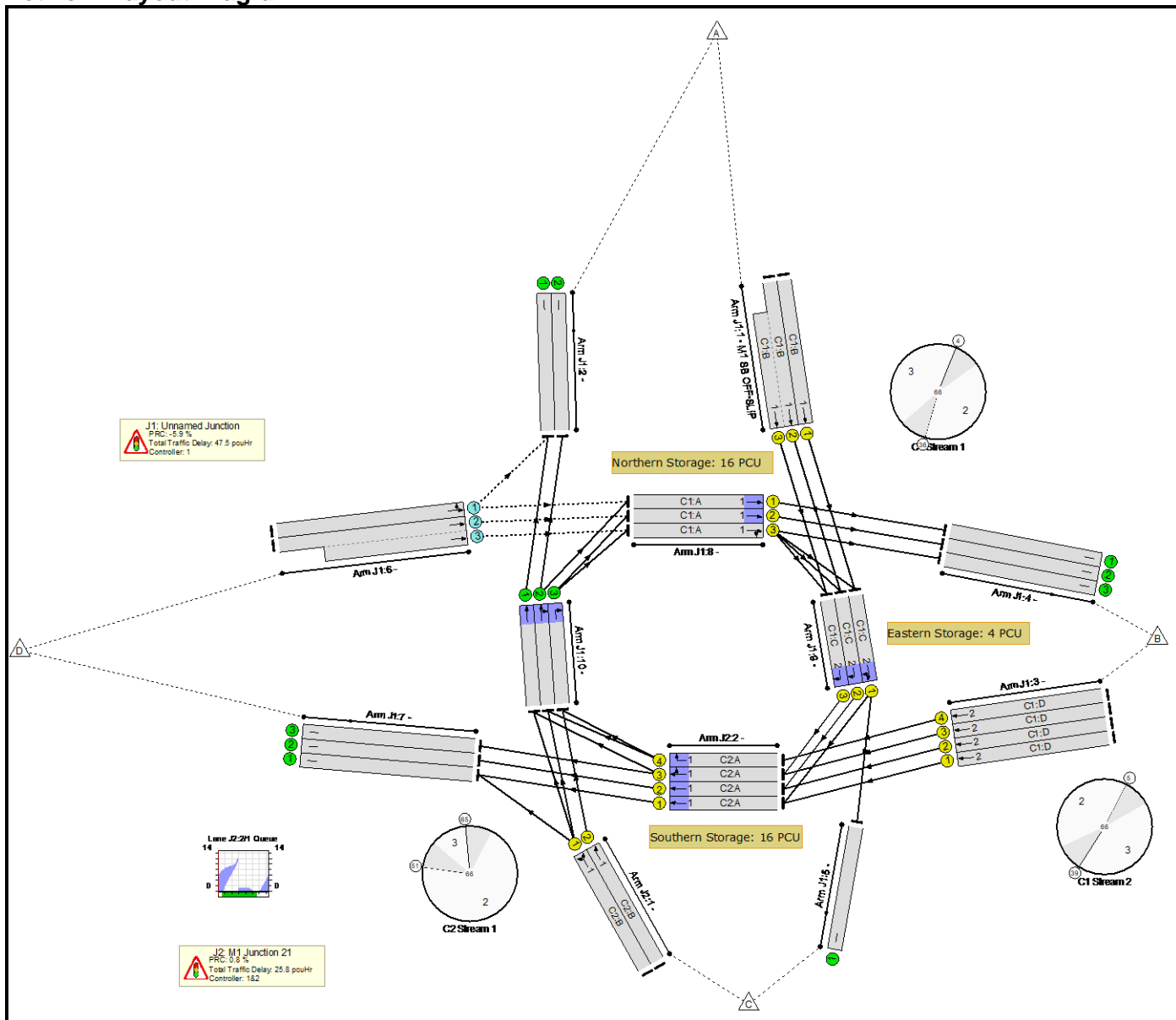
Stage Stream: 1

Stage	2	3
Duration	46	8
Change Point	65	51

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: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	95.4%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	95.4%
1/1	M1 SB OFF-SLIP Ahead	U	1:1	N/A	C1:B		1	28	-	508	1975	868	58.5%
1/2+1/3	M1 SB OFF-SLIP Ahead	U	1:1	N/A	C1:B		1	28	-	1017	2115:1960	866+861	58.8 : 59.0%
2/1		U	N/A	N/A	-		-	-	-	838	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	817	Inf	Inf	0.0%
3/1	Ahead	U	1:2	N/A	C1:D		1	28	-	708	1951	857	82.6%
3/2	Ahead	U	1:2	N/A	C1:D		1	28	-	708	2090	918	77.1%
3/3	Ahead	U	1:2	N/A	C1:D		1	28	-	816	2089	918	88.9%
3/4	Ahead	U	1:2	N/A	C1:D		1	28	-	817	1950	857	95.4%
4/1		U	N/A	N/A	-		-	-	-	475	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
4/3		U	N/A	N/A	-		-	-	-	365	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
6/1	Left Ahead	O	N/A	N/A	-		-	-	-	253	1965	427	59.3%
6/2+6/3	Ahead	O	N/A	N/A	-		-	-	-	504	2093:1953	427+427	59.1 : 59.1%
7/1		U	N/A	N/A	-		-	-	-	1228	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1217	Inf	Inf	0.0%
7/3		U	N/A	N/A	-		-	-	-	486	Inf	Inf	0.0%
8/1	Ahead	U	1:1	N/A	C1:A		1	26	-	475	1934	791	60.0%
8/2	Ahead	U	1:1	N/A	C1:A		1	26	-	369	2073	848	43.5%
8/3	Ahead Right	U	1:1	N/A	C1:A		1	26	-	369	1945	796	46.4%
9/1	Ahead Right	U	1:2	N/A	C1:C		1	26	-	512	1941	794	64.5%

Full Input Data And Results

9/2	Right	U	1:2	N/A	C1:C		1	26	-	509	2030	830	61.3%
9/3	Right	U	1:2	N/A	C1:C		1	26	-	508	1889	773	65.7%
10/1	Ahead	U	N/A	N/A	-		-	-	-	838	1934	1934	43.3%
10/2	Ahead Right	U	N/A	N/A	-		-	-	-	1039	2109	2109	49.3%
10/3	Right	U	N/A	N/A	-		-	-	-	234	1932	1932	12.1%
J2: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	89.2%
1/1	Left Ahead	U	2:1	N/A	C2:B		1	8	-	235	1931	263	89.2%
1/2	Ahead	U	2:1	N/A	C2:B		1	8	-	234	2085	284	82.3%
2/1	Ahead	U	2:1	N/A	C2:A		1	46	-	1215	1940	1382	87.9%
2/2	Ahead	U	2:1	N/A	C2:A		1	46	-	1217	2084	1484	82.0%
2/3	Ahead Right	U	2:1	N/A	C2:A		1	46	-	1324	2090	1488	89.0%
2/4	Right	U	2:1	N/A	C2:A		1	46	-	817	1937	1379	59.2%

Full Input Data And Results

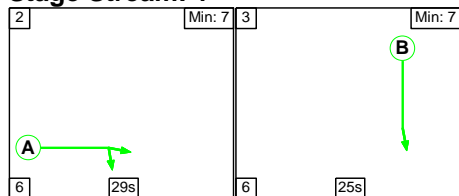
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 21	-	-	1261	0	0	34.3	39.0	0.0	73.3	-	-	-	-
J1: Unnamed Junction	-	-	1261	0	0	24.4	23.2	0.0	47.5	-	-	-	-
1/1	508	508	-	-	-	2.0	0.7	-	2.7	18.9	6.9	0.7	7.6
1/2+1/3	1017	1017	-	-	-	3.9	0.7	-	4.6	16.4	6.9	0.7	7.6
2/1	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	708	708	-	-	-	3.2	2.3	-	5.5	28.0	11.4	2.3	13.7
3/2	708	708	-	-	-	3.1	1.7	-	4.7	24.1	10.8	1.7	12.5
3/3	816	816	-	-	-	3.9	3.7	-	7.6	33.5	13.6	3.7	17.3
3/4	817	817	-	-	-	4.1	7.5	-	11.5	50.7	14.3	7.5	21.8
4/1	475	475	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	369	369	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	365	365	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	253	253	253	0	0	0.6	0.7	-	1.3	18.6	3.3	0.7	4.0
6/2+6/3	504	504	1008	0	0	1.2	0.7	-	1.9	13.4	3.3	0.7	4.0
7/1	1228	1228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1217	1217	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	486	486	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	475	475	-	-	-	0.7	0.7	-	1.4	10.6	5.5	0.7	6.2
8/2	369	369	-	-	-	0.5	0.4	-	0.9	9.0	3.3	0.4	3.7
8/3	369	369	-	-	-	0.6	0.4	-	1.0	9.6	3.9	0.4	4.3
9/1	512	512	-	-	-	0.3	0.9	-	1.2	8.3	0.6	0.9	1.5
9/2	509	509	-	-	-	0.2	0.8	-	1.0	7.3	0.7	0.8	1.4
9/3	508	508	-	-	-	0.2	1.0	-	1.2	8.5	0.6	1.0	1.6

Full Input Data And Results

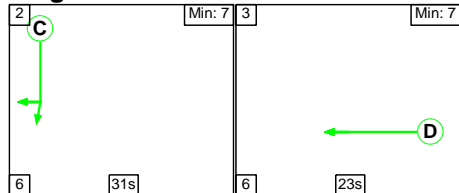
10/1	838	838	-	-	-	0.0	0.4	-	0.4	1.8	0.3	0.4	0.7
10/2	1039	1039	-	-	-	0.0	0.5	-	0.5	1.7	0.0	0.5	0.5
10/3	234	234	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
J2: M1 Junction 21	-	-	0	0	0	10.0	15.8	0.0	25.8	-	-	-	-
1/1	235	235	-	-	-	1.8	3.4	-	5.2	79.4	4.2	3.4	7.5
1/2	234	234	-	-	-	1.8	2.1	-	3.9	60.7	4.2	2.1	6.3
2/1	1215	1215	-	-	-	2.6	3.5	-	6.1	18.1	12.0	3.5	15.5
2/2	1217	1217	-	-	-	1.8	2.2	-	4.1	12.0	9.7	2.2	11.9
2/3	1324	1324	-	-	-	1.9	3.8	-	5.7	15.5	10.0	3.8	13.8
2/4	817	817	-	-	-	0.1	0.7	-	0.8	3.5	0.3	0.7	1.0
			C1	Stream: 1	PRC for Signalled Lanes (%)	49.9	Total Delay for Signalled Lanes (pcuHr):		10.61	Cycle Time (s):		66	
			C1	Stream: 2	PRC for Signalled Lanes (%)	-5.9	Total Delay for Signalled Lanes (pcuHr):		32.76	Cycle Time (s):		66	
			C2	Stream: 1	PRC for Signalled Lanes (%)	0.8	Total Delay for Signalled Lanes (pcuHr):		25.80	Cycle Time (s):		66	
			PRC Over All Lanes (%)			-5.9	Total Delay Over All Lanes (pcuHr):		73.31				

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

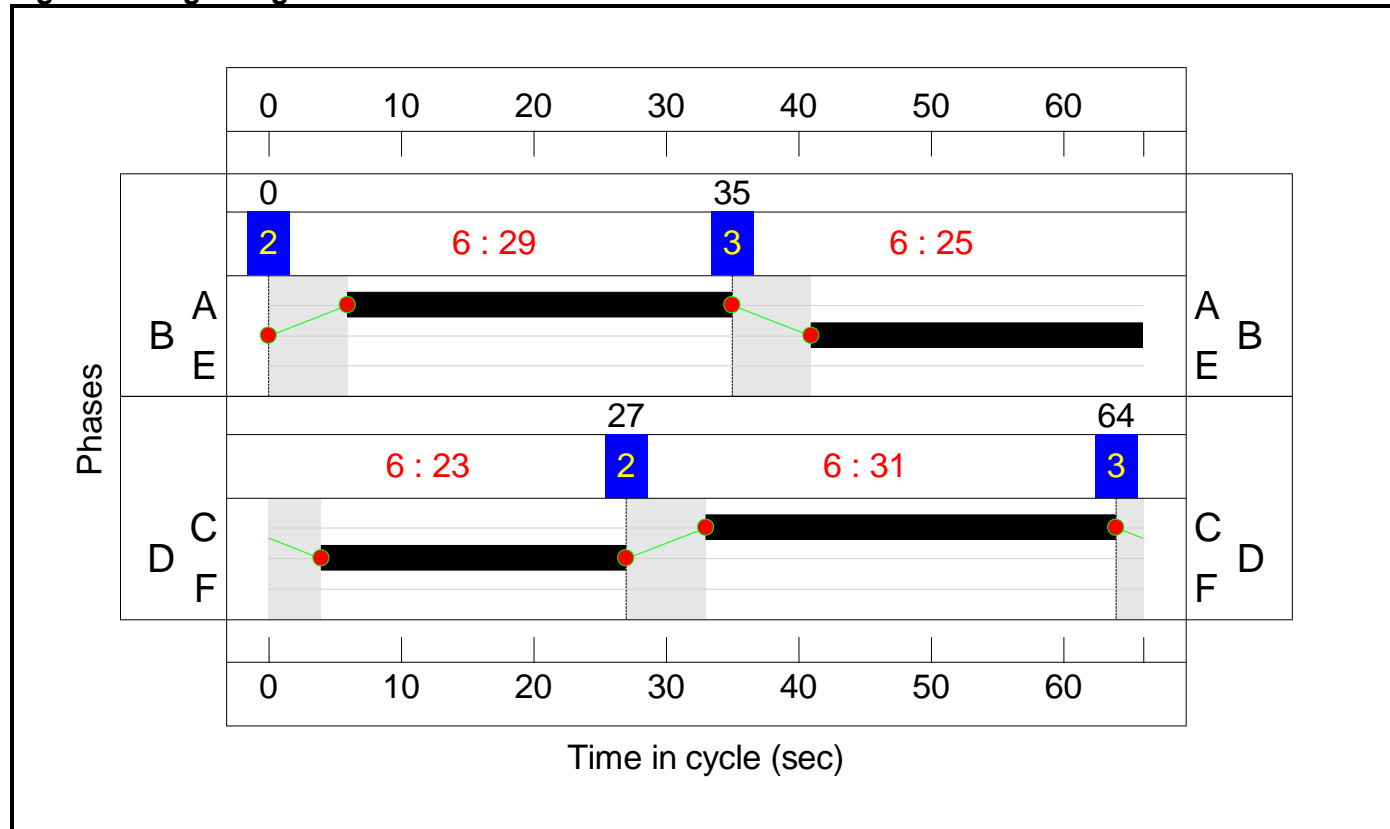
Stage Stream: 1

Stage	2	3
Duration	29	25
Change Point	0	35

Stage Stream: 2

Stage	2	3
Duration	31	23
Change Point	27	64

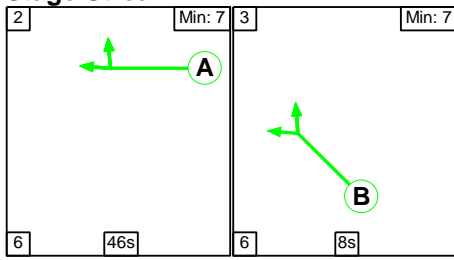
Signal Timings Diagram



C2

Stage Sequence Diagram

Stage Stream: 1

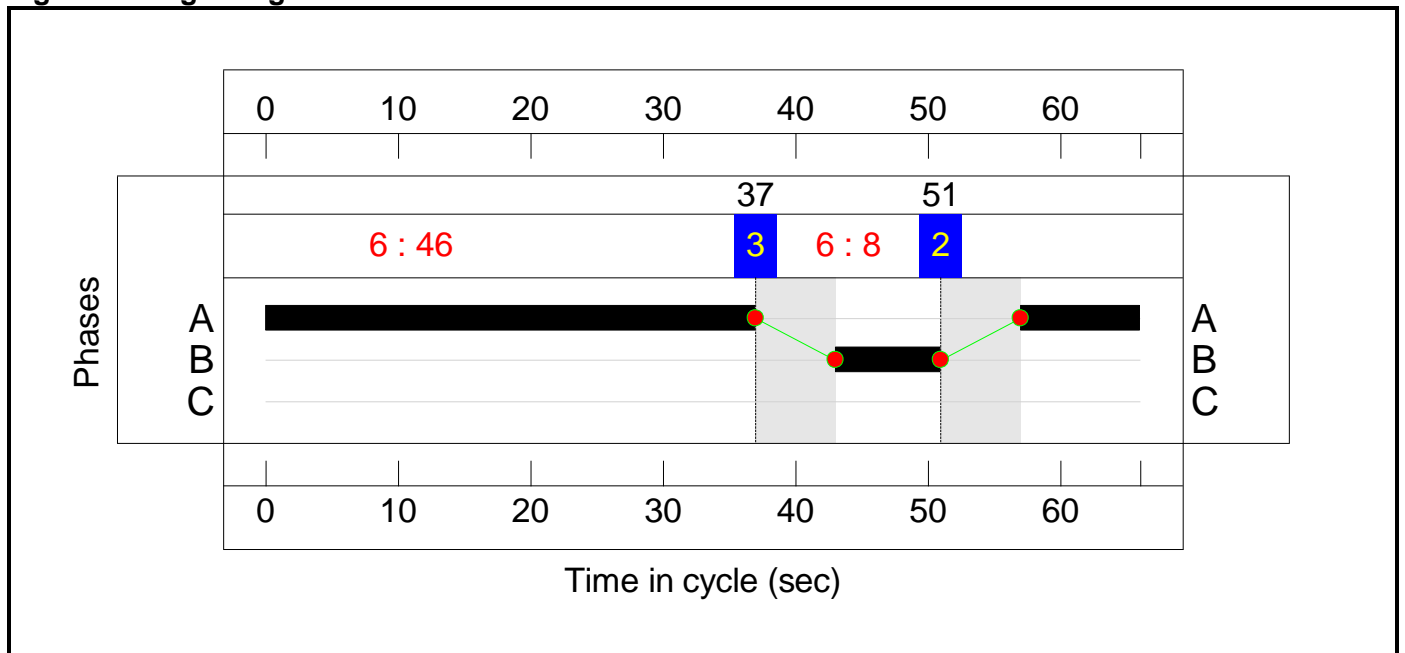


Stage Timings

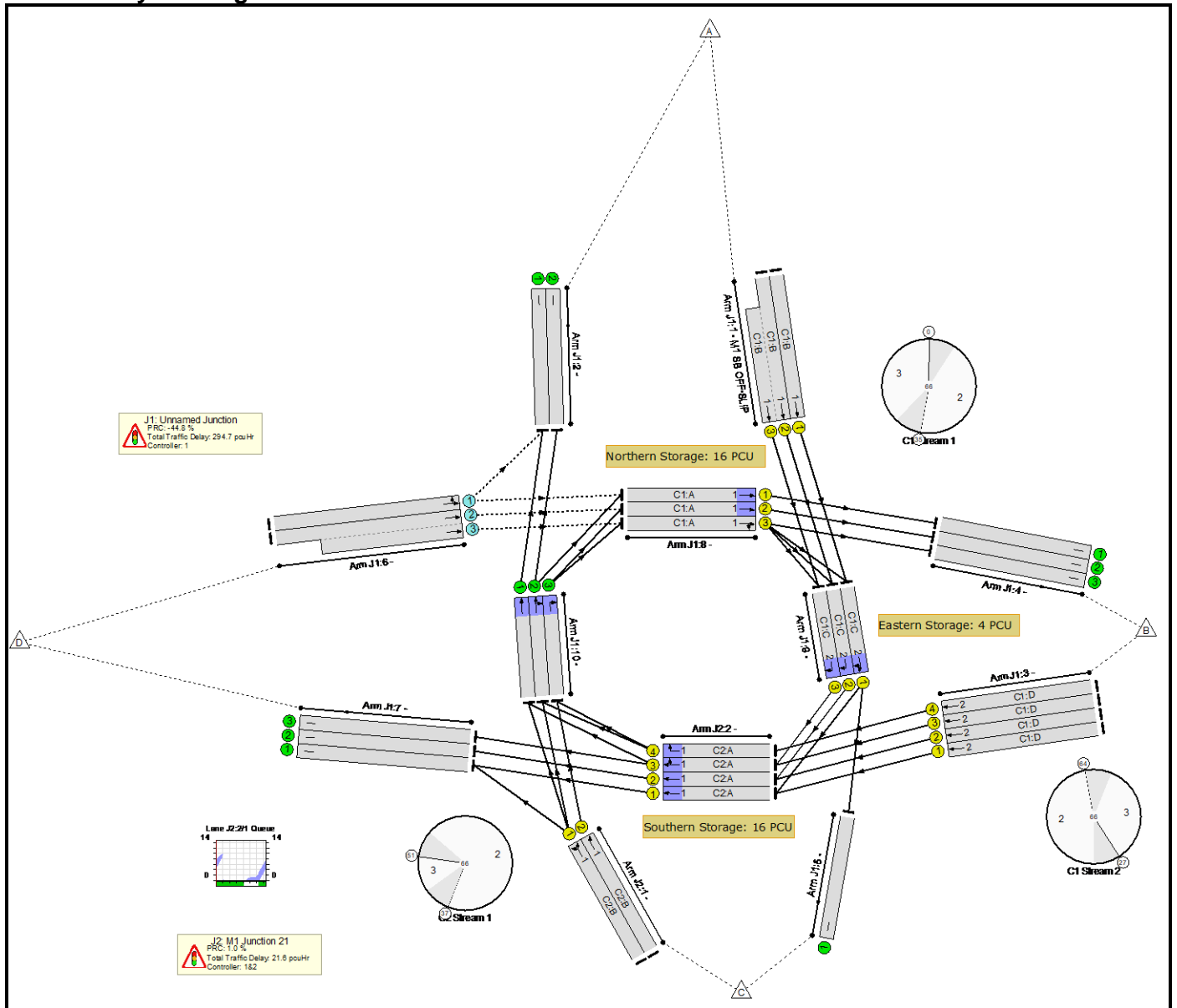
Stage Stream: 1

Stage	2	3
Duration	46	8
Change Point	51	37

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: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	130.3%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	130.3%
1/1	M1 SB OFF-SLIP Ahead	U	1:1	N/A	C1:B		1	25	-	521	1975	778	67.0%
1/2+1/3	M1 SB OFF-SLIP Ahead	U	1:1	N/A	C1:B		1	25	-	1042	2115:1960	833+772	62.5 : 67.5%
2/1		U	N/A	N/A	-		-	-	-	929	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	924	Inf	Inf	0.0%
3/1	Ahead	U	1:2	N/A	C1:D		1	23	-	738	1951	709	104.0%
3/2	Ahead	U	1:2	N/A	C1:D		1	23	-	738	2090	760	97.1%
3/3	Ahead	U	1:2	N/A	C1:D		1	23	-	923	2089	760	121.5%
3/4	Ahead	U	1:2	N/A	C1:D		1	23	-	924	1950	709	130.3%
4/1		U	N/A	N/A	-		-	-	-	674	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	565	Inf	Inf	0.0%
4/3		U	N/A	N/A	-		-	-	-	560	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	6	Inf	Inf	0.0%
6/1	Left Ahead	O	N/A	N/A	-		-	-	-	452	1965	479	94.4%
6/2+6/3	Ahead	O	N/A	N/A	-		-	-	-	906	2093:1953	479+479	94.6 : 94.6%
7/1		U	N/A	N/A	-		-	-	-	1262	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1260	Inf	Inf	0.0%
7/3		U	N/A	N/A	-		-	-	-	515	Inf	Inf	0.0%
8/1	Ahead	U	1:1	N/A	C1:A		1	29	-	674	1934	879	76.7%
8/2	Ahead	U	1:1	N/A	C1:A		1	29	-	565	2073	942	60.0%
8/3	Ahead Right	U	1:1	N/A	C1:A		1	29	-	567	1945	884	64.1%
9/1	Ahead Right	U	1:2	N/A	C1:C		1	31	-	527	1941	941	56.0%

Full Input Data And Results

9/2	Right	U	1:2	N/A	C1:C		1	31	-	522	2030	984	53.0%
9/3	Right	U	1:2	N/A	C1:C		1	31	-	521	1889	916	56.9%
10/1	Ahead	U	N/A	N/A	-		-	-	-	929	1934	1934	39.6%
10/2	Ahead Right	U	N/A	N/A	-		-	-	-	1146	2110	2110	44.1%
10/3	Right	U	N/A	N/A	-		-	-	-	226	1932	1932	11.7%
J2: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	89.1%
1/1	Left Ahead	U	2:1	N/A	C2:B		1	8	-	225	1930	263	85.5%
1/2	Ahead	U	2:1	N/A	C2:B		1	8	-	226	2085	284	79.5%
2/1	Ahead	U	2:1	N/A	C2:A		1	46	-	1259	1940	1382	89.1%
2/2	Ahead	U	2:1	N/A	C2:A		1	46	-	1260	2084	1484	84.9%
2/3	Ahead Right	U	2:1	N/A	C2:A		1	46	-	1444	2090	1488	86.0%
2/4	Right	U	2:1	N/A	C2:A		1	46	-	924	1937	1379	51.4%

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: M1 Junction 21	-	-	2264	0	0	55.4	260.8	0.0	316.2	-	-	-	-
J1: Unnamed Junction	-	-	2264	0	0	48.4	246.3	0.0	294.7	-	-	-	-
1/1	521	521	-	-	-	2.4	1.0	-	3.4	23.4	7.8	1.0	8.8
1/2+1/3	1042	1042	-	-	-	4.7	0.9	-	5.6	19.5	7.8	0.9	8.7
2/1	766	766	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	709	709	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	738	709	-	-	-	5.2	22.5	-	27.7	135.1	14.1	22.5	36.5
3/2	738	738	-	-	-	4.2	9.2	-	13.4	65.3	13.1	9.2	22.3
3/3	923	760	-	-	-	10.6	84.4	-	95.0	370.5	19.9	84.4	104.3
3/4	924	709	-	-	-	12.2	109.6	-	121.8	474.5	20.9	109.6	130.4
4/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	560	560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	452	452	452	0	0	1.6	5.9	-	7.5	59.6	7.5	5.9	13.4
6/2+6/3	906	906	1812	0	0	3.2	6.9	-	10.2	40.4	7.5	6.9	14.5
7/1	1233	1233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1260	1260	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	674	674	-	-	-	1.4	1.6	-	3.0	16.2	8.7	1.6	10.3
8/2	565	565	-	-	-	0.9	0.7	-	1.6	10.3	5.1	0.7	5.9
8/3	567	567	-	-	-	0.9	0.9	-	1.8	11.2	5.6	0.9	6.5
9/1	527	527	-	-	-	0.4	0.6	-	1.0	6.8	0.8	0.6	1.4
9/2	522	522	-	-	-	0.4	0.6	-	0.9	6.3	0.7	0.6	1.3
9/3	521	521	-	-	-	0.3	0.7	-	1.0	7.0	0.7	0.7	1.3

Full Input Data And Results

10/1	766	766	-	-	-	0.0	0.3	-	0.4	1.7	0.3	0.3	0.6
10/2	931	931	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4
10/3	226	226	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
J2: M1 Junction 21	-	-	0	0	0	7.0	14.6	0.0	21.6	-	-	-	-
1/1	225	225	-	-	-	1.7	2.6	-	4.3	69.4	4.0	2.6	6.6
1/2	226	226	-	-	-	1.7	1.8	-	3.6	56.7	4.0	1.8	5.8
2/1	1230	1230	-	-	-	1.1	3.9	-	4.9	14.5	9.8	3.9	13.7
2/2	1260	1260	-	-	-	1.1	2.7	-	3.8	10.9	10.4	2.7	13.1
2/3	1281	1281	-	-	-	1.2	3.0	-	4.2	11.7	10.8	3.0	13.8
2/4	709	709	-	-	-	0.2	0.5	-	0.7	3.7	0.8	0.5	1.3
			C1	Stream: 1	PRC for Signalled Lanes (%)	17.4	Total Delay for Signalled Lanes (pcuHr):		15.42	Cycle Time (s):		66	
			C1	Stream: 2	PRC for Signalled Lanes (%)	-44.8	Total Delay for Signalled Lanes (pcuHr):		260.79	Cycle Time (s):		66	
			C2	Stream: 1	PRC for Signalled Lanes (%)	1.0	Total Delay for Signalled Lanes (pcuHr):		21.57	Cycle Time (s):		66	
			PRC Over All Lanes (%)			-44.8	Total Delay Over All Lanes (pcuHr):		316.23				

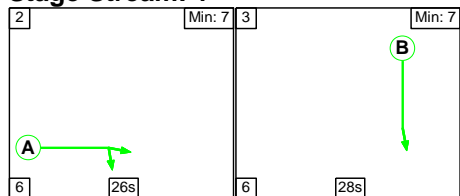
Full Input Data And Results

Scenario 14: '2036 WD PM (Sens)' (FG32: '2036 WD PM (Sens)', Plan 1: 'Network Control Plan 1')

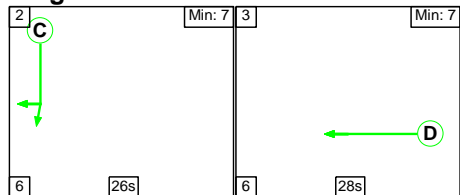
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

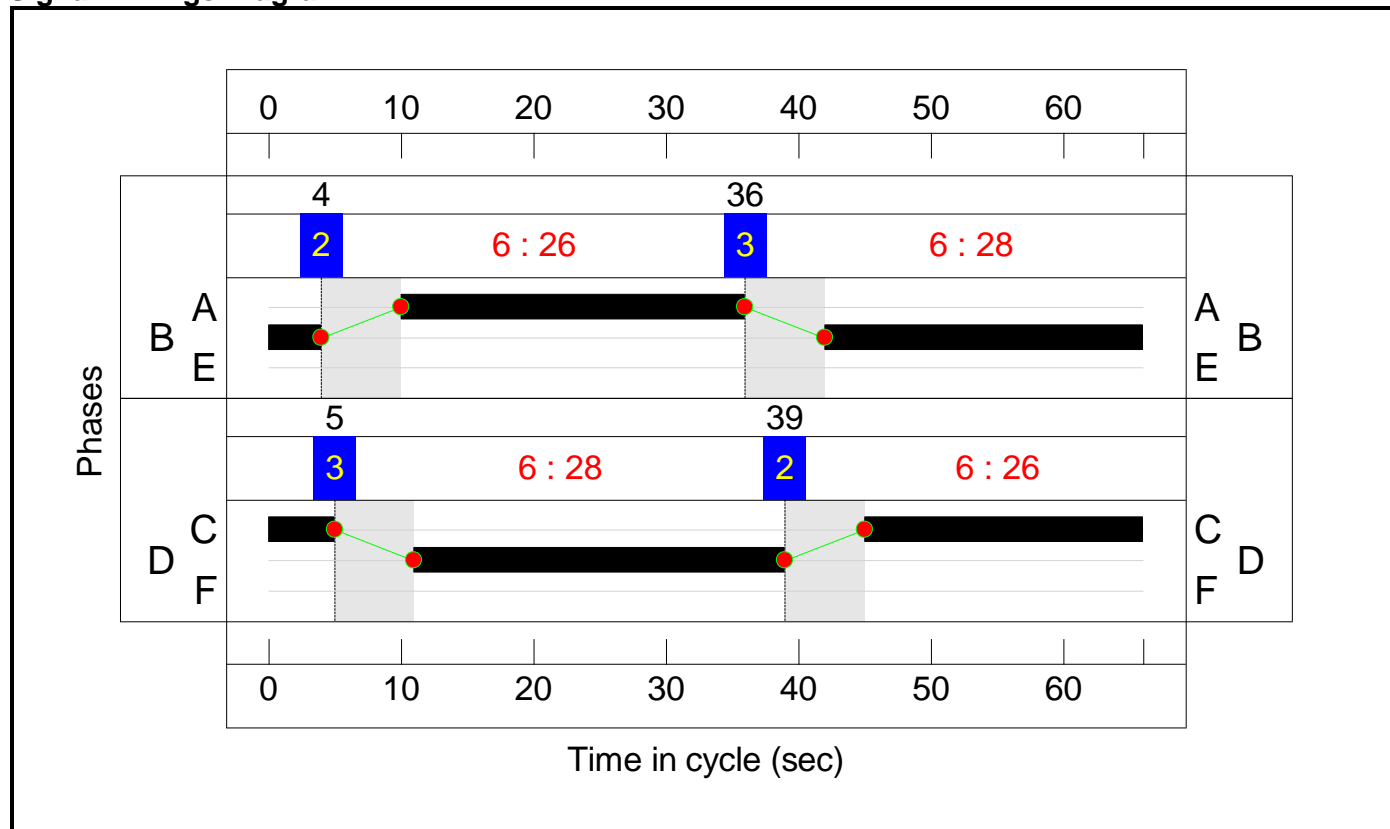
Stage Stream: 1

Stage	2	3
Duration	26	28
Change Point	4	36

Stage Stream: 2

Stage	2	3
Duration	26	28
Change Point	39	5

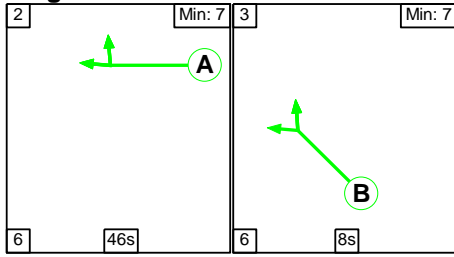
Signal Timings Diagram



C2

Stage Sequence Diagram

Stage Stream: 1

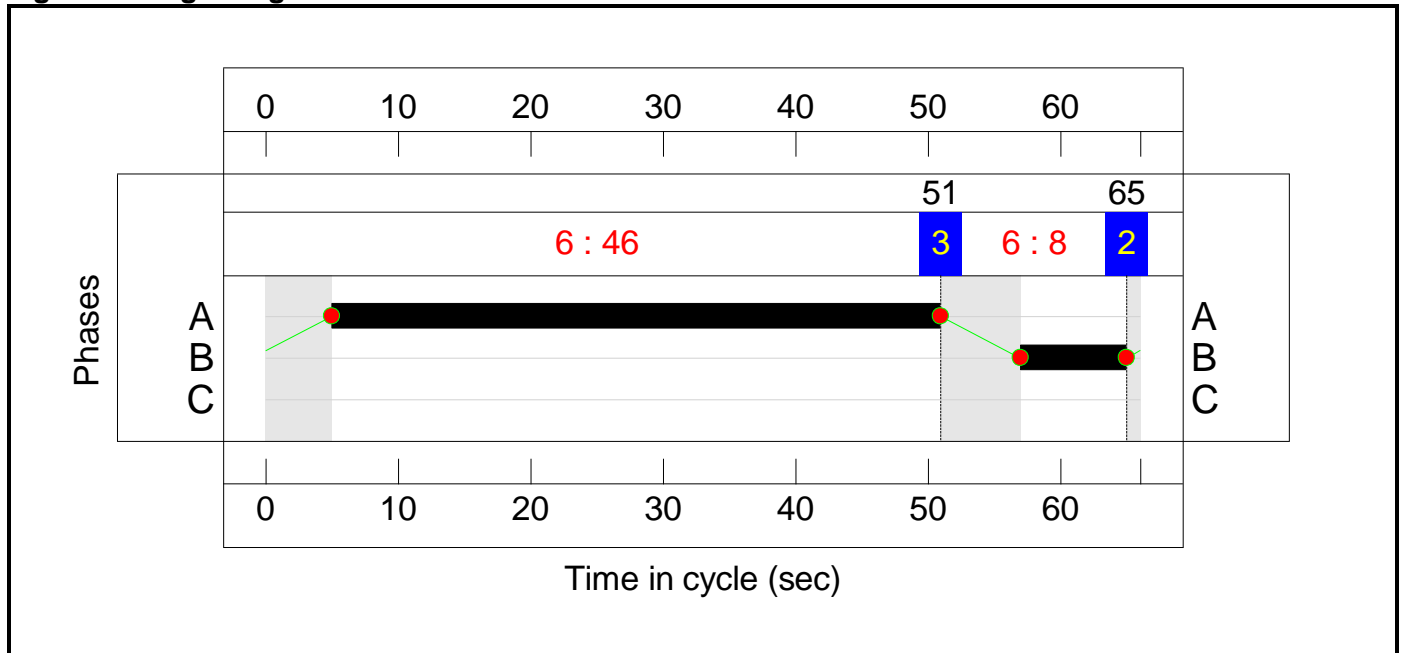


Stage Timings

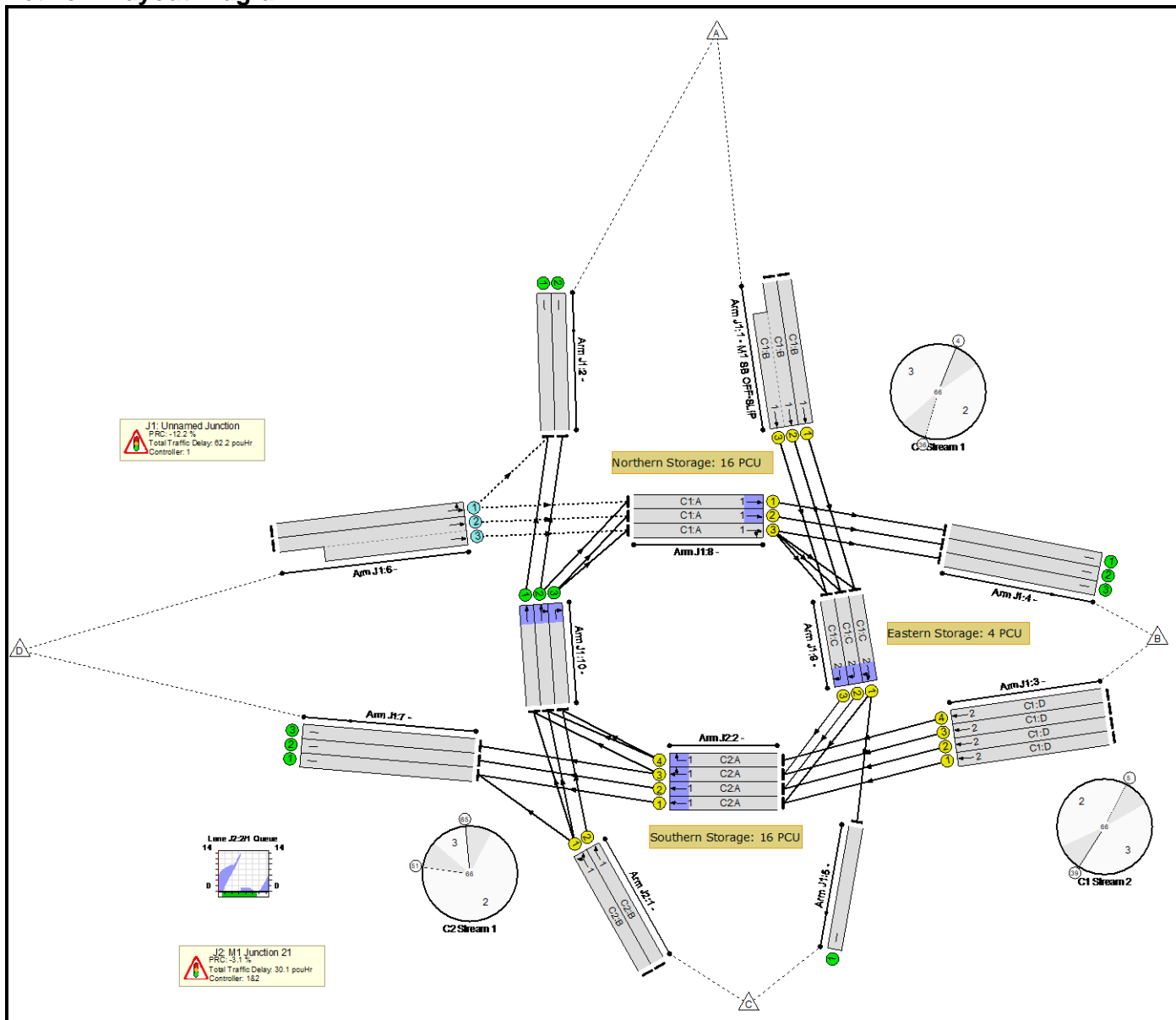
Stage Stream: 1

Stage	2	3
Duration	46	8
Change Point	65	51

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: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	101.0%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	101.0%
1/1	M1 SB OFF-SLIP Ahead	U	1:1	N/A	C1:B		1	28	-	516	1975	868	59.5%
1/2+1/3	M1 SB OFF-SLIP Ahead	U	1:1	N/A	C1:B		1	28	-	1032	2115:1960	863+861	59.8 : 59.9%
2/1		U	N/A	N/A	-		-	-	-	887	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	865	Inf	Inf	0.0%
3/1	Ahead	U	1:2	N/A	C1:D		1	28	-	715	1951	857	83.4%
3/2	Ahead	U	1:2	N/A	C1:D		1	28	-	715	2090	918	77.9%
3/3	Ahead	U	1:2	N/A	C1:D		1	28	-	865	2089	918	94.2%
3/4	Ahead	U	1:2	N/A	C1:D		1	28	-	865	1950	857	101.0%
4/1		U	N/A	N/A	-		-	-	-	484	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	377	Inf	Inf	0.0%
4/3		U	N/A	N/A	-		-	-	-	373	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
6/1	Left Ahead	O	N/A	N/A	-		-	-	-	255	1965	398	64.0%
6/2+6/3	Ahead	O	N/A	N/A	-		-	-	-	510	2093:1953	398+398	64.0 : 64.0%
7/1		U	N/A	N/A	-		-	-	-	1243	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1231	Inf	Inf	0.0%
7/3		U	N/A	N/A	-		-	-	-	494	Inf	Inf	0.0%
8/1	Ahead	U	1:1	N/A	C1:A		1	26	-	484	1934	791	61.2%
8/2	Ahead	U	1:1	N/A	C1:A		1	26	-	377	2073	848	44.5%
8/3	Ahead Right	U	1:1	N/A	C1:A		1	26	-	377	1945	796	47.4%
9/1	Ahead Right	U	1:2	N/A	C1:C		1	26	-	520	1941	794	65.5%

Full Input Data And Results

9/2	Right	U	1:2	N/A	C1:C		1	26	-	516	2030	830	62.1%
9/3	Right	U	1:2	N/A	C1:C		1	26	-	516	1889	773	66.8%
10/1	Ahead	U	N/A	N/A	-		-	-	-	887	1934	1934	45.9%
10/2	Ahead Right	U	N/A	N/A	-		-	-	-	1094	2110	2110	51.5%
10/3	Right	U	N/A	N/A	-		-	-	-	244	1932	1932	12.6%
J2: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	92.8%
1/1	Left Ahead	U	2:1	N/A	C2:B		1	8	-	242	1931	263	91.9%
1/2	Ahead	U	2:1	N/A	C2:B		1	8	-	244	2085	284	85.8%
2/1	Ahead	U	2:1	N/A	C2:A		1	46	-	1230	1940	1382	89.0%
2/2	Ahead	U	2:1	N/A	C2:A		1	46	-	1231	2084	1484	82.9%
2/3	Ahead Right	U	2:1	N/A	C2:A		1	46	-	1381	2090	1488	92.8%
2/4	Right	U	2:1	N/A	C2:A		1	46	-	865	1937	1379	62.1%

Full Input Data And Results

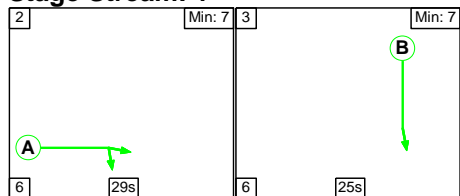
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 21	-	-	1275	0	0	36.4	55.9	0.0	92.3	-	-	-	-
J1: Unnamed Junction	-	-	1275	0	0	26.0	36.3	0.0	62.2	-	-	-	-
1/1	516	516	-	-	-	2.0	0.7	-	2.7	19.1	7.2	0.7	7.9
1/2+1/3	1032	1032	-	-	-	4.0	0.7	-	4.7	16.5	7.2	0.7	7.9
2/1	887	887	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	857	857	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	715	715	-	-	-	3.3	2.4	-	5.7	28.6	11.5	2.4	13.9
3/2	715	715	-	-	-	3.1	1.7	-	4.9	24.5	11.1	1.7	12.9
3/3	865	865	-	-	-	4.3	6.6	-	10.8	45.0	15.1	6.6	21.7
3/4	865	857	-	-	-	4.7	16.9	-	21.6	89.8	16.0	16.9	32.9
4/1	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	377	377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	373	373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	255	255	255	0	0	0.7	0.9	-	1.6	22.6	3.5	0.9	4.4
6/2+6/3	510	510	1020	0	0	1.4	0.9	-	2.3	16.4	3.5	0.9	4.4
7/1	1243	1243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1231	1231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	484	484	-	-	-	0.6	0.8	-	1.4	10.4	4.6	0.8	5.3
8/2	377	377	-	-	-	0.5	0.4	-	0.9	8.7	2.7	0.4	3.1
8/3	377	377	-	-	-	0.5	0.4	-	1.0	9.1	3.4	0.4	3.9
9/1	520	520	-	-	-	0.3	0.9	-	1.2	8.5	0.6	0.9	1.6
9/2	516	516	-	-	-	0.2	0.8	-	1.1	7.4	0.7	0.8	1.5
9/3	516	516	-	-	-	0.3	1.0	-	1.3	8.7	0.6	1.0	1.6

Full Input Data And Results

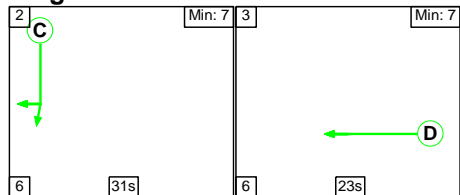
10/1	887	887	-	-	-	0.1	0.4	-	0.5	1.9	0.4	0.4	0.8
10/2	1086	1086	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
10/3	244	244	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
J2: M1 Junction 21	-	-	0	0	0	10.4	19.6	0.0	30.1	-	-	-	-
1/1	242	242	-	-	-	1.9	4.1	-	6.0	89.1	4.4	4.1	8.5
1/2	244	244	-	-	-	1.9	2.7	-	4.6	67.3	4.3	2.7	7.0
2/1	1230	1230	-	-	-	2.7	3.9	-	6.6	19.2	13.7	3.9	17.5
2/2	1231	1231	-	-	-	1.9	2.4	-	4.2	12.4	10.0	2.4	12.3
2/3	1381	1381	-	-	-	2.0	5.8	-	7.8	20.3	10.3	5.8	16.1
2/4	857	857	-	-	-	0.1	0.8	-	0.9	3.9	0.4	0.8	1.3
			C1	Stream: 1	PRC for Signalled Lanes (%)	47.1	Total Delay for Signalled Lanes (pcuHr):		10.74	Cycle Time (s):		66	
			C1	Stream: 2	PRC for Signalled Lanes (%)	-12.2	Total Delay for Signalled Lanes (pcuHr):		46.46	Cycle Time (s):		66	
			C2	Stream: 1	PRC for Signalled Lanes (%)	-3.1	Total Delay for Signalled Lanes (pcuHr):		30.07	Cycle Time (s):		66	
			PRC Over All Lanes (%)			-12.2	Total Delay Over All Lanes(pcuHr):		92.28				

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

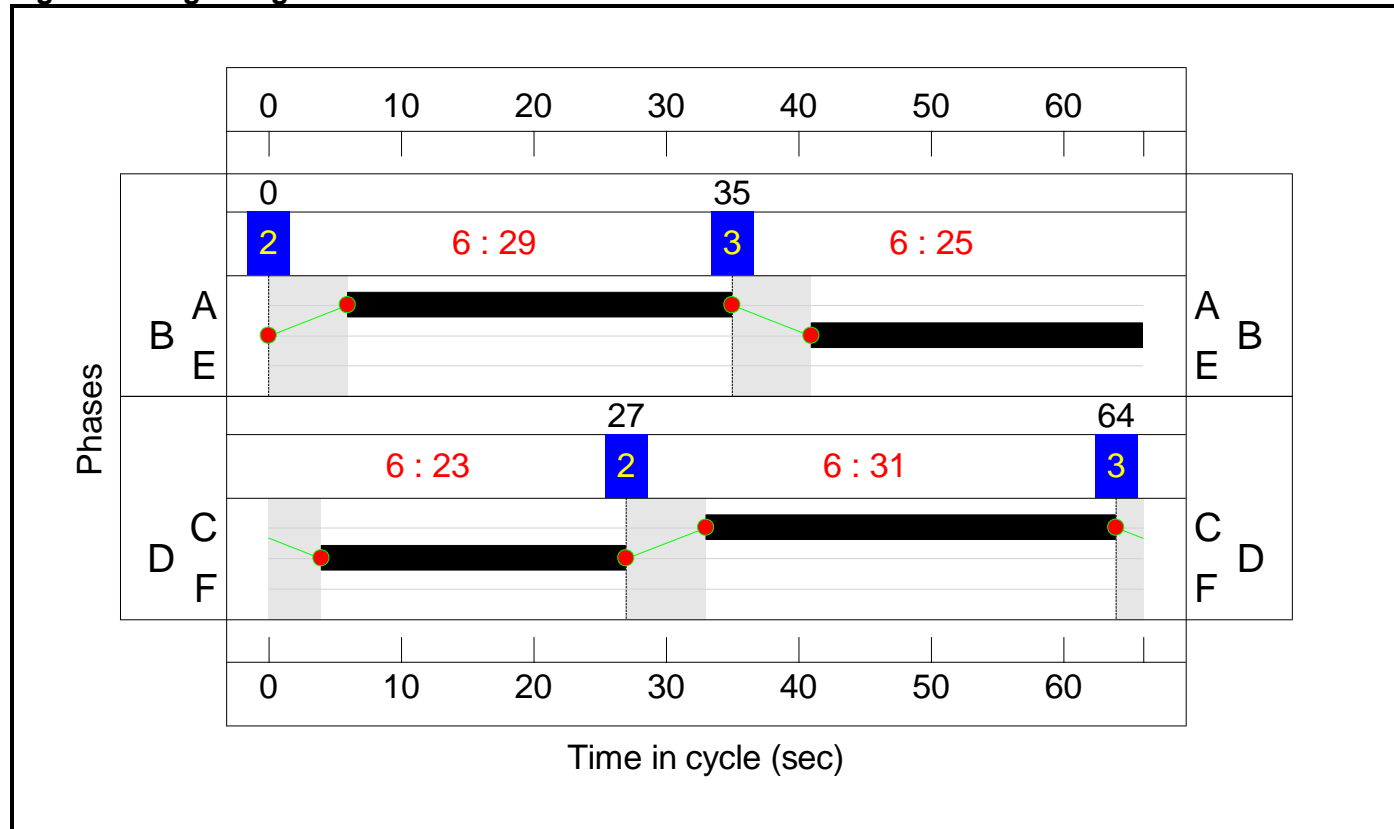
Stage Stream: 1

Stage	2	3
Duration	29	25
Change Point	0	35

Stage Stream: 2

Stage	2	3
Duration	31	23
Change Point	27	64

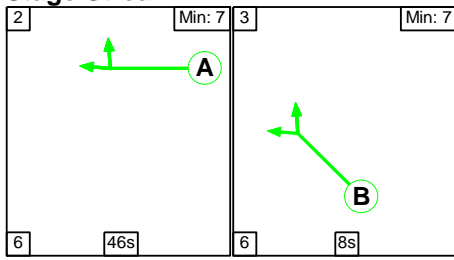
Signal Timings Diagram



C2

Stage Sequence Diagram

Stage Stream: 1

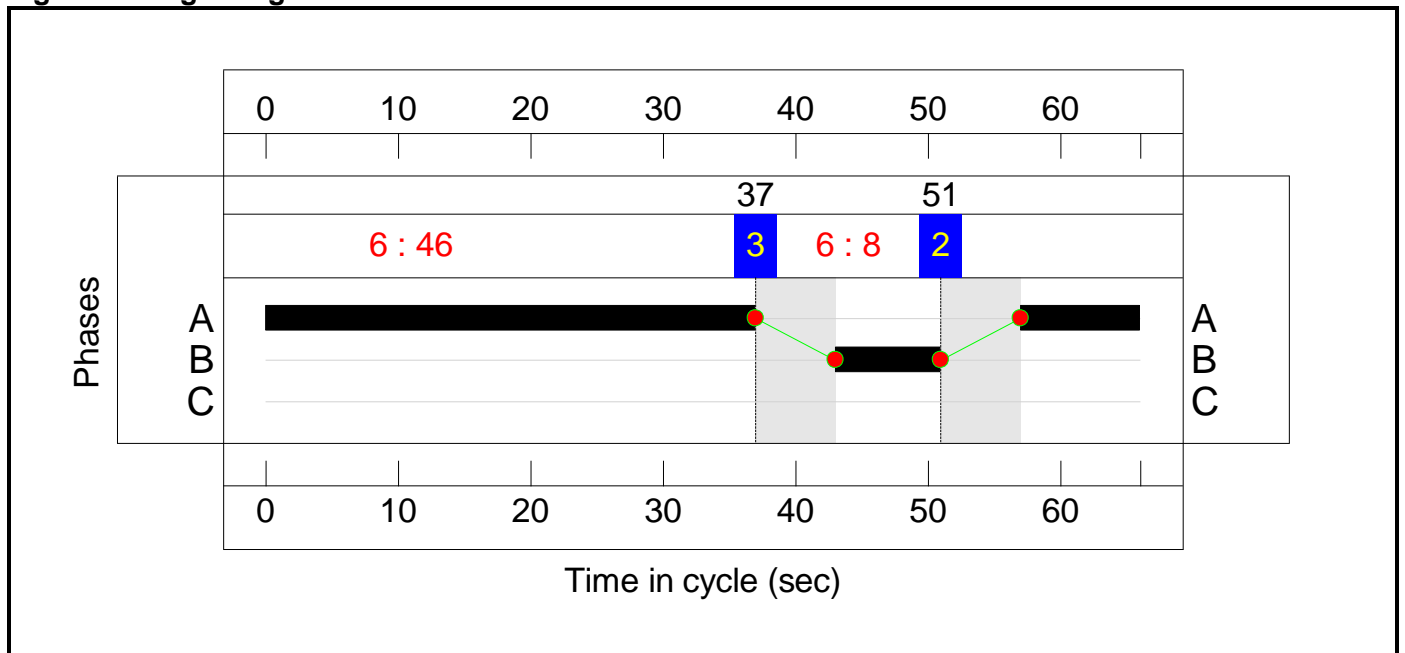


Stage Timings

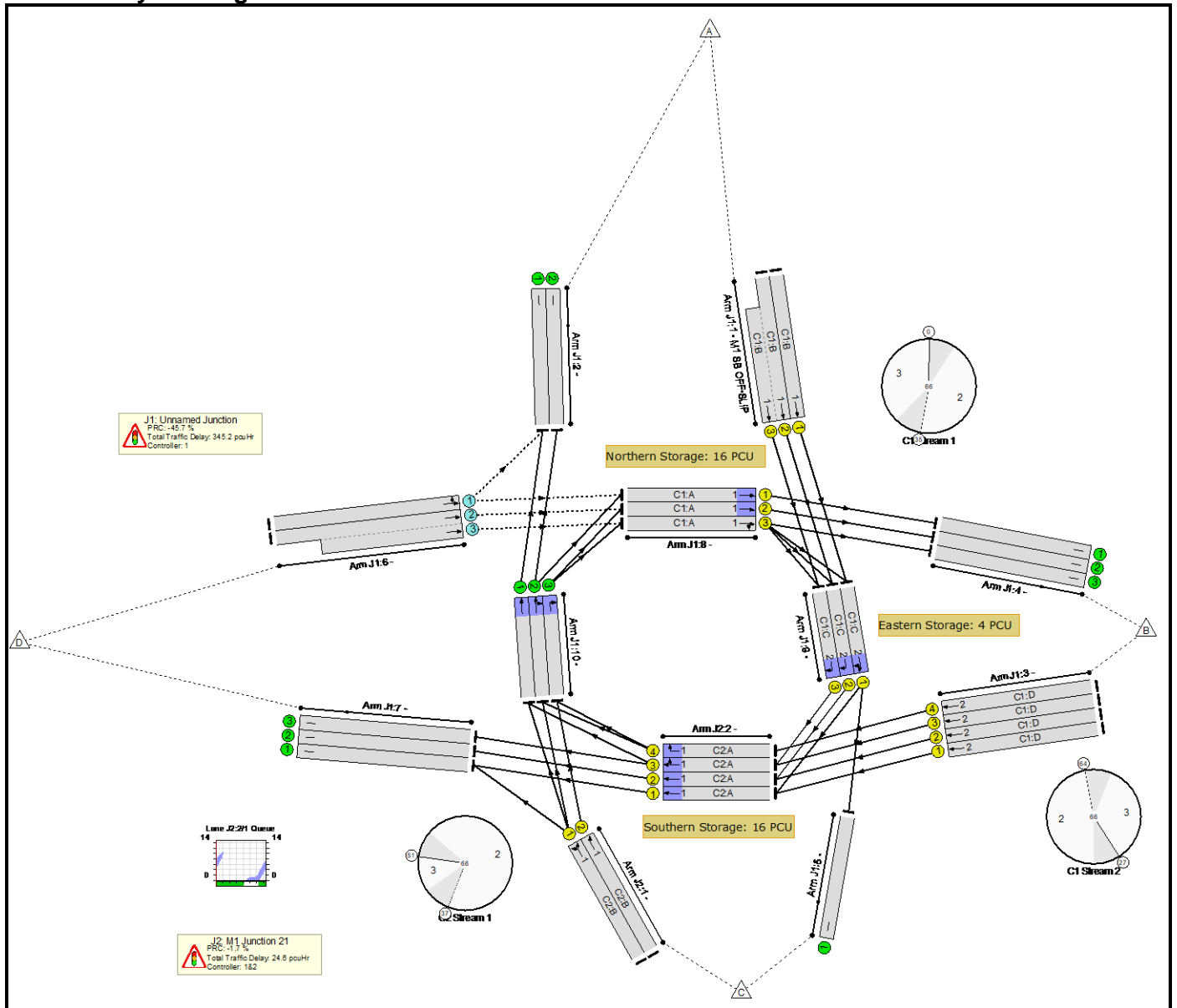
Stage Stream: 1

Stage	2	3
Duration	46	8
Change Point	51	37

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: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	131.2%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	131.2%
1/1	M1 SB OFF-SLIP Ahead	U	1:1	N/A	C1:B		1	25	-	555	1975	778	71.3%
1/2+1/3	M1 SB OFF-SLIP Ahead	U	1:1	N/A	C1:B		1	25	-	1109	2115:1960	833+772	66.5 : 71.9%
2/1		U	N/A	N/A	-		-	-	-	935	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	930	Inf	Inf	0.0%
3/1	Ahead	U	1:2	N/A	C1:D		1	23	-	795	1951	709	112.1%
3/2	Ahead	U	1:2	N/A	C1:D		1	23	-	795	2090	760	104.6%
3/3	Ahead	U	1:2	N/A	C1:D		1	23	-	929	2089	760	122.3%
3/4	Ahead	U	1:2	N/A	C1:D		1	23	-	930	1950	709	131.2%
4/1		U	N/A	N/A	-		-	-	-	671	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	559	Inf	Inf	0.0%
4/3		U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	6	Inf	Inf	0.0%
6/1	Left Ahead	O	N/A	N/A	-		-	-	-	449	1965	479	93.7%
6/2+6/3	Ahead	O	N/A	N/A	-		-	-	-	896	2093:1953	479+479	93.5 : 93.5%
7/1		U	N/A	N/A	-		-	-	-	1353	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1350	Inf	Inf	0.0%
7/3		U	N/A	N/A	-		-	-	-	549	Inf	Inf	0.0%
8/1	Ahead	U	1:1	N/A	C1:A		1	29	-	671	1934	879	76.3%
8/2	Ahead	U	1:1	N/A	C1:A		1	29	-	559	2073	942	59.3%
8/3	Ahead Right	U	1:1	N/A	C1:A		1	29	-	561	1945	884	63.5%
9/1	Ahead Right	U	1:2	N/A	C1:C		1	31	-	561	1941	941	59.6%

Full Input Data And Results

9/2	Right	U	1:2	N/A	C1:C		1	31	-	555	2030	984	56.4%
9/3	Right	U	1:2	N/A	C1:C		1	31	-	555	1889	916	60.6%
10/1	Ahead	U	N/A	N/A	-		-	-	-	935	1934	1934	39.6%
10/2	Ahead Right	U	N/A	N/A	-		-	-	-	1152	2110	2110	44.1%
10/3	Right	U	N/A	N/A	-		-	-	-	224	1932	1932	11.6%
J2: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	91.5%
1/1	Left Ahead	U	2:1	N/A	C2:B		1	8	-	225	1930	263	85.5%
1/2	Ahead	U	2:1	N/A	C2:B		1	8	-	224	2085	284	78.8%
2/1	Ahead	U	2:1	N/A	C2:A		1	46	-	1350	1940	1382	91.5%
2/2	Ahead	U	2:1	N/A	C2:A		1	46	-	1350	2084	1484	88.6%
2/3	Ahead Right	U	2:1	N/A	C2:A		1	46	-	1484	2090	1488	88.3%
2/4	Right	U	2:1	N/A	C2:A		1	46	-	930	1937	1379	51.4%

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: M1 Junction 21	-	-	2241	0	0	60.4	309.4	0.0	369.8	-	-	-	-
J1: Unnamed Junction	-	-	2241	0	0	53.1	292.2	0.0	345.2	-	-	-	-
1/1	555	555	-	-	-	2.6	1.2	-	3.8	24.8	8.5	1.2	9.7
1/2+1/3	1109	1109	-	-	-	5.1	1.1	-	6.2	20.3	8.5	1.1	9.6
2/1	766	766	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	709	709	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	795	709	-	-	-	7.4	47.0	-	54.4	246.2	16.1	47.0	63.1
3/2	795	760	-	-	-	5.8	25.3	-	31.1	140.8	15.2	25.3	40.6
3/3	929	760	-	-	-	10.8	87.3	-	98.1	380.3	20.1	87.3	107.5
3/4	930	709	-	-	-	12.5	112.5	-	125.0	483.8	21.1	112.5	133.6
4/1	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	449	449	449	0	0	1.6	5.5	-	7.0	56.4	7.5	5.5	13.0
6/2+6/3	896	896	1792	0	0	3.1	6.0	-	9.2	36.8	7.5	6.0	13.5
7/1	1267	1267	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1315	1315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	549	549	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	671	671	-	-	-	1.4	1.6	-	3.0	16.0	8.7	1.6	10.3
8/2	559	559	-	-	-	0.8	0.7	-	1.6	10.2	5.1	0.7	5.8
8/3	561	561	-	-	-	0.9	0.9	-	1.7	11.1	5.6	0.9	6.5
9/1	561	561	-	-	-	0.4	0.7	-	1.1	7.2	0.8	0.7	1.6
9/2	555	555	-	-	-	0.4	0.6	-	1.0	6.6	0.7	0.6	1.4
9/3	555	555	-	-	-	0.4	0.8	-	1.1	7.4	0.7	0.8	1.5

Full Input Data And Results

10/1	766	766	-	-	-	0.0	0.3	-	0.4	1.7	0.3	0.3	0.6
10/2	931	931	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4
10/3	224	224	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
J2: M1 Junction 21	-	-	0	0	0	7.4	17.2	0.0	24.6	-	-	-	-
1/1	225	225	-	-	-	1.7	2.6	-	4.3	69.4	4.0	2.6	6.6
1/2	224	224	-	-	-	1.7	1.8	-	3.5	55.8	3.9	1.8	5.7
2/1	1264	1264	-	-	-	1.2	5.0	-	6.1	17.5	10.5	5.0	15.4
2/2	1315	1315	-	-	-	1.3	3.7	-	5.0	13.8	11.6	3.7	15.3
2/3	1315	1315	-	-	-	1.2	3.6	-	4.9	13.3	11.5	3.6	15.1
2/4	709	709	-	-	-	0.2	0.5	-	0.7	3.7	0.8	0.5	1.3
			C1	Stream: 1	PRC for Signalled Lanes (%)	17.9	Total Delay for Signalled Lanes (pcuHr):		16.37	Cycle Time (s):		66	
			C1	Stream: 2	PRC for Signalled Lanes (%)	-45.7	Total Delay for Signalled Lanes (pcuHr):		311.86	Cycle Time (s):		66	
			C2	Stream: 1	PRC for Signalled Lanes (%)	-1.7	Total Delay for Signalled Lanes (pcuHr):		24.57	Cycle Time (s):		66	
			PRC Over All Lanes (%)			-45.7	Total Delay Over All Lanes (pcuHr):		369.80				

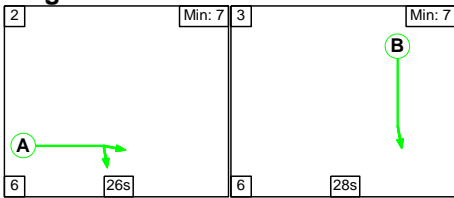
Full Input Data And Results

Scenario 22: '2036 WoD + Dev PM (Sens)' (FG40: '2036 WoD + Dev PM', Plan 1: 'Network Control Plan 1')

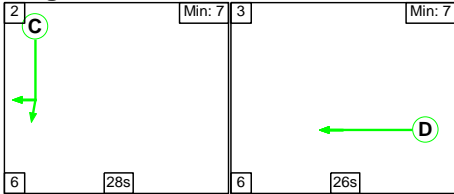
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

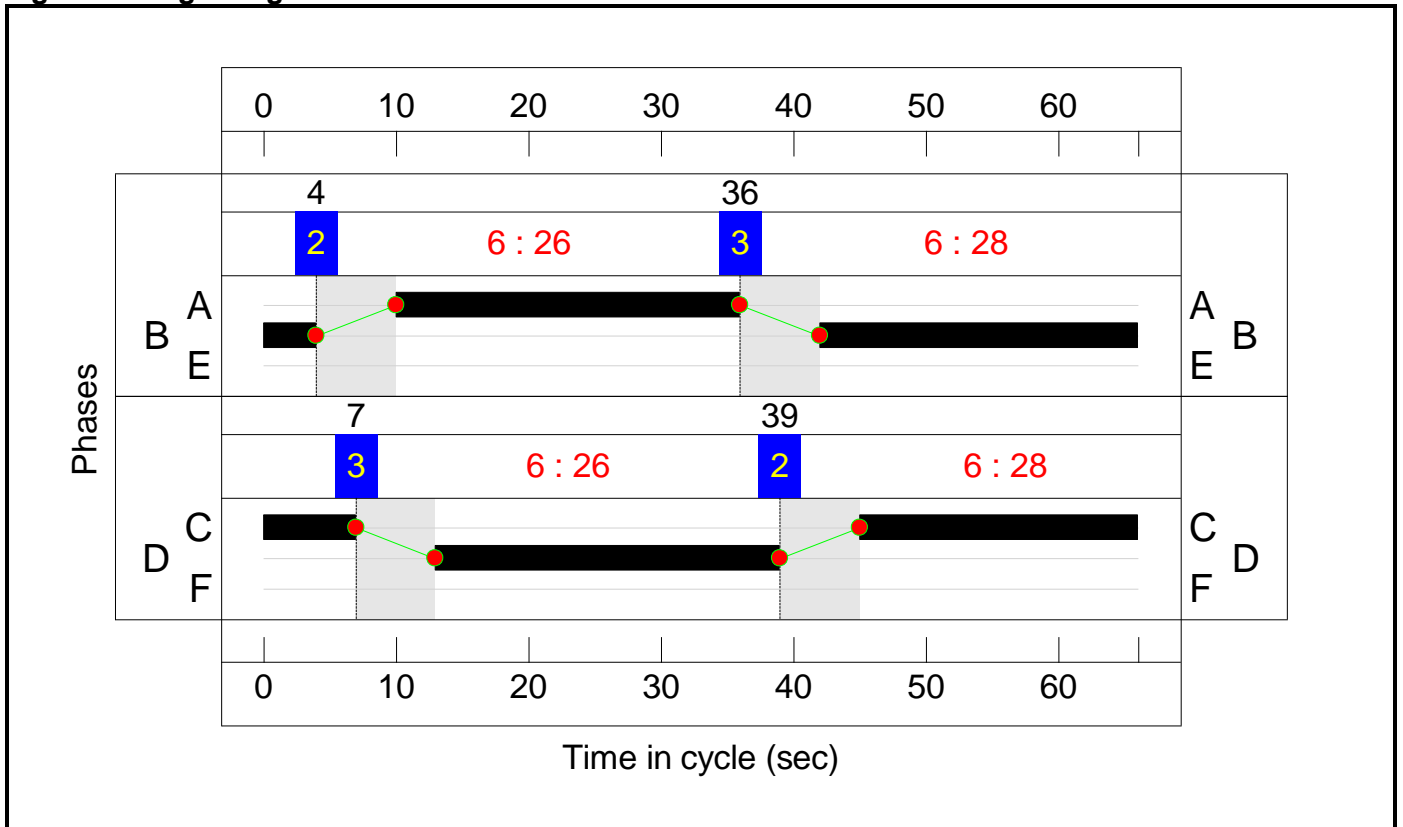
Stage Stream: 1

Stage	2	3
Duration	26	28
Change Point	4	36

Stage Stream: 2

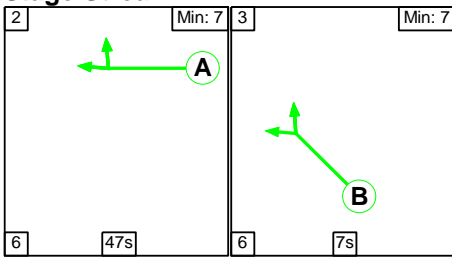
Stage	2	3
Duration	28	26
Change Point	39	7

Signal Timings Diagram



C2
Stage Sequence Diagram

Stage Stream: 1

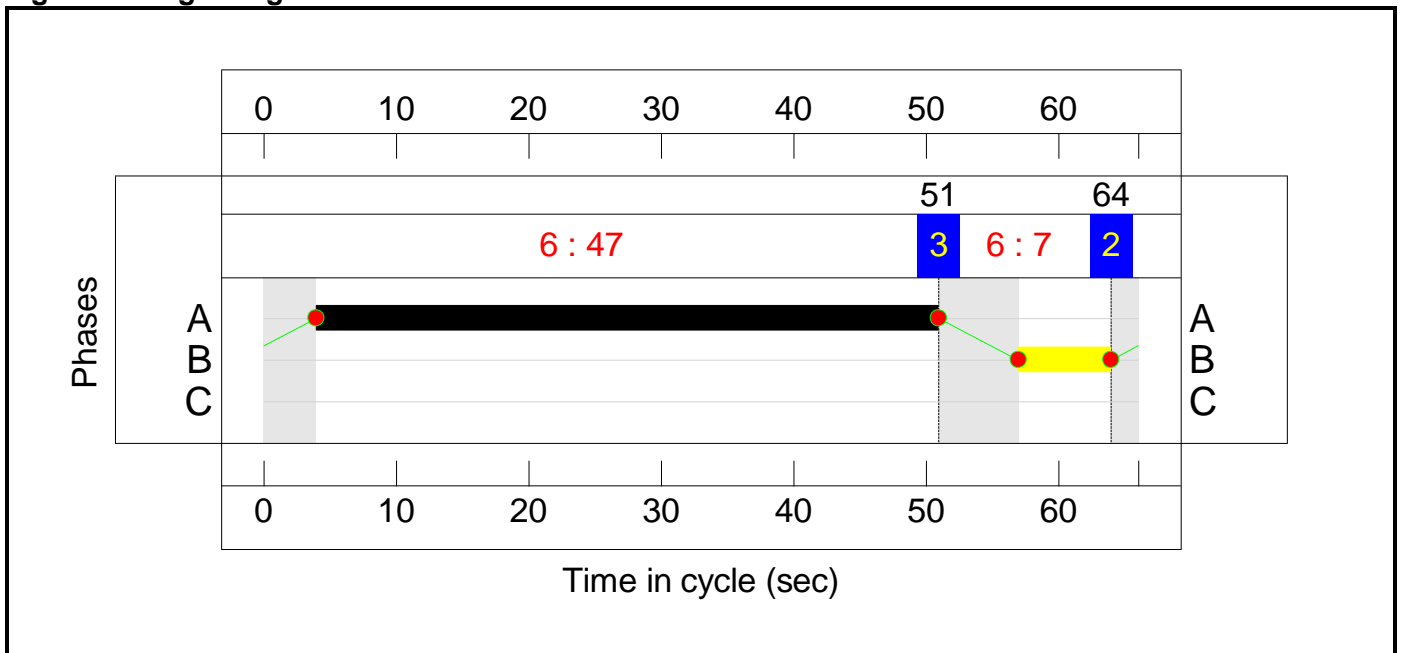


Stage Timings

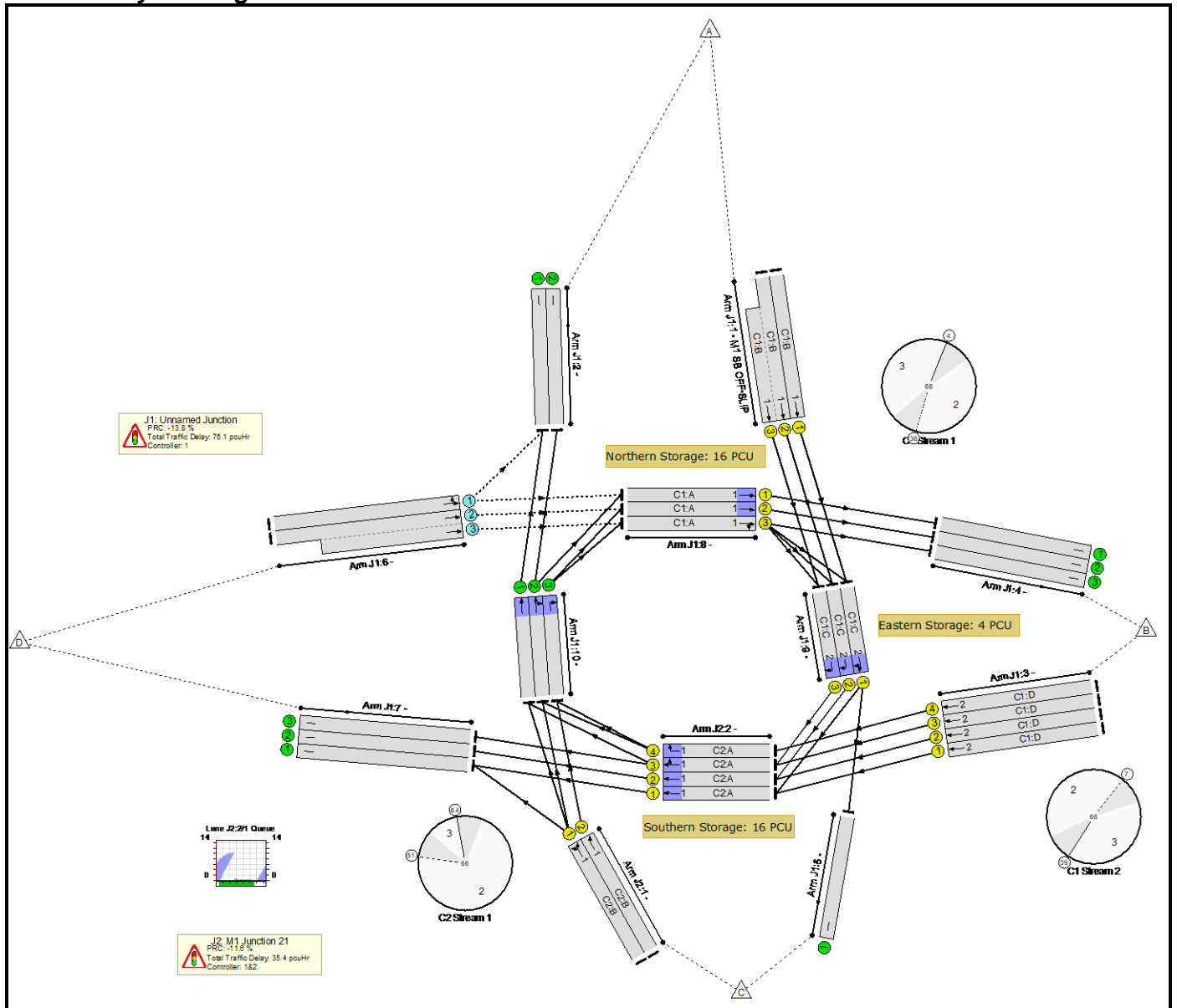
Stage Stream: 1

Stage	2	3
Duration	47	7
Change Point	64	51

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: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	102.4%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	102.4%
1/1	M1 SB OFF-SLIP Ahead	U	1:1	N/A	C1:B		1	28	-	545	1975	868	62.8%
1/2+1/3	M1 SB OFF-SLIP Ahead	U	1:1	N/A	C1:B		1	28	-	1089	2115:1960	861+861	63.2 : 63.3%
2/1		U	N/A	N/A	-		-	-	-	838	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	817	Inf	Inf	0.0%
3/1	Ahead	U	1:2	N/A	C1:D		1	26	-	759	1951	798	95.1%
3/2	Ahead	U	1:2	N/A	C1:D		1	26	-	758	2090	855	88.7%
3/3	Ahead	U	1:2	N/A	C1:D		1	26	-	816	2089	855	95.5%
3/4	Ahead	U	1:2	N/A	C1:D		1	26	-	817	1950	798	102.4%
4/1		U	N/A	N/A	-		-	-	-	518	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	413	Inf	Inf	0.0%
4/3		U	N/A	N/A	-		-	-	-	409	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
6/1	Left Ahead	O	N/A	N/A	-		-	-	-	296	1965	432	68.4%
6/2+6/3	Ahead	O	N/A	N/A	-		-	-	-	592	2093:1953	432+432	68.4 : 68.4%
7/1		U	N/A	N/A	-		-	-	-	1316	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1302	Inf	Inf	0.0%
7/3		U	N/A	N/A	-		-	-	-	523	Inf	Inf	0.0%
8/1	Ahead	U	1:1	N/A	C1:A		1	26	-	518	1934	791	65.4%
8/2	Ahead	U	1:1	N/A	C1:A		1	26	-	413	2073	848	48.7%
8/3	Ahead Right	U	1:1	N/A	C1:A		1	26	-	413	1945	796	51.9%
9/1	Ahead Right	U	1:2	N/A	C1:C		1	28	-	549	1940	852	64.4%

Full Input Data And Results

9/2	Right	U	1:2	N/A	C1:C		1	28	-	544	2030	892	61.0%
9/3	Right	U	1:2	N/A	C1:C		1	28	-	545	1889	830	65.7%
10/1	Ahead	U	N/A	N/A	-		-	-	-	838	1934	1934	43.3%
10/2	Ahead Right	U	N/A	N/A	-		-	-	-	1039	2109	2109	48.3%
10/3	Right	U	N/A	N/A	-		-	-	-	234	1932	1932	12.1%
J2: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	100.4%
1/1	Left Ahead	U	2:1	N/A	C2:B		1	7	-	235	1931	234	100.4%
1/2	Ahead	U	2:1	N/A	C2:B		1	7	-	234	2085	253	92.6%
2/1	Ahead	U	2:1	N/A	C2:A		1	47	-	1303	1940	1411	92.4%
2/2	Ahead	U	2:1	N/A	C2:A		1	47	-	1302	2084	1516	85.9%
2/3	Ahead Right	U	2:1	N/A	C2:A		1	47	-	1361	2090	1520	89.5%
2/4	Right	U	2:1	N/A	C2:A		1	47	-	817	1937	1409	56.6%

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: M1 Junction 21	-	-	1480	0	0	38.6	72.9	0.0	111.5	-	-	-	-
J1: Unnamed Junction	-	-	1480	0	0	28.5	47.6	0.0	76.1	-	-	-	-
1/1	545	545	-	-	-	2.2	0.8	-	3.0	19.9	7.7	0.8	8.6
1/2+1/3	1089	1089	-	-	-	4.3	0.9	-	5.1	17.0	7.7	0.9	8.6
2/1	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	798	798	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	759	759	-	-	-	4.0	7.1	-	11.1	52.6	13.3	7.1	20.4
3/2	758	758	-	-	-	3.8	3.6	-	7.4	35.3	12.8	3.6	16.5
3/3	816	816	-	-	-	4.3	7.6	-	11.9	52.4	14.3	7.6	21.9
3/4	817	798	-	-	-	5.0	19.9	-	24.9	109.6	15.3	19.9	35.2
4/1	517	517	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	413	413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	409	409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	296	296	296	0	0	0.8	1.1	-	1.9	23.0	4.1	1.1	5.2
6/2+6/3	592	592	1184	0	0	1.7	1.1	-	2.7	16.6	4.1	1.1	5.2
7/1	1316	1316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1302	1302	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	523	523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	517	517	-	-	-	0.8	0.9	-	1.7	12.1	5.5	0.9	6.4
8/2	413	413	-	-	-	0.7	0.5	-	1.2	10.1	3.3	0.5	3.8
8/3	413	413	-	-	-	0.7	0.5	-	1.2	10.5	3.8	0.5	4.4
9/1	549	549	-	-	-	0.1	0.9	-	1.0	6.7	0.4	0.9	1.3
9/2	544	544	-	-	-	0.1	0.8	-	0.9	5.8	0.5	0.8	1.3
9/3	545	545	-	-	-	0.1	0.9	-	1.1	7.0	0.5	0.9	1.4

Full Input Data And Results

10/1	838	838	-	-	-	0.0	0.4	-	0.4	1.8	0.4	0.4	0.7
10/2	1019	1019	-	-	-	0.0	0.5	-	0.5	1.6	0.0	0.5	0.5
10/3	234	234	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
J2: M1 Junction 21	-	-	0	0	0	10.1	25.4	0.0	35.4	-	-	-	-
1/1	235	234	-	-	-	1.9	7.9	-	9.8	150.6	4.3	7.9	12.2
1/2	234	234	-	-	-	1.9	4.3	-	6.2	94.7	4.2	4.3	8.5
2/1	1303	1303	-	-	-	2.4	5.5	-	7.9	21.7	10.5	5.5	16.0
2/2	1302	1302	-	-	-	1.9	3.0	-	4.8	13.3	10.5	3.0	13.4
2/3	1361	1361	-	-	-	1.9	4.1	-	6.0	15.9	10.7	4.1	14.8
2/4	798	798	-	-	-	0.1	0.7	-	0.8	3.4	0.4	0.7	1.1
			C1	Stream: 1	PRC for Signalled Lanes (%)	37.7	Total Delay for Signalled Lanes (pcuHr):		12.26	Cycle Time (s):		66	
			C1	Stream: 2	PRC for Signalled Lanes (%)	-13.8	Total Delay for Signalled Lanes (pcuHr):		58.25	Cycle Time (s):		66	
			C2	Stream: 1	PRC for Signalled Lanes (%)	-11.6	Total Delay for Signalled Lanes (pcuHr):		35.41	Cycle Time (s):		66	
			PRC Over All Lanes (%)			-13.8	Total Delay Over All Lanes(pcuHr):		111.51				

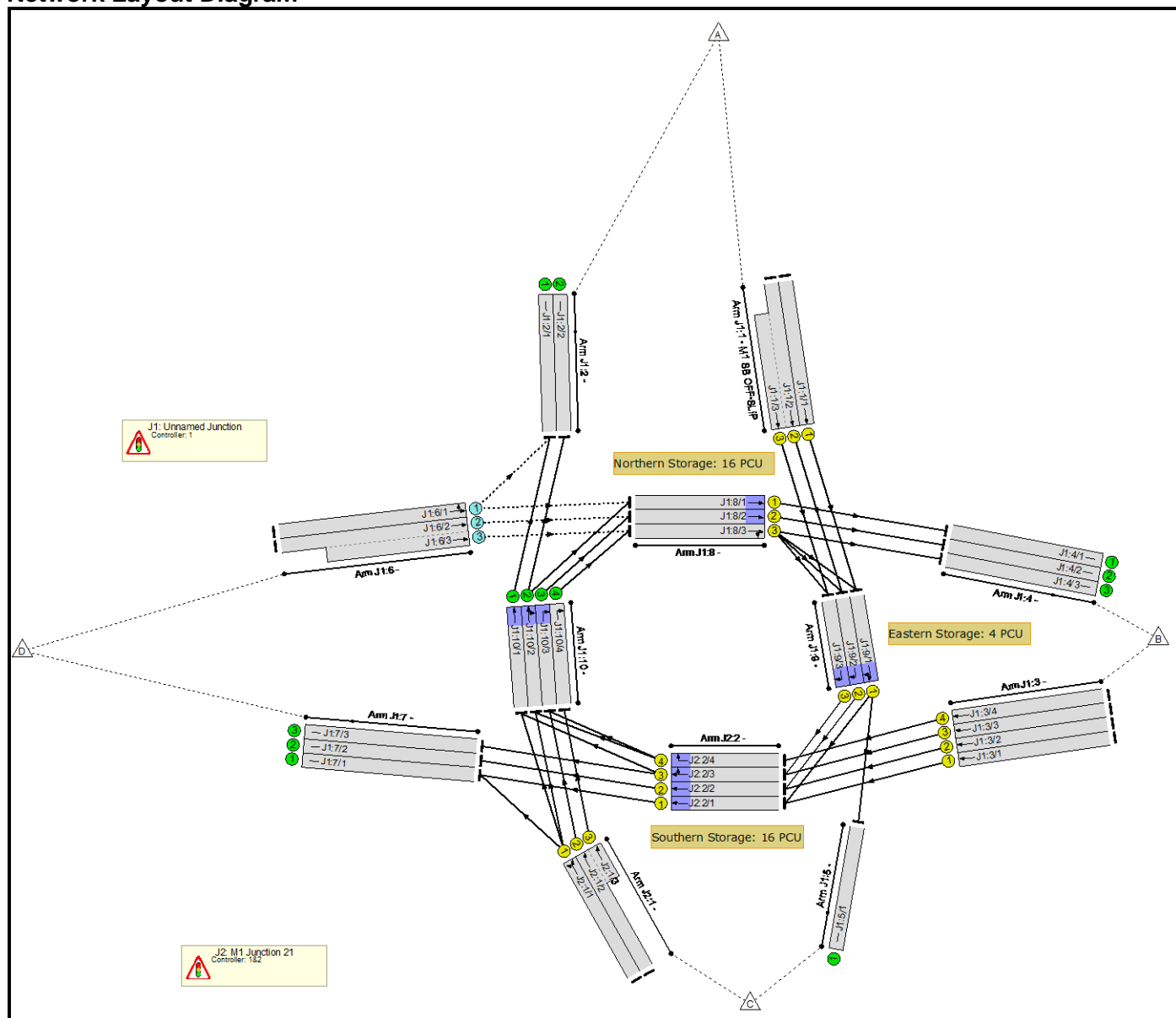
Appendix 19: M1 Junction 21 LUE Committed Layout Results

Full Input Data And Results
Full Input Data And Results

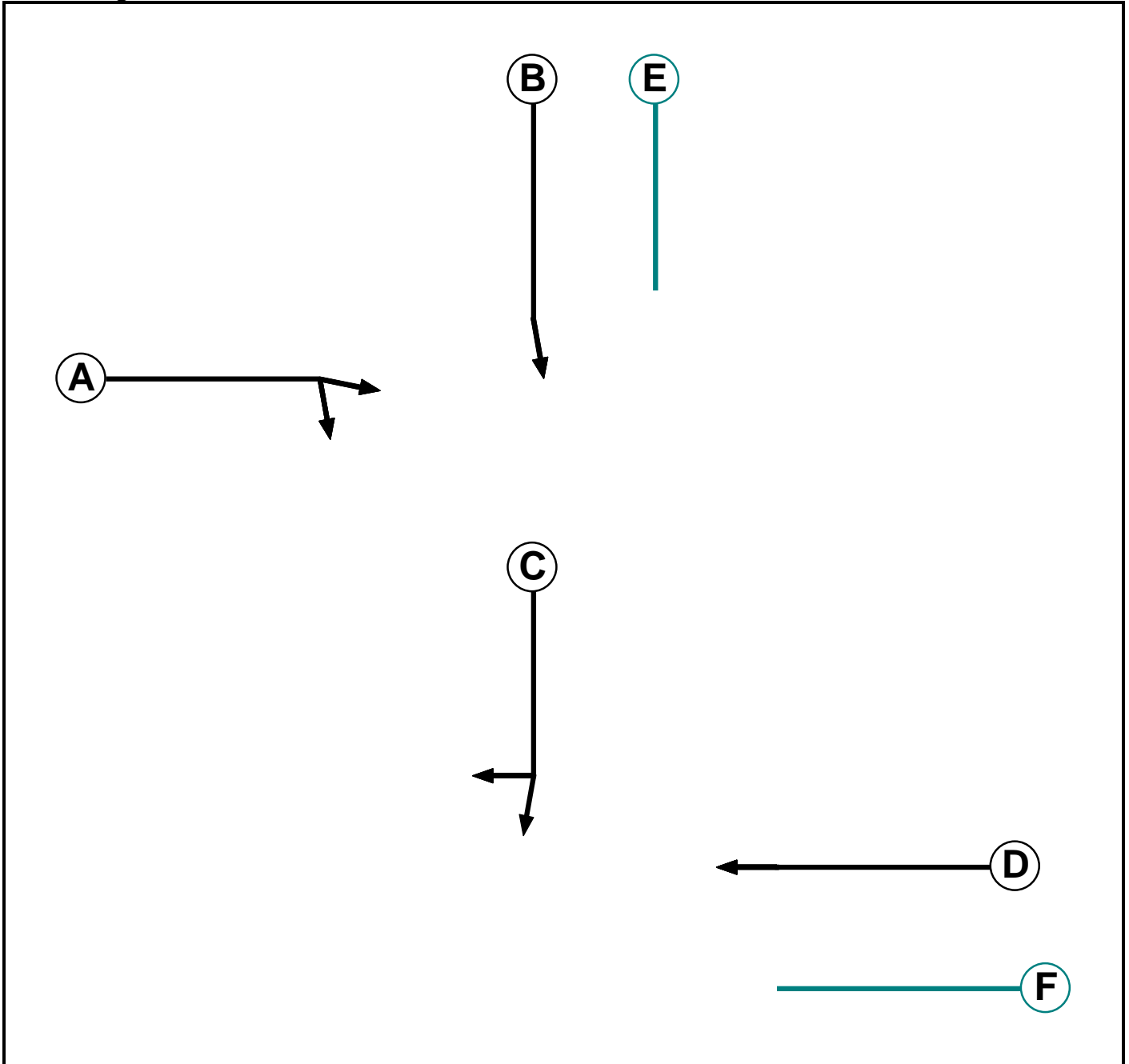
User and Project Details

Project:	HNRFI
Title:	M1 Junction 21
Location:	
Additional detail:	
File name:	231003_M1_Junction_21_LUE_Layout_Revised (Demand Sens) (Optimised) V6.lsg3x
Author:	Vibeeshan Devaharan
Company:	BWB Consulting
Address:	

Network Layout Diagram



C1
Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Dummy	1		0	0
F	Dummy	2		0	0

Full Input Data And Results

Phase Intergreens Matrix

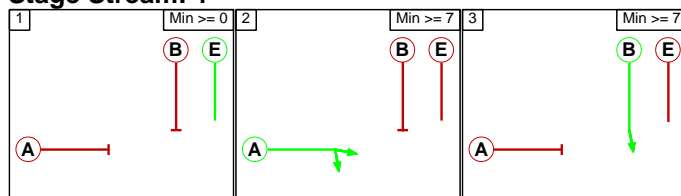
		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A		6	-	-	3	-
	B	6		-	-	3	-
	C	-	-		6	-	3
	D	-	-	6		-	3
	E	2	2	-	-		-
	F	-	-	2	2	-	

Phases in Stage

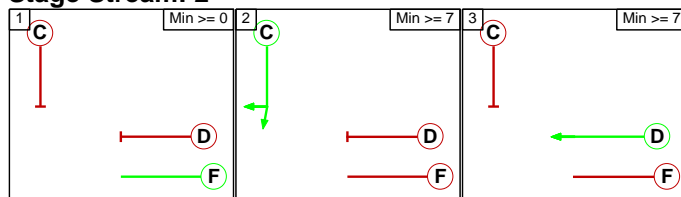
Stream	Stage No.	Phases in Stage
1	1	E
1	2	A
1	3	B
2	1	F
2	2	C
2	3	D

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Full Input Data And Results

Prohibited Stage Change

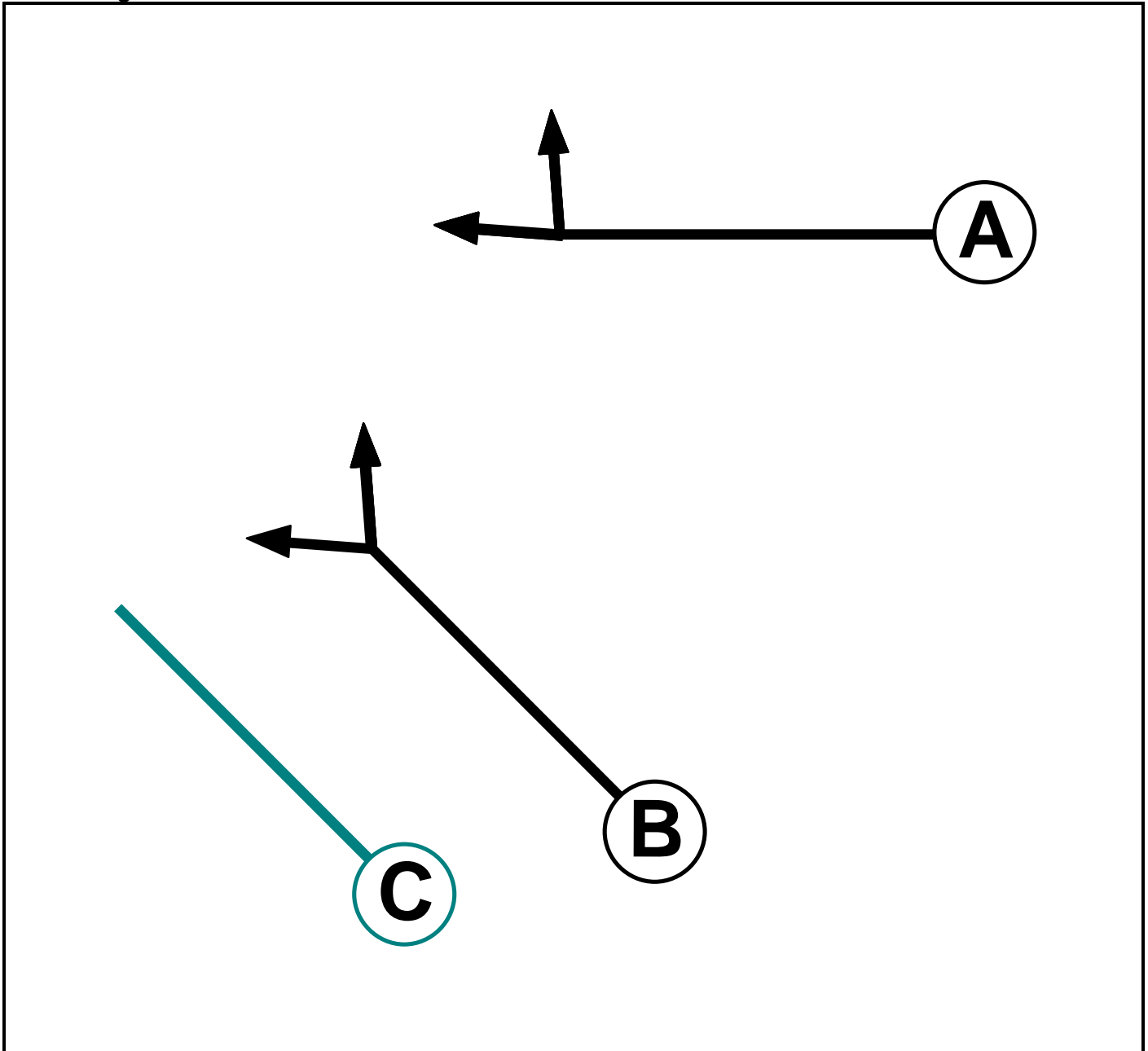
Stage Stream: 1

		To Stage		
		1	2	3
From Stage	1	■	2	2
	2	3	■	6
	3	3	6	■

Stage Stream: 2

		To Stage		
		1	2	3
From Stage	1	■	2	2
	2	3	■	6
	3	3	6	■

C2
Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Dummy	1		0	0

Full Input Data And Results

Phase Intergrens Matrix

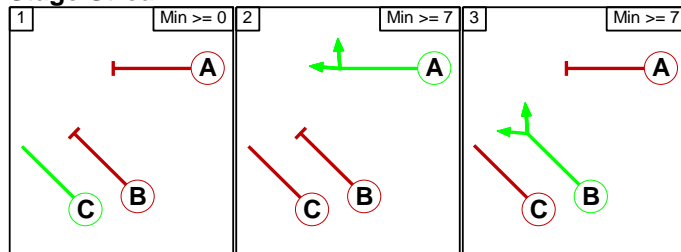
Terminating Phase	Starting Phase			
		A	B	C
	A		6	3
	B	6		3
C	2	2		

Phases in Stage

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

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

Prohibited Stage Change

Stage Stream: 1

From Stage	To Stage			
		1	2	3
	1		2	2
	2	3		6
3	3	6		

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: 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)
J1:6/1	J1:2/1 (Left)	1065	0	J1:10/1	0.22	All	-	-	-	-	-
				J1:10/2	0.22	To J1:2/2 (Ahead)					
	J1:8/1 (Ahead)	1065	0	J1:10/1	0.33	All					
				J1:10/2	0.33	All					
J1:6/2	J1:8/2 (Ahead)	1065	0	J1:10/3	0.33	All	-	-	-	-	-
				J1:10/4	0.33	All					
				J1:10/1	0.33	All					
				J1:10/2	0.33	All					
J1:6/3	J1:8/3 (Ahead)	1065	0	J1:10/1	0.33	All	-	-	-	-	-
				J1:10/2	0.33	All					
				J1:10/3	0.33	All					
				J1:10/4	0.33	All					

Junction: J2: M1 Junction 21

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: J1: 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)
J1:1/1 (M1 SB OFF-SLIP)	U	B	2	3	47.0	Geom	-	3.65	0.00	Y	Arm J1:9 Ahead	656.00
J1:1/2 (M1 SB OFF-SLIP)	U	B	2	3	47.0	Geom	-	3.65	0.00	N	Arm J1:9 Ahead	652.00
J1:1/3 (M1 SB OFF-SLIP)	U	B	2	3	17.0	Geom	-	3.50	0.00	Y	Arm J1:9 Ahead	648.00
J1:2/1	U		2	3	8.7	Inf	-	-	-	-	-	-
J1:2/2	U		2	3	8.7	Inf	-	-	-	-	-	-
J1:3/1	U	D	2	3	51.0	Geom	-	3.50	0.00	Y	Arm J2:2 Ahead	208.00
J1:3/2	U	D	2	3	51.0	Geom	-	3.50	0.00	N	Arm J2:2 Ahead	205.00
J1:3/3	U	D	2	3	51.0	Geom	-	3.50	0.00	N	Arm J2:2 Ahead	201.00
J1:3/4	U	D	2	3	51.0	Geom	-	3.50	0.00	Y	Arm J2:2 Ahead	198.00
J1:4/1	U		2	3	14.1	Inf	-	-	-	-	-	-
J1:4/2	U		2	3	14.1	Inf	-	-	-	-	-	-
J1:4/3	U		2	3	14.1	Inf	-	-	-	-	-	-
J1:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/1	O		2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:2 Left Arm J1:8 Ahead	Inf Inf
J1:6/2	O		2	3	60.0	Geom	-	3.50	0.00	N	Arm J1:8 Ahead	257.00
J1:6/3	O		2	3	15.0	Geom	-	3.50	0.00	Y	Arm J1:8 Ahead	253.00
J1:7/1	U		2	3	4.3	Inf	-	-	-	-	-	-
J1:7/2	U		2	3	4.3	Inf	-	-	-	-	-	-
J1:7/3	U		2	3	4.3	Inf	-	-	-	-	-	-
J1:8/1	U	A	2	3	23.7	Geom	-	3.30	0.00	Y	Arm J1:4 Ahead	259.00
J1:8/2	U	A	2	3	24.7	Geom	-	3.30	0.00	N	Arm J1:4 Ahead	255.00
J1:8/3	U	A	2	3	21.0	Geom	-	3.30	0.00	Y	Arm J1:4 Ahead Arm J1:9 Right	Inf 251.00
J1:9/1	U	C	2	3	5.2	Geom	-	3.65	0.00	Y	Arm J1:5 Ahead	Inf

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 Observed AM'	08:00	09:00	01:00	
2: '2018 Observed 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	
15: 'Dev AM'	08:00	09:00	01:00	
16: 'Dev PM'	17:00	18:00	01:00	
17: 'Dev AM 20%'	08:00	09:00	01:00	F15 * 0.2
18: 'Dev PM 20%'	17:00	18:00	01:00	F16*0.2
19: 'Dev AM 30%'	08:00	09:00	01:00	F15 * 0.30
20: 'Dev PM 30%'	17:00	18:00	01:00	F16*0.3
21: 'Dev AM 40%'	08:00	09:00	01:00	F15 * 0.40
22: 'Dev PM 40%'	17:00	18:00	01:00	F16*0.40
23: '2036 WD AM (80% Dev)'	08:00	09:00	01:00	F13 - F17
24: '2036 WD PM (80% Dev)'	17:00	18:00	01:00	F14 - F18
25: '2036 WD AM (70% Dev)'	08:00	09:00	01:00	F13 - F19
26: '2036 WD PM (70% Dev)'	17:00	18:00	01:00	F14 - F20
27: '2036 WD AM (60% Dev)'	08:00	09:00	01:00	F13 - F21
28: '2036 WD PM (60% Dev)'	17:00	18:00	01:00	F14 - F22
29: '2036 WoD AM (Sens)'	08:00	09:00	01:00	
30: '2036 WoD PM (Sens)'	17:00	18:00	01:00	
31: '2036 WD AM (Sens)'	08:00	09:00	01:00	
32: '2036 WD PM (Sens)'	17:00	18:00	01:00	
33: '2036 WD AM (80% Dev) (Sens)'	08:00	09:00	01:00	F29 - F17
34: '2036 WD PM (80% Dev) (Sens)'	17:00	18:00	01:00	F30 - F18
35: '2036 WD AM (70% Dev) (Sens)'	08:00	09:00	01:00	F29 - F19
36: '2036 WD PM (70% Dev) (Sens)'	17:00	18:00	01:00	F30 - F20
37: '2036 WD AM (60% Dev) (Sens)'	08:00	09:00	01:00	F29 - F21
38: '2036 WD PM (60% Dev) (Sens)'	17:00	18:00	01:00	F30 - F22
39: '2036 WoD + Dev AM (Sens)'	08:00	09:00	01:00	F29 + F15

Full Input Data And Results

40: '2036 WoD + Dev DM (Sens)'	17:00	18:00	01:00	F30 + F16
41: 'STS Deve Reductions AM'	08:00	09:00	01:00	
42: 'STS Deve Reductions PM'	17:00	18:00	01:00	
43: '2036 WD - STS AM'	08:00	09:00	01:00	F31 - F41
44: '2036 WD - STS PM'	17:00	18:00	01:00	F32 - F42
45: '2036 WoD + Dev - STS AM'	08:00	09:00	01:00	F39 - F41
46: '2036 WoD + Dev - STS AM'	17:00	18:00	01:00	F40 - F42

Full Input Data And Results

Scenario 11: '2036 WoD AM (Sens)' (FG29: '2036 WoD AM (Sens)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	6	0	1	1555	1562
	B	1859	0	0	1403	3262
	C	0	444	2	3	449
	D	0	1332	3	2	1337
	Tot.	1865	1776	6	2963	6610

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2036 WoD AM (Sens)
Junction: J1: Unnamed Junction	
J1:1/1	521
J1:1/2 (with short)	1041(In) 520(Out)
J1:1/3 (short)	521
J1:2/1	936
J1:2/2	929
J1:3/1	701
J1:3/2	702
J1:3/3	930
J1:3/4	929
J1:4/1	592
J1:4/2	595
J1:4/3	589
J1:5/1	6
J1:6/1	445
J1:6/2 (with short)	892(In) 446(Out)
J1:6/3 (short)	446
J1:7/1	1225
J1:7/2	1223
J1:7/3	515
J1:8/1	592
J1:8/2	595
J1:8/3	596
J1:9/1	527
J1:9/2	521
J1:9/3	521
J1:10/1	936
J1:10/2	1076
J1:10/3	149
J1:10/4	150
Junction: J2: M1 Junction 21	
J2:1/1	150
J2:1/2 (with short)	299(In) 149(Out)
J2:1/3 (short)	150
J2:2/1	1222
J2:2/2	1223
J2:2/3	1451

Full Input Data And Results

J2:2/4	929
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Lane Saturation Flows

Junction: J1: 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)
J1:1/1 (M1 SB OFF-SLIP)	3.65	0.00	Y	Arm J1:9 Ahead	656.00	100.0 %	1975	1975
J1:1/2 (M1 SB OFF-SLIP)	3.65	0.00	N	Arm J1:9 Ahead	652.00	100.0 %	2115	2115
J1:1/3 (M1 SB OFF-SLIP)	3.50	0.00	Y	Arm J1:9 Ahead	648.00	100.0 %	1960	1960
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1	3.50	0.00	Y	Arm J2:2 Ahead	208.00	100.0 %	1951	1951
J1:3/2	3.50	0.00	N	Arm J2:2 Ahead	205.00	100.0 %	2090	2090
J1:3/3	3.50	0.00	N	Arm J2:2 Ahead	201.00	100.0 %	2089	2089
J1:3/4	3.50	0.00	Y	Arm J2:2 Ahead	198.00	100.0 %	1950	1950
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	3.50	0.00	Y	Arm J1:2 Left	Inf	0.0 %	1965	1965
				Arm J1:8 Ahead	Inf	100.0 %		
J1:6/2	3.50	0.00	N	Arm J1:8 Ahead	257.00	100.0 %	2093	2093
J1:6/3	3.50	0.00	Y	Arm J1:8 Ahead	253.00	100.0 %	1953	1953
J1:7/1	Infinite Saturation Flow						Inf	Inf
J1:7/2	Infinite Saturation Flow						Inf	Inf
J1:7/3	Infinite Saturation Flow						Inf	Inf
J1:8/1	3.30	0.00	Y	Arm J1:4 Ahead	259.00	100.0 %	1934	1934
J1:8/2	3.30	0.00	N	Arm J1:4 Ahead	255.00	100.0 %	2073	2073
J1:8/3	3.30	0.00	Y	Arm J1:4 Ahead	Inf	98.8 %	1945	1945
				Arm J1:9 Right	251.00	1.2 %		
J1:9/1	3.65	0.00	Y	Arm J1:5 Ahead	Inf	1.1 %	1941	1941
				Arm J2:2 Right	73.00	98.9 %		
J1:9/2	3.30	0.00	N	Arm J2:2 Right	55.00	100.0 %	2030	2030
J1:9/3	3.30	0.00	Y	Arm J2:2 Right	51.00	100.0 %	1889	1889
J1:10/1	3.65	0.00	Y	Arm J1:2 Ahead	62.50	100.0 %	1934	1934
J1:10/2	3.65	0.00	N	Arm J1:2 Ahead	Inf	86.3 %	2113	2113
				Arm J1:8 Right	63.50	13.7 %		
J1:10/3	3.65	0.00	Y	Arm J1:8 Right	60.00	100.0 %	1932	1932
J1:10/4	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: M1 Junction 21								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	3.50	0.00	Y	Arm J1:7 Left	Inf	2.0 %	1930	1930
				Arm J1:10 Ahead	81.00	98.0 %		
J2:1/2	3.50	0.00	N	Arm J1:10 Ahead	153.00	100.0 %	2085	2085
J2:1/3	3.25	0.00	Y	Arm J1:10 Ahead	Inf	100.0 %	1940	1940
J2:2/1	3.25	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1940	1940
J2:2/2	3.50	0.00	N	Arm J1:7 Ahead	146.00	100.0 %	2084	2084
J2:2/3	3.50	0.00	N	Arm J1:7 Ahead	Inf	35.5 %	2090	2090
				Arm J1:10 Right	131.00	64.5 %		
J2:2/4	3.50	0.00	Y	Arm J1:10 Right	105.00	100.0 %	1937	1937

Scenario 12: '2036 WoD PM (Sens)' (FG30: '2036 WoD PM (Sens)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	22	0	1	1502	1525
	B	1633	0	0	1416	3049
	C	0	456	0	13	469
	D	0	753	4	0	757
	Tot.	1655	1209	5	2931	5800

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2036 WoD PM (Sens)
Junction: J1: Unnamed Junction	
J1:1/1	508
J1:1/2 (with short)	1017(In) 509(Out)
J1:1/3 (short)	508
J1:2/1	838
J1:2/2	817
J1:3/1	708
J1:3/2	708
J1:3/3	816
J1:3/4	817
J1:4/1	396
J1:4/2	409
J1:4/3	404
J1:5/1	5
J1:6/1	253
J1:6/2 (with short)	504(In) 252(Out)
J1:6/3 (short)	252
J1:7/1	1228
J1:7/2	1217
J1:7/3	486
J1:8/1	396
J1:8/2	409
J1:8/3	408
J1:9/1	512
J1:9/2	509
J1:9/3	508
J1:10/1	838
J1:10/2	960
J1:10/3	157
J1:10/4	156
Junction: J2: M1 Junction 21	
J2:1/1	156
J2:1/2 (with short)	313(In) 157(Out)
J2:1/3 (short)	156
J2:2/1	1215
J2:2/2	1217
J2:2/3	1324

Full Input Data And Results

J2:2/4	817
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Lane Saturation Flows

Junction: J1: 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)
J1:1/1 (M1 SB OFF-SLIP)	3.65	0.00	Y	Arm J1:9 Ahead	656.00	100.0 %	1975	1975
J1:1/2 (M1 SB OFF-SLIP)	3.65	0.00	N	Arm J1:9 Ahead	652.00	100.0 %	2115	2115
J1:1/3 (M1 SB OFF-SLIP)	3.50	0.00	Y	Arm J1:9 Ahead	648.00	100.0 %	1960	1960
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1	3.50	0.00	Y	Arm J2:2 Ahead	208.00	100.0 %	1951	1951
J1:3/2	3.50	0.00	N	Arm J2:2 Ahead	205.00	100.0 %	2090	2090
J1:3/3	3.50	0.00	N	Arm J2:2 Ahead	201.00	100.0 %	2089	2089
J1:3/4	3.50	0.00	Y	Arm J2:2 Ahead	198.00	100.0 %	1950	1950
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	3.50	0.00	Y	Arm J1:2 Left	Inf	0.0 %	1965	1965
				Arm J1:8 Ahead	Inf	100.0 %		
J1:6/2	3.50	0.00	N	Arm J1:8 Ahead	257.00	100.0 %	2093	2093
J1:6/3	3.50	0.00	Y	Arm J1:8 Ahead	253.00	100.0 %	1953	1953
J1:7/1	Infinite Saturation Flow						Inf	Inf
J1:7/2	Infinite Saturation Flow						Inf	Inf
J1:7/3	Infinite Saturation Flow						Inf	Inf
J1:8/1	3.30	0.00	Y	Arm J1:4 Ahead	259.00	100.0 %	1934	1934
J1:8/2	3.30	0.00	N	Arm J1:4 Ahead	255.00	100.0 %	2073	2073
J1:8/3	3.30	0.00	Y	Arm J1:4 Ahead	Inf	99.0 %	1945	1945
				Arm J1:9 Right	251.00	1.0 %		
J1:9/1	3.65	0.00	Y	Arm J1:5 Ahead	Inf	1.0 %	1941	1941
				Arm J2:2 Right	73.00	99.0 %		
J1:9/2	3.30	0.00	N	Arm J2:2 Right	55.00	100.0 %	2030	2030
J1:9/3	3.30	0.00	Y	Arm J2:2 Right	51.00	100.0 %	1889	1889
J1:10/1	3.65	0.00	Y	Arm J1:2 Ahead	62.50	100.0 %	1934	1934
J1:10/2	3.65	0.00	N	Arm J1:2 Ahead	Inf	85.1 %	2113	2113
				Arm J1:8 Right	63.50	14.9 %		
J1:10/3	3.65	0.00	Y	Arm J1:8 Right	60.00	100.0 %	1932	1932
J1:10/4	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: M1 Junction 21								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	3.50	0.00	Y	Arm J1:7 Left	Inf	8.3 %	1932	1932
				Arm J1:10 Ahead	81.00	91.7 %		
J2:1/2	3.50	0.00	N	Arm J1:10 Ahead	153.00	100.0 %	2085	2085
J2:1/3	3.25	0.00	Y	Arm J1:10 Ahead	Inf	100.0 %	1940	1940
J2:2/1	3.25	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1940	1940
J2:2/2	3.50	0.00	N	Arm J1:7 Ahead	146.00	100.0 %	2084	2084
J2:2/3	3.50	0.00	N	Arm J1:7 Ahead	Inf	36.7 %	2090	2090
				Arm J1:10 Right	131.00	63.3 %		
J2:2/4	3.50	0.00	Y	Arm J1:10 Right	105.00	100.0 %	1937	1937

Scenario 13: '2036 WD AM (Sens)' (FG31: '2036 WD AM (Sens)', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	6	0	1	1556	1563
	B	1847	0	0	1476	3323
	C	0	446	2	3	451
	D	0	1353	3	2	1358
	Tot.	1853	1799	6	3037	6695

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2036 WD AM (Sens)
Junction: J1: Unnamed Junction	
J1:1/1	521
J1:1/2 (with short)	1042(In) 521(Out)
J1:1/3 (short)	521
J1:2/1	929
J1:2/2	924
J1:3/1	738
J1:3/2	738
J1:3/3	923
J1:3/4	924
J1:4/1	599
J1:4/2	604
J1:4/3	596
J1:5/1	6
J1:6/1	452
J1:6/2 (with short)	906(In) 453(Out)
J1:6/3 (short)	453
J1:7/1	1262
J1:7/2	1260
J1:7/3	515
J1:8/1	599
J1:8/2	604
J1:8/3	603
J1:9/1	527
J1:9/2	522
J1:9/3	521
J1:10/1	929
J1:10/2	1071
J1:10/3	151
J1:10/4	150
Junction: J2: M1 Junction 21	
J2:1/1	150
J2:1/2 (with short)	301(In) 151(Out)
J2:1/3 (short)	150
J2:2/1	1259
J2:2/2	1260
J2:2/3	1444

Full Input Data And Results

J2:2/4	924
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Lane Saturation Flows

Junction: J1: 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)
J1:1/1 (M1 SB OFF-SLIP)	3.65	0.00	Y	Arm J1:9 Ahead	656.00	100.0 %	1975	1975
J1:1/2 (M1 SB OFF-SLIP)	3.65	0.00	N	Arm J1:9 Ahead	652.00	100.0 %	2115	2115
J1:1/3 (M1 SB OFF-SLIP)	3.50	0.00	Y	Arm J1:9 Ahead	648.00	100.0 %	1960	1960
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1	3.50	0.00	Y	Arm J2:2 Ahead	208.00	100.0 %	1951	1951
J1:3/2	3.50	0.00	N	Arm J2:2 Ahead	205.00	100.0 %	2090	2090
J1:3/3	3.50	0.00	N	Arm J2:2 Ahead	201.00	100.0 %	2089	2089
J1:3/4	3.50	0.00	Y	Arm J2:2 Ahead	198.00	100.0 %	1950	1950
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	3.50	0.00	Y	Arm J1:2 Left	Inf	0.0 %	1965	1965
				Arm J1:8 Ahead	Inf	100.0 %		
J1:6/2	3.50	0.00	N	Arm J1:8 Ahead	257.00	100.0 %	2093	2093
J1:6/3	3.50	0.00	Y	Arm J1:8 Ahead	253.00	100.0 %	1953	1953
J1:7/1	Infinite Saturation Flow						Inf	Inf
J1:7/2	Infinite Saturation Flow						Inf	Inf
J1:7/3	Infinite Saturation Flow						Inf	Inf
J1:8/1	3.30	0.00	Y	Arm J1:4 Ahead	259.00	100.0 %	1934	1934
J1:8/2	3.30	0.00	N	Arm J1:4 Ahead	255.00	100.0 %	2073	2073
J1:8/3	3.30	0.00	Y	Arm J1:4 Ahead	Inf	98.8 %	1945	1945
				Arm J1:9 Right	251.00	1.2 %		
J1:9/1	3.65	0.00	Y	Arm J1:5 Ahead	Inf	1.1 %	1941	1941
				Arm J2:2 Right	73.00	98.9 %		
J1:9/2	3.30	0.00	N	Arm J2:2 Right	55.00	100.0 %	2030	2030
J1:9/3	3.30	0.00	Y	Arm J2:2 Right	51.00	100.0 %	1889	1889
J1:10/1	3.65	0.00	Y	Arm J1:2 Ahead	62.50	100.0 %	1934	1934
J1:10/2	3.65	0.00	N	Arm J1:2 Ahead	Inf	86.3 %	2113	2113
				Arm J1:8 Right	63.50	13.7 %		
J1:10/3	3.65	0.00	Y	Arm J1:8 Right	60.00	100.0 %	1932	1932
J1:10/4	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: M1 Junction 21								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	3.50	0.00	Y	Arm J1:7 Left	Inf	2.0 %	1930	1930
				Arm J1:10 Ahead	81.00	98.0 %		
J2:1/2	3.50	0.00	N	Arm J1:10 Ahead	153.00	100.0 %	2085	2085
J2:1/3	3.25	0.00	Y	Arm J1:10 Ahead	Inf	100.0 %	1940	1940
J2:2/1	3.25	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1940	1940
J2:2/2	3.50	0.00	N	Arm J1:7 Ahead	146.00	100.0 %	2084	2084
J2:2/3	3.50	0.00	N	Arm J1:7 Ahead	Inf	35.7 %	2090	2090
				Arm J1:10 Right	131.00	64.3 %		
J2:2/4	3.50	0.00	Y	Arm J1:10 Right	105.00	100.0 %	1937	1937

Scenario 14: '2036 WD PM (Sens)' (FG32: '2036 WD PM (Sens)', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	22	0	1	1525	1548
	B	1730	0	0	1430	3160
	C	0	473	0	13	486
	D	0	761	4	0	765
	Tot.	1752	1234	5	2968	5959

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2036 WD PM (Sens)
Junction: J1: Unnamed Junction	
J1:1/1	516
J1:1/2 (with short)	1032(In) 516(Out)
J1:1/3 (short)	516
J1:2/1	887
J1:2/2	865
J1:3/1	715
J1:3/2	715
J1:3/3	865
J1:3/4	865
J1:4/1	404
J1:4/2	417
J1:4/3	413
J1:5/1	5
J1:6/1	255
J1:6/2 (with short)	510(In) 255(Out)
J1:6/3 (short)	255
J1:7/1	1243
J1:7/2	1231
J1:7/3	494
J1:8/1	404
J1:8/2	417
J1:8/3	417
J1:9/1	520
J1:9/2	516
J1:9/3	516
J1:10/1	887
J1:10/2	1014
J1:10/3	162
J1:10/4	162
Junction: J2: M1 Junction 21	
J2:1/1	162
J2:1/2 (with short)	324(In) 162(Out)
J2:1/3 (short)	162
J2:2/1	1230
J2:2/2	1231
J2:2/3	1381

Full Input Data And Results

J2:2/4	865
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Lane Saturation Flows

Junction: J1: 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)
J1:1/1 (M1 SB OFF-SLIP)	3.65	0.00	Y	Arm J1:9 Ahead	656.00	100.0 %	1975	1975
J1:1/2 (M1 SB OFF-SLIP)	3.65	0.00	N	Arm J1:9 Ahead	652.00	100.0 %	2115	2115
J1:1/3 (M1 SB OFF-SLIP)	3.50	0.00	Y	Arm J1:9 Ahead	648.00	100.0 %	1960	1960
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1	3.50	0.00	Y	Arm J2:2 Ahead	208.00	100.0 %	1951	1951
J1:3/2	3.50	0.00	N	Arm J2:2 Ahead	205.00	100.0 %	2090	2090
J1:3/3	3.50	0.00	N	Arm J2:2 Ahead	201.00	100.0 %	2089	2089
J1:3/4	3.50	0.00	Y	Arm J2:2 Ahead	198.00	100.0 %	1950	1950
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	3.50	0.00	Y	Arm J1:2 Left	Inf	0.0 %	1965	1965
				Arm J1:8 Ahead	Inf	100.0 %		
J1:6/2	3.50	0.00	N	Arm J1:8 Ahead	257.00	100.0 %	2093	2093
J1:6/3	3.50	0.00	Y	Arm J1:8 Ahead	253.00	100.0 %	1953	1953
J1:7/1	Infinite Saturation Flow						Inf	Inf
J1:7/2	Infinite Saturation Flow						Inf	Inf
J1:7/3	Infinite Saturation Flow						Inf	Inf
J1:8/1	3.30	0.00	Y	Arm J1:4 Ahead	259.00	100.0 %	1934	1934
J1:8/2	3.30	0.00	N	Arm J1:4 Ahead	255.00	100.0 %	2073	2073
J1:8/3	3.30	0.00	Y	Arm J1:4 Ahead	Inf	99.0 %	1945	1945
				Arm J1:9 Right	251.00	1.0 %		
J1:9/1	3.65	0.00	Y	Arm J1:5 Ahead	Inf	1.0 %	1941	1941
				Arm J2:2 Right	73.00	99.0 %		
J1:9/2	3.30	0.00	N	Arm J2:2 Right	55.00	100.0 %	2030	2030
J1:9/3	3.30	0.00	Y	Arm J2:2 Right	51.00	100.0 %	1889	1889
J1:10/1	3.65	0.00	Y	Arm J1:2 Ahead	62.50	100.0 %	1934	1934
J1:10/2	3.65	0.00	N	Arm J1:2 Ahead	Inf	85.3 %	2113	2113
				Arm J1:8 Right	63.50	14.7 %		
J1:10/3	3.65	0.00	Y	Arm J1:8 Right	60.00	100.0 %	1932	1932
J1:10/4	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: M1 Junction 21								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	3.50	0.00	Y	Arm J1:7 Left	Inf	8.0 %	1932	1932
				Arm J1:10 Ahead	81.00	92.0 %		
J2:1/2	3.50	0.00	N	Arm J1:10 Ahead	153.00	100.0 %	2085	2085
J2:1/3	3.25	0.00	Y	Arm J1:10 Ahead	Inf	100.0 %	1940	1940
J2:2/1	3.25	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1940	1940
J2:2/2	3.50	0.00	N	Arm J1:7 Ahead	146.00	100.0 %	2084	2084
J2:2/3	3.50	0.00	N	Arm J1:7 Ahead	Inf	35.8 %	2090	2090
				Arm J1:10 Right	131.00	64.2 %		
J2:2/4	3.50	0.00	Y	Arm J1:10 Right	105.00	100.0 %	1937	1937

Scenario 21: '2036 WoD + Dev AM (Sens)' (FG39: '2036 WoD + Dev AM (Sens)', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	6	0	1	1657	1664
	B	1859	0	0	1590	3449
	C	0	444	2	3	449
	D	0	1340	3	2	1345
	Tot.	1865	1784	6	3252	6907

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 21: 2036 WoD + Dev AM (Sens)
Junction: J1: Unnamed Junction	
J1:1/1	555
J1:1/2 (with short)	1109(In) 554(Out)
J1:1/3 (short)	555
J1:2/1	935
J1:2/2	930
J1:3/1	795
J1:3/2	795
J1:3/3	929
J1:3/4	930
J1:4/1	596
J1:4/2	597
J1:4/3	591
J1:5/1	6
J1:6/1	449
J1:6/2 (with short)	896(In) 448(Out)
J1:6/3 (short)	448
J1:7/1	1353
J1:7/2	1350
J1:7/3	549
J1:8/1	596
J1:8/2	597
J1:8/3	598
J1:9/1	561
J1:9/2	555
J1:9/3	555
J1:10/1	935
J1:10/2	1077
J1:10/3	149
J1:10/4	150
Junction: J2: M1 Junction 21	
J2:1/1	150
J2:1/2 (with short)	299(In) 149(Out)
J2:1/3 (short)	150
J2:2/1	1350
J2:2/2	1350
J2:2/3	1484

Full Input Data And Results

J2:2/4	930
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Lane Saturation Flows

Junction: J1: 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)
J1:1/1 (M1 SB OFF-SLIP)	3.65	0.00	Y	Arm J1:9 Ahead	656.00	100.0 %	1975	1975
J1:1/2 (M1 SB OFF-SLIP)	3.65	0.00	N	Arm J1:9 Ahead	652.00	100.0 %	2115	2115
J1:1/3 (M1 SB OFF-SLIP)	3.50	0.00	Y	Arm J1:9 Ahead	648.00	100.0 %	1960	1960
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1	3.50	0.00	Y	Arm J2:2 Ahead	208.00	100.0 %	1951	1951
J1:3/2	3.50	0.00	N	Arm J2:2 Ahead	205.00	100.0 %	2090	2090
J1:3/3	3.50	0.00	N	Arm J2:2 Ahead	201.00	100.0 %	2089	2089
J1:3/4	3.50	0.00	Y	Arm J2:2 Ahead	198.00	100.0 %	1950	1950
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	3.50	0.00	Y	Arm J1:2 Left	Inf	0.0 %	1965	1965
				Arm J1:8 Ahead	Inf	100.0 %		
J1:6/2	3.50	0.00	N	Arm J1:8 Ahead	257.00	100.0 %	2093	2093
J1:6/3	3.50	0.00	Y	Arm J1:8 Ahead	253.00	100.0 %	1953	1953
J1:7/1	Infinite Saturation Flow						Inf	Inf
J1:7/2	Infinite Saturation Flow						Inf	Inf
J1:7/3	Infinite Saturation Flow						Inf	Inf
J1:8/1	3.30	0.00	Y	Arm J1:4 Ahead	259.00	100.0 %	1934	1934
J1:8/2	3.30	0.00	N	Arm J1:4 Ahead	255.00	100.0 %	2073	2073
J1:8/3	3.30	0.00	Y	Arm J1:4 Ahead	Inf	98.8 %	1945	1945
				Arm J1:9 Right	251.00	1.2 %		
J1:9/1	3.65	0.00	Y	Arm J1:5 Ahead	Inf	1.1 %	1941	1941
				Arm J2:2 Right	73.00	98.9 %		
J1:9/2	3.30	0.00	N	Arm J2:2 Right	55.00	100.0 %	2030	2030
J1:9/3	3.30	0.00	Y	Arm J2:2 Right	51.00	100.0 %	1889	1889
J1:10/1	3.65	0.00	Y	Arm J1:2 Ahead	62.50	100.0 %	1934	1934
J1:10/2	3.65	0.00	N	Arm J1:2 Ahead	Inf	86.4 %	2113	2113
				Arm J1:8 Right	63.50	13.6 %		
J1:10/3	3.65	0.00	Y	Arm J1:8 Right	60.00	100.0 %	1932	1932
J1:10/4	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: M1 Junction 21								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	3.50	0.00	Y	Arm J1:7 Left	Inf	2.0 %	1930	1930
				Arm J1:10 Ahead	81.00	98.0 %		
J2:1/2	3.50	0.00	N	Arm J1:10 Ahead	153.00	100.0 %	2085	2085
J2:1/3	3.25	0.00	Y	Arm J1:10 Ahead	Inf	100.0 %	1940	1940
J2:2/1	3.25	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1940	1940
J2:2/2	3.50	0.00	N	Arm J1:7 Ahead	146.00	100.0 %	2084	2084
J2:2/3	3.50	0.00	N	Arm J1:7 Ahead	Inf	37.0 %	2090	2090
				Arm J1:10 Right	131.00	63.0 %		
J2:2/4	3.50	0.00	Y	Arm J1:10 Right	105.00	100.0 %	1937	1937

Scenario 22: '2036 WoD + Dev PM (Sens)' (FG40: '2036 WoD + Dev DM (Sens)', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	22	0	1	1611	1634
	B	1633	0	0	1517	3150
	C	0	456	0	13	469
	D	0	884	4	0	888
	Tot.	1655	1340	5	3141	6141

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 22: 2036 WoD + Dev PM (Sens)
Junction: J1: Unnamed Junction	
J1:1/1	545
J1:1/2 (with short)	1089(In) 544(Out)
J1:1/3 (short)	545
J1:2/1	838
J1:2/2	817
J1:3/1	759
J1:3/2	758
J1:3/3	816
J1:3/4	817
J1:4/1	439
J1:4/2	453
J1:4/3	448
J1:5/1	5
J1:6/1	296
J1:6/2 (with short)	592(In) 296(Out)
J1:6/3 (short)	296
J1:7/1	1316
J1:7/2	1302
J1:7/3	523
J1:8/1	439
J1:8/2	453
J1:8/3	452
J1:9/1	549
J1:9/2	544
J1:9/3	545
J1:10/1	838
J1:10/2	960
J1:10/3	157
J1:10/4	156
Junction: J2: M1 Junction 21	
J2:1/1	156
J2:1/2 (with short)	313(In) 157(Out)
J2:1/3 (short)	156
J2:2/1	1303
J2:2/2	1302
J2:2/3	1361

Full Input Data And Results

J2:2/4	817
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Lane Saturation Flows

Junction: J1: 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)
J1:1/1 (M1 SB OFF-SLIP)	3.65	0.00	Y	Arm J1:9 Ahead	656.00	100.0 %	1975	1975
J1:1/2 (M1 SB OFF-SLIP)	3.65	0.00	N	Arm J1:9 Ahead	652.00	100.0 %	2115	2115
J1:1/3 (M1 SB OFF-SLIP)	3.50	0.00	Y	Arm J1:9 Ahead	648.00	100.0 %	1960	1960
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1	3.50	0.00	Y	Arm J2:2 Ahead	208.00	100.0 %	1951	1951
J1:3/2	3.50	0.00	N	Arm J2:2 Ahead	205.00	100.0 %	2090	2090
J1:3/3	3.50	0.00	N	Arm J2:2 Ahead	201.00	100.0 %	2089	2089
J1:3/4	3.50	0.00	Y	Arm J2:2 Ahead	198.00	100.0 %	1950	1950
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	3.50	0.00	Y	Arm J1:2 Left	Inf	0.0 %	1965	1965
				Arm J1:8 Ahead	Inf	100.0 %		
J1:6/2	3.50	0.00	N	Arm J1:8 Ahead	257.00	100.0 %	2093	2093
J1:6/3	3.50	0.00	Y	Arm J1:8 Ahead	253.00	100.0 %	1953	1953
J1:7/1	Infinite Saturation Flow						Inf	Inf
J1:7/2	Infinite Saturation Flow						Inf	Inf
J1:7/3	Infinite Saturation Flow						Inf	Inf
J1:8/1	3.30	0.00	Y	Arm J1:4 Ahead	259.00	100.0 %	1934	1934
J1:8/2	3.30	0.00	N	Arm J1:4 Ahead	255.00	100.0 %	2073	2073
J1:8/3	3.30	0.00	Y	Arm J1:4 Ahead	Inf	99.1 %	1945	1945
				Arm J1:9 Right	251.00	0.9 %		
J1:9/1	3.65	0.00	Y	Arm J1:5 Ahead	Inf	0.9 %	1940	1940
				Arm J2:2 Right	73.00	99.1 %		
J1:9/2	3.30	0.00	N	Arm J2:2 Right	55.00	100.0 %	2030	2030
J1:9/3	3.30	0.00	Y	Arm J2:2 Right	51.00	100.0 %	1889	1889
J1:10/1	3.65	0.00	Y	Arm J1:2 Ahead	62.50	100.0 %	1934	1934
J1:10/2	3.65	0.00	N	Arm J1:2 Ahead	Inf	85.1 %	2113	2113
				Arm J1:8 Right	63.50	14.9 %		
J1:10/3	3.65	0.00	Y	Arm J1:8 Right	60.00	100.0 %	1932	1932
J1:10/4	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: M1 Junction 21								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	3.50	0.00	Y	Arm J1:7 Left	Inf	8.3 %	1932	1932
				Arm J1:10 Ahead	81.00	91.7 %		
J2:1/2	3.50	0.00	N	Arm J1:10 Ahead	153.00	100.0 %	2085	2085
J2:1/3	3.25	0.00	Y	Arm J1:10 Ahead	Inf	100.0 %	1940	1940
J2:2/1	3.25	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1940	1940
J2:2/2	3.50	0.00	N	Arm J1:7 Ahead	146.00	100.0 %	2084	2084
J2:2/3	3.50	0.00	N	Arm J1:7 Ahead	Inf	38.4 %	2090	2090
				Arm J1:10 Right	131.00	61.6 %		
J2:2/4	3.50	0.00	Y	Arm J1:10 Right	105.00	100.0 %	1937	1937

Scenario 23: '2036 WD - STS AM' (FG43: '2036 WD - STS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	6	0	1	1556	1563
	B	1847	0	0	1438	3285
	C	0	446	2	3	451
	D	0	1353	3	2	1358
	Tot.	1853	1799	6	2999	6657

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 23: 2036 WD - STS AM
Junction: J1: Unnamed Junction	
J1:1/1	521
J1:1/2 (with short)	1042(In) 521(Out)
J1:1/3 (short)	521
J1:2/1	930
J1:2/2	923
J1:3/1	719
J1:3/2	719
J1:3/3	924
J1:3/4	923
J1:4/1	599
J1:4/2	604
J1:4/3	596
J1:5/1	6
J1:6/1	452
J1:6/2 (with short)	906(In) 453(Out)
J1:6/3 (short)	453
J1:7/1	1243
J1:7/2	1241
J1:7/3	515
J1:8/1	599
J1:8/2	604
J1:8/3	603
J1:9/1	527
J1:9/2	522
J1:9/3	521
J1:10/1	930
J1:10/2	1070
J1:10/3	151
J1:10/4	150
Junction: J2: M1 Junction 21	
J2:1/1	150
J2:1/2 (with short)	301(In) 151(Out)
J2:1/3 (short)	150
J2:2/1	1240
J2:2/2	1241
J2:2/3	1445

Full Input Data And Results

J2:2/4	923
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Lane Saturation Flows

Junction: J1: 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)
J1:1/1 (M1 SB OFF-SLIP)	3.65	0.00	Y	Arm J1:9 Ahead	656.00	100.0 %	1975	1975
J1:1/2 (M1 SB OFF-SLIP)	3.65	0.00	N	Arm J1:9 Ahead	652.00	100.0 %	2115	2115
J1:1/3 (M1 SB OFF-SLIP)	3.50	0.00	Y	Arm J1:9 Ahead	648.00	100.0 %	1960	1960
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1	3.50	0.00	Y	Arm J2:2 Ahead	208.00	100.0 %	1951	1951
J1:3/2	3.50	0.00	N	Arm J2:2 Ahead	205.00	100.0 %	2090	2090
J1:3/3	3.50	0.00	N	Arm J2:2 Ahead	201.00	100.0 %	2089	2089
J1:3/4	3.50	0.00	Y	Arm J2:2 Ahead	198.00	100.0 %	1950	1950
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	3.50	0.00	Y	Arm J1:2 Left	Inf	0.0 %	1965	1965
				Arm J1:8 Ahead	Inf	100.0 %		
J1:6/2	3.50	0.00	N	Arm J1:8 Ahead	257.00	100.0 %	2093	2093
J1:6/3	3.50	0.00	Y	Arm J1:8 Ahead	253.00	100.0 %	1953	1953
J1:7/1	Infinite Saturation Flow						Inf	Inf
J1:7/2	Infinite Saturation Flow						Inf	Inf
J1:7/3	Infinite Saturation Flow						Inf	Inf
J1:8/1	3.30	0.00	Y	Arm J1:4 Ahead	259.00	100.0 %	1934	1934
J1:8/2	3.30	0.00	N	Arm J1:4 Ahead	255.00	100.0 %	2073	2073
J1:8/3	3.30	0.00	Y	Arm J1:4 Ahead	Inf	98.8 %	1945	1945
				Arm J1:9 Right	251.00	1.2 %		
J1:9/1	3.65	0.00	Y	Arm J1:5 Ahead	Inf	1.1 %	1941	1941
				Arm J2:2 Right	73.00	98.9 %		
J1:9/2	3.30	0.00	N	Arm J2:2 Right	55.00	100.0 %	2030	2030
J1:9/3	3.30	0.00	Y	Arm J2:2 Right	51.00	100.0 %	1889	1889
J1:10/1	3.65	0.00	Y	Arm J1:2 Ahead	62.50	100.0 %	1934	1934
J1:10/2	3.65	0.00	N	Arm J1:2 Ahead	Inf	86.3 %	2113	2113
				Arm J1:8 Right	63.50	13.7 %		
J1:10/3	3.65	0.00	Y	Arm J1:8 Right	60.00	100.0 %	1932	1932
J1:10/4	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: M1 Junction 21								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	3.50	0.00	Y	Arm J1:7 Left	Inf	2.0 %	1930	1930
				Arm J1:10 Ahead	81.00	98.0 %		
J2:1/2	3.50	0.00	N	Arm J1:10 Ahead	153.00	100.0 %	2085	2085
J2:1/3	3.25	0.00	Y	Arm J1:10 Ahead	Inf	100.0 %	1940	1940
J2:2/1	3.25	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1940	1940
J2:2/2	3.50	0.00	N	Arm J1:7 Ahead	146.00	100.0 %	2084	2084
J2:2/3	3.50	0.00	N	Arm J1:7 Ahead	Inf	35.6 %	2090	2090
				Arm J1:10 Right	131.00	64.4 %		
J2:2/4	3.50	0.00	Y	Arm J1:10 Right	105.00	100.0 %	1937	1937

Scenario 24: '2036 WD - STS PM' (FG44: '2036 WD - STS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	22	0	1	1525	1548
	B	1730	0	0	1382	3112
	C	0	473	0	13	486
	D	0	761	4	0	765
	Tot.	1752	1234	5	2920	5911

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 24: 2036 WD - STS PM
Junction: J1: Unnamed Junction	
J1:1/1	516
J1:1/2 (with short)	1032(In) 516(Out)
J1:1/3 (short)	516
J1:2/1	887
J1:2/2	865
J1:3/1	691
J1:3/2	691
J1:3/3	865
J1:3/4	865
J1:4/1	404
J1:4/2	417
J1:4/3	413
J1:5/1	5
J1:6/1	255
J1:6/2 (with short)	510(In) 255(Out)
J1:6/3 (short)	255
J1:7/1	1219
J1:7/2	1207
J1:7/3	494
J1:8/1	404
J1:8/2	417
J1:8/3	417
J1:9/1	520
J1:9/2	516
J1:9/3	516
J1:10/1	887
J1:10/2	1014
J1:10/3	162
J1:10/4	162
Junction: J2: M1 Junction 21	
J2:1/1	162
J2:1/2 (with short)	324(In) 162(Out)
J2:1/3 (short)	162
J2:2/1	1206
J2:2/2	1207
J2:2/3	1381

Full Input Data And Results

J2:2/4	865
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Lane Saturation Flows

Junction: J1: 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)
J1:1/1 (M1 SB OFF-SLIP)	3.65	0.00	Y	Arm J1:9 Ahead	656.00	100.0 %	1975	1975
J1:1/2 (M1 SB OFF-SLIP)	3.65	0.00	N	Arm J1:9 Ahead	652.00	100.0 %	2115	2115
J1:1/3 (M1 SB OFF-SLIP)	3.50	0.00	Y	Arm J1:9 Ahead	648.00	100.0 %	1960	1960
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1	3.50	0.00	Y	Arm J2:2 Ahead	208.00	100.0 %	1951	1951
J1:3/2	3.50	0.00	N	Arm J2:2 Ahead	205.00	100.0 %	2090	2090
J1:3/3	3.50	0.00	N	Arm J2:2 Ahead	201.00	100.0 %	2089	2089
J1:3/4	3.50	0.00	Y	Arm J2:2 Ahead	198.00	100.0 %	1950	1950
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	3.50	0.00	Y	Arm J1:2 Left	Inf	0.0 %	1965	1965
				Arm J1:8 Ahead	Inf	100.0 %		
J1:6/2	3.50	0.00	N	Arm J1:8 Ahead	257.00	100.0 %	2093	2093
J1:6/3	3.50	0.00	Y	Arm J1:8 Ahead	253.00	100.0 %	1953	1953
J1:7/1	Infinite Saturation Flow						Inf	Inf
J1:7/2	Infinite Saturation Flow						Inf	Inf
J1:7/3	Infinite Saturation Flow						Inf	Inf
J1:8/1	3.30	0.00	Y	Arm J1:4 Ahead	259.00	100.0 %	1934	1934
J1:8/2	3.30	0.00	N	Arm J1:4 Ahead	255.00	100.0 %	2073	2073
J1:8/3	3.30	0.00	Y	Arm J1:4 Ahead	Inf	99.0 %	1945	1945
				Arm J1:9 Right	251.00	1.0 %		
J1:9/1	3.65	0.00	Y	Arm J1:5 Ahead	Inf	1.0 %	1941	1941
				Arm J2:2 Right	73.00	99.0 %		
J1:9/2	3.30	0.00	N	Arm J2:2 Right	55.00	100.0 %	2030	2030
J1:9/3	3.30	0.00	Y	Arm J2:2 Right	51.00	100.0 %	1889	1889
J1:10/1	3.65	0.00	Y	Arm J1:2 Ahead	62.50	100.0 %	1934	1934
J1:10/2	3.65	0.00	N	Arm J1:2 Ahead	Inf	85.3 %	2113	2113
				Arm J1:8 Right	63.50	14.7 %		
J1:10/3	3.65	0.00	Y	Arm J1:8 Right	60.00	100.0 %	1932	1932
J1:10/4	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: M1 Junction 21								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	3.50	0.00	Y	Arm J1:7 Left	Inf	8.0 %	1932	1932
				Arm J1:10 Ahead	81.00	92.0 %		
J2:1/2	3.50	0.00	N	Arm J1:10 Ahead	153.00	100.0 %	2085	2085
J2:1/3	3.25	0.00	Y	Arm J1:10 Ahead	Inf	100.0 %	1940	1940
J2:2/1	3.25	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1940	1940
J2:2/2	3.50	0.00	N	Arm J1:7 Ahead	146.00	100.0 %	2084	2084
J2:2/3	3.50	0.00	N	Arm J1:7 Ahead	Inf	35.8 %	2090	2090
				Arm J1:10 Right	131.00	64.2 %		
J2:2/4	3.50	0.00	Y	Arm J1:10 Right	105.00	100.0 %	1937	1937

Scenario 25: '2036 WoD + Dev - STS AM' (FG45: '2036 WoD + Dev - STS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	6	0	1	1657	1664
	B	1859	0	0	1552	3411
	C	0	444	2	3	449
	D	0	1340	3	2	1345
	Tot.	1865	1784	6	3214	6869

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 25: 2036 WoD + Dev - STS AM
Junction: J1: Unnamed Junction	
J1:1/1	555
J1:1/2 (with short)	1109(In) 554(Out)
J1:1/3 (short)	555
J1:2/1	935
J1:2/2	930
J1:3/1	776
J1:3/2	776
J1:3/3	929
J1:3/4	930
J1:4/1	596
J1:4/2	597
J1:4/3	591
J1:5/1	6
J1:6/1	449
J1:6/2 (with short)	896(In) 448(Out)
J1:6/3 (short)	448
J1:7/1	1334
J1:7/2	1331
J1:7/3	549
J1:8/1	596
J1:8/2	597
J1:8/3	598
J1:9/1	561
J1:9/2	555
J1:9/3	555
J1:10/1	935
J1:10/2	1077
J1:10/3	149
J1:10/4	150
Junction: J2: M1 Junction 21	
J2:1/1	150
J2:1/2 (with short)	299(In) 149(Out)
J2:1/3 (short)	150
J2:2/1	1331
J2:2/2	1331
J2:2/3	1484

Full Input Data And Results

J2:2/4	930
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Lane Saturation Flows

Junction: J1: 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)
J1:1/1 (M1 SB OFF-SLIP)	3.65	0.00	Y	Arm J1:9 Ahead	656.00	100.0 %	1975	1975
J1:1/2 (M1 SB OFF-SLIP)	3.65	0.00	N	Arm J1:9 Ahead	652.00	100.0 %	2115	2115
J1:1/3 (M1 SB OFF-SLIP)	3.50	0.00	Y	Arm J1:9 Ahead	648.00	100.0 %	1960	1960
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1	3.50	0.00	Y	Arm J2:2 Ahead	208.00	100.0 %	1951	1951
J1:3/2	3.50	0.00	N	Arm J2:2 Ahead	205.00	100.0 %	2090	2090
J1:3/3	3.50	0.00	N	Arm J2:2 Ahead	201.00	100.0 %	2089	2089
J1:3/4	3.50	0.00	Y	Arm J2:2 Ahead	198.00	100.0 %	1950	1950
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	3.50	0.00	Y	Arm J1:2 Left	Inf	0.0 %	1965	1965
				Arm J1:8 Ahead	Inf	100.0 %		
J1:6/2	3.50	0.00	N	Arm J1:8 Ahead	257.00	100.0 %	2093	2093
J1:6/3	3.50	0.00	Y	Arm J1:8 Ahead	253.00	100.0 %	1953	1953
J1:7/1	Infinite Saturation Flow						Inf	Inf
J1:7/2	Infinite Saturation Flow						Inf	Inf
J1:7/3	Infinite Saturation Flow						Inf	Inf
J1:8/1	3.30	0.00	Y	Arm J1:4 Ahead	259.00	100.0 %	1934	1934
J1:8/2	3.30	0.00	N	Arm J1:4 Ahead	255.00	100.0 %	2073	2073
J1:8/3	3.30	0.00	Y	Arm J1:4 Ahead	Inf	98.8 %	1945	1945
				Arm J1:9 Right	251.00	1.2 %		
J1:9/1	3.65	0.00	Y	Arm J1:5 Ahead	Inf	1.1 %	1941	1941
				Arm J2:2 Right	73.00	98.9 %		
J1:9/2	3.30	0.00	N	Arm J2:2 Right	55.00	100.0 %	2030	2030
J1:9/3	3.30	0.00	Y	Arm J2:2 Right	51.00	100.0 %	1889	1889
J1:10/1	3.65	0.00	Y	Arm J1:2 Ahead	62.50	100.0 %	1934	1934
J1:10/2	3.65	0.00	N	Arm J1:2 Ahead	Inf	86.4 %	2113	2113
				Arm J1:8 Right	63.50	13.6 %		
J1:10/3	3.65	0.00	Y	Arm J1:8 Right	60.00	100.0 %	1932	1932
J1:10/4	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: M1 Junction 21								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	3.50	0.00	Y	Arm J1:7 Left	Inf	2.0 %	1930	1930
				Arm J1:10 Ahead	81.00	98.0 %		
J2:1/2	3.50	0.00	N	Arm J1:10 Ahead	153.00	100.0 %	2085	2085
J2:1/3	3.25	0.00	Y	Arm J1:10 Ahead	Inf	100.0 %	1940	1940
J2:2/1	3.25	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1940	1940
J2:2/2	3.50	0.00	N	Arm J1:7 Ahead	146.00	100.0 %	2084	2084
J2:2/3	3.50	0.00	N	Arm J1:7 Ahead	Inf	37.0 %	2090	2090
				Arm J1:10 Right	131.00	63.0 %		
J2:2/4	3.50	0.00	Y	Arm J1:10 Right	105.00	100.0 %	1937	1937

Scenario 26: '2036 WoD + Dev - STS PM' (FG46: '2036 WoD + Dev - STS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	22	0	1	1611	1634
	B	1633	0	0	1469	3102
	C	0	456	0	13	469
	D	0	884	4	0	888
	Tot.	1655	1340	5	3093	6093

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 26: 2036 WoD + Dev - STS PM
Junction: J1: Unnamed Junction	
J1:1/1	545
J1:1/2 (with short)	1089(In) 544(Out)
J1:1/3 (short)	545
J1:2/1	838
J1:2/2	817
J1:3/1	735
J1:3/2	734
J1:3/3	816
J1:3/4	817
J1:4/1	439
J1:4/2	453
J1:4/3	448
J1:5/1	5
J1:6/1	296
J1:6/2 (with short)	592(In) 296(Out)
J1:6/3 (short)	296
J1:7/1	1292
J1:7/2	1278
J1:7/3	523
J1:8/1	439
J1:8/2	453
J1:8/3	452
J1:9/1	549
J1:9/2	544
J1:9/3	545
J1:10/1	838
J1:10/2	960
J1:10/3	157
J1:10/4	156
Junction: J2: M1 Junction 21	
J2:1/1	156
J2:1/2 (with short)	313(In) 157(Out)
J2:1/3 (short)	156
J2:2/1	1279
J2:2/2	1278
J2:2/3	1361

Full Input Data And Results

J2:2/4	817
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Lane Saturation Flows

Junction: J1: 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)
J1:1/1 (M1 SB OFF-SLIP)	3.65	0.00	Y	Arm J1:9 Ahead	656.00	100.0 %	1975	1975
J1:1/2 (M1 SB OFF-SLIP)	3.65	0.00	N	Arm J1:9 Ahead	652.00	100.0 %	2115	2115
J1:1/3 (M1 SB OFF-SLIP)	3.50	0.00	Y	Arm J1:9 Ahead	648.00	100.0 %	1960	1960
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1	3.50	0.00	Y	Arm J2:2 Ahead	208.00	100.0 %	1951	1951
J1:3/2	3.50	0.00	N	Arm J2:2 Ahead	205.00	100.0 %	2090	2090
J1:3/3	3.50	0.00	N	Arm J2:2 Ahead	201.00	100.0 %	2089	2089
J1:3/4	3.50	0.00	Y	Arm J2:2 Ahead	198.00	100.0 %	1950	1950
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	3.50	0.00	Y	Arm J1:2 Left	Inf	0.0 %	1965	1965
				Arm J1:8 Ahead	Inf	100.0 %		
J1:6/2	3.50	0.00	N	Arm J1:8 Ahead	257.00	100.0 %	2093	2093
J1:6/3	3.50	0.00	Y	Arm J1:8 Ahead	253.00	100.0 %	1953	1953
J1:7/1	Infinite Saturation Flow						Inf	Inf
J1:7/2	Infinite Saturation Flow						Inf	Inf
J1:7/3	Infinite Saturation Flow						Inf	Inf
J1:8/1	3.30	0.00	Y	Arm J1:4 Ahead	259.00	100.0 %	1934	1934
J1:8/2	3.30	0.00	N	Arm J1:4 Ahead	255.00	100.0 %	2073	2073
J1:8/3	3.30	0.00	Y	Arm J1:4 Ahead	Inf	99.1 %	1945	1945
				Arm J1:9 Right	251.00	0.9 %		
J1:9/1	3.65	0.00	Y	Arm J1:5 Ahead	Inf	0.9 %	1940	1940
				Arm J2:2 Right	73.00	99.1 %		
J1:9/2	3.30	0.00	N	Arm J2:2 Right	55.00	100.0 %	2030	2030
J1:9/3	3.30	0.00	Y	Arm J2:2 Right	51.00	100.0 %	1889	1889
J1:10/1	3.65	0.00	Y	Arm J1:2 Ahead	62.50	100.0 %	1934	1934
J1:10/2	3.65	0.00	N	Arm J1:2 Ahead	Inf	85.1 %	2113	2113
				Arm J1:8 Right	63.50	14.9 %		
J1:10/3	3.65	0.00	Y	Arm J1:8 Right	60.00	100.0 %	1932	1932
J1:10/4	Infinite Saturation Flow						Inf	Inf

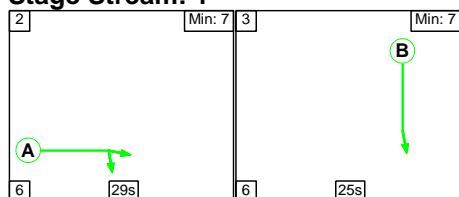
Full Input Data And Results

Junction: J2: M1 Junction 21								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	3.50	0.00	Y	Arm J1:7 Left	Inf	8.3 %	1932	1932
				Arm J1:10 Ahead	81.00	91.7 %		
J2:1/2	3.50	0.00	N	Arm J1:10 Ahead	153.00	100.0 %	2085	2085
J2:1/3	3.25	0.00	Y	Arm J1:10 Ahead	Inf	100.0 %	1940	1940
J2:2/1	3.25	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1940	1940
J2:2/2	3.50	0.00	N	Arm J1:7 Ahead	146.00	100.0 %	2084	2084
J2:2/3	3.50	0.00	N	Arm J1:7 Ahead	Inf	38.4 %	2090	2090
				Arm J1:10 Right	131.00	61.6 %		
J2:2/4	3.50	0.00	Y	Arm J1:10 Right	105.00	100.0 %	1937	1937

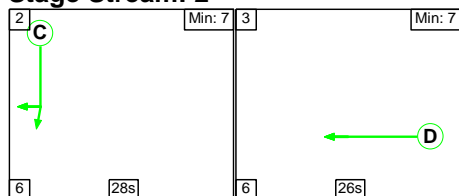
Scenario 11: '2036 WoD AM (Sens)' (FG29: '2036 WoD AM (Sens)', Plan 1: 'Network Control Plan 1')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

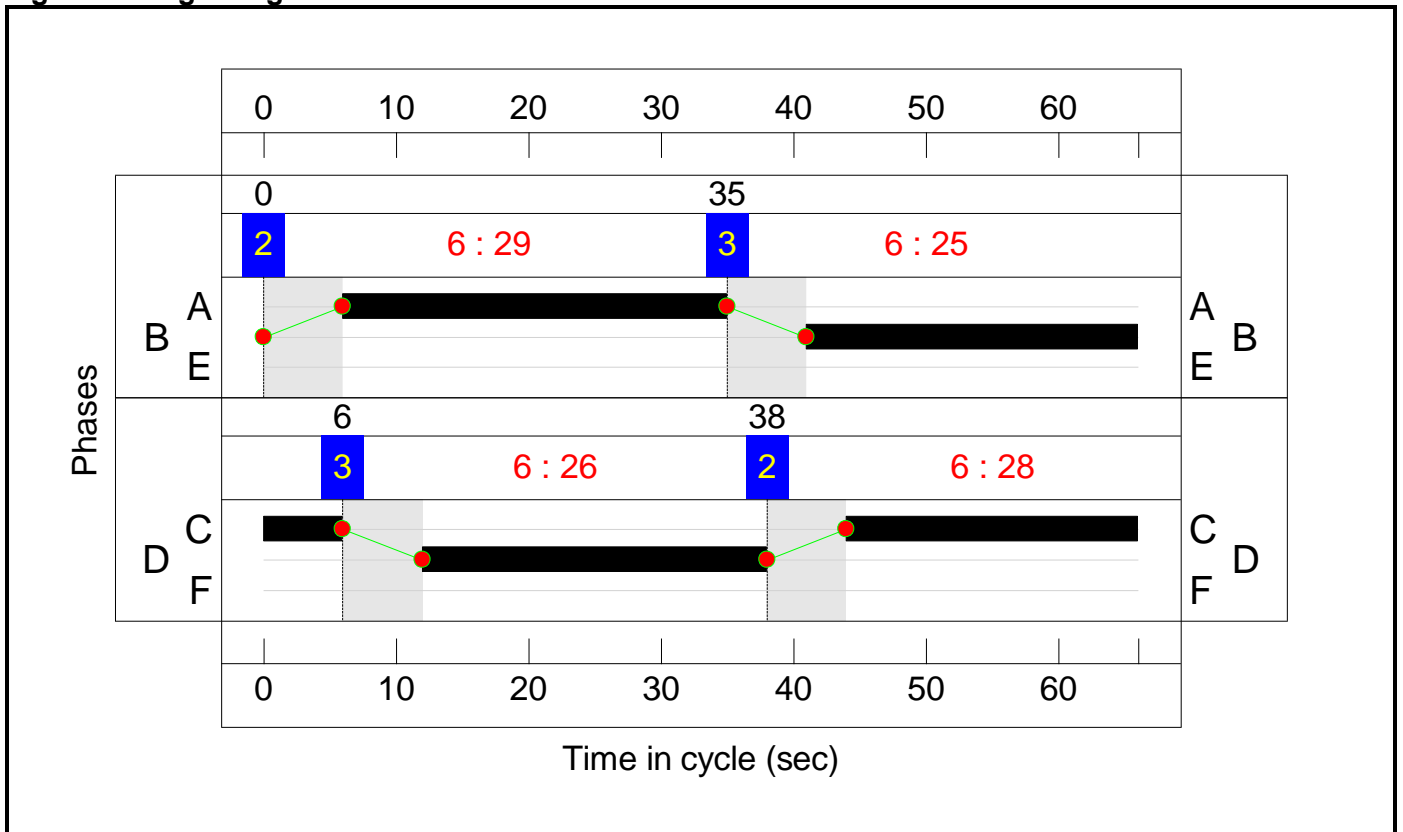
Stage Stream: 1

Stage	2	3
Duration	29	25
Change Point	0	35

Stage Stream: 2

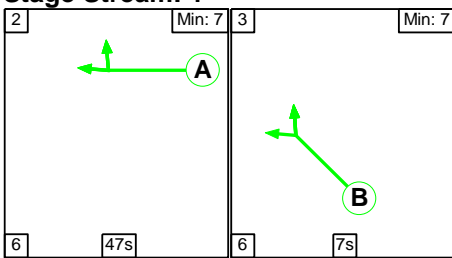
Stage	2	3
Duration	28	26
Change Point	38	6

Signal Timings Diagram



C2 Stage Sequence Diagram

Stage Stream: 1

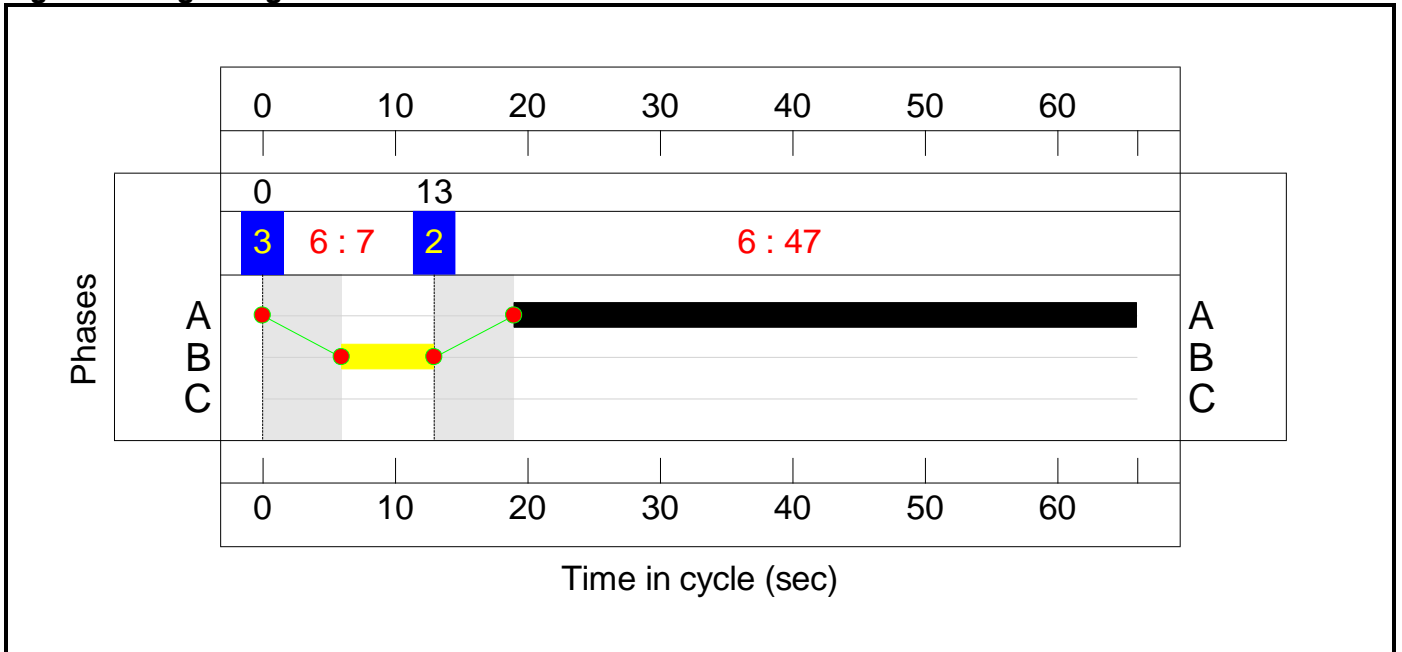


Stage Timings

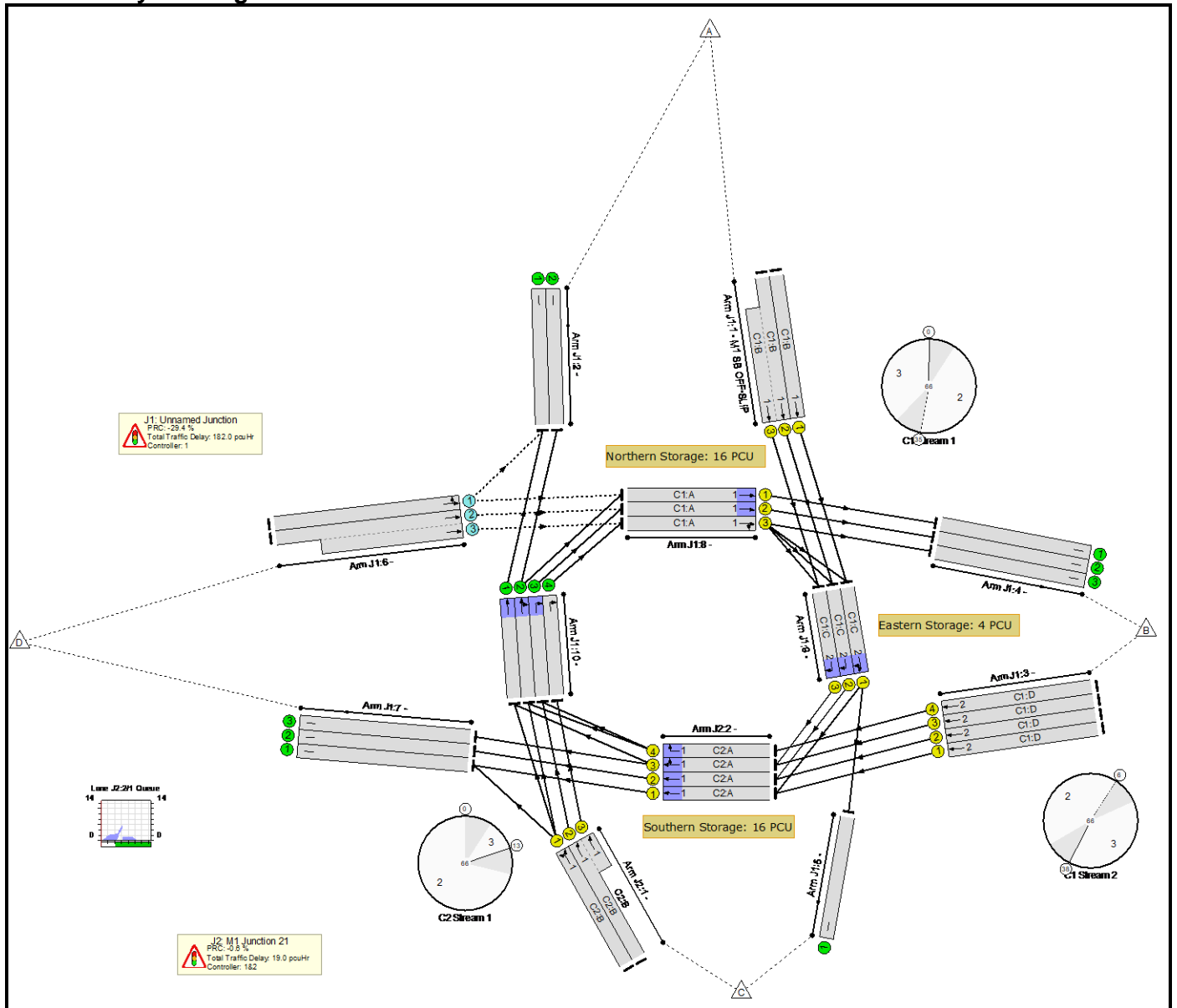
Stage Stream: 1

Stage	2	3
Duration	47	7
Change Point	13	0

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: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	116.5%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	116.5%
1/1	M1 SB OFF-SLIP Ahead	U	1:1	N/A	C1:B		1	25	-	521	1975	778	67.0%
1/2+1/3	M1 SB OFF-SLIP Ahead	U	1:1	N/A	C1:B		1	25	-	1041	2115:1960	833+772	62.4 : 67.5%
2/1		U	N/A	N/A	-		-	-	-	936	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	929	Inf	Inf	0.0%
3/1	Ahead	U	1:2	N/A	C1:D		1	26	-	701	1951	798	87.8%
3/2	Ahead	U	1:2	N/A	C1:D		1	26	-	702	2090	855	82.1%
3/3	Ahead	U	1:2	N/A	C1:D		1	26	-	930	2089	855	108.8%
3/4	Ahead	U	1:2	N/A	C1:D		1	26	-	929	1950	798	116.5%
4/1		U	N/A	N/A	-		-	-	-	592	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	595	Inf	Inf	0.0%
4/3		U	N/A	N/A	-		-	-	-	589	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	6	Inf	Inf	0.0%
6/1	Left Ahead	O	N/A	N/A	-		-	-	-	445	1965	462	96.4%
6/2+6/3	Ahead	O	N/A	N/A	-		-	-	-	892	2093:1953	462+462	96.6 : 96.6%
7/1		U	N/A	N/A	-		-	-	-	1225	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1223	Inf	Inf	0.0%
7/3		U	N/A	N/A	-		-	-	-	515	Inf	Inf	0.0%
8/1	Ahead	U	1:1	N/A	C1:A		1	29	-	592	1934	879	67.3%
8/2	Ahead	U	1:1	N/A	C1:A		1	29	-	595	2073	942	63.1%
8/3	Ahead Right	U	1:1	N/A	C1:A		1	29	-	596	1945	884	67.4%
9/1	Ahead Right	U	1:2	N/A	C1:C		1	28	-	527	1941	853	61.8%

Full Input Data And Results

9/2	Right	U	1:2	N/A	C1:C		1	28	-	521	2030	892	58.4%
9/3	Right	U	1:2	N/A	C1:C		1	28	-	521	1889	830	62.8%
10/1	Ahead	U	N/A	N/A	-		-	-	-	936	1934	1934	44.5%
10/2	Ahead Right	U	N/A	N/A	-		-	-	-	1076	2113	2113	44.7%
10/3	Right	U	N/A	N/A	-		-	-	-	149	1932	1932	7.7%
10/4	Right	U	N/A	N/A	-		-	-	-	150	Inf	Inf	0.0%
J2: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	90.5%
1/1	Left Ahead	U	2:1	N/A	C2:B		1	7	-	150	1930	234	64.1%
1/2+1/3	Ahead	U	2:1	N/A	C2:B		1	7	-	299	2085:1940	232+233	64.3 : 64.3%
2/1	Ahead	U	2:1	N/A	C2:A		1	47	-	1222	1940	1411	86.6%
2/2	Ahead	U	2:1	N/A	C2:A		1	47	-	1223	2084	1516	80.7%
2/3	Ahead Right	U	2:1	N/A	C2:A		1	47	-	1451	2090	1520	90.5%
2/4	Right	U	2:1	N/A	C2:A		1	47	-	929	1937	1409	56.6%

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: M1 Junction 21	-	-	2229	0	0	46.9	154.0	0.0	201.0	-	-	-	-
J1: Unnamed Junction	-	-	2229	0	0	40.0	142.0	0.0	182.0	-	-	-	-
1/1	521	521	-	-	-	2.4	1.0	-	3.4	23.4	7.8	1.0	8.8
1/2+1/3	1041	1041	-	-	-	4.7	0.9	-	5.6	19.5	7.8	0.9	8.7
2/1	861	861	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	798	798	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	701	701	-	-	-	3.5	3.4	-	6.9	35.3	11.7	3.4	15.1
3/2	702	702	-	-	-	3.4	2.2	-	5.6	28.8	11.3	2.2	13.5
3/3	930	855	-	-	-	7.2	43.1	-	50.3	194.8	18.4	43.1	61.5
3/4	929	798	-	-	-	8.9	69.0	-	77.9	301.7	19.4	69.0	88.4
4/1	592	592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	589	589	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	445	445	445	0	0	1.5	7.2	-	8.7	70.2	7.5	7.2	14.7
6/2+6/3	892	892	1784	0	0	3.0	9.0	-	12.0	48.6	7.7	9.0	16.7
7/1	1225	1225	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1223	1223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	592	592	-	-	-	1.4	1.0	-	2.4	14.7	3.3	1.0	4.3
8/2	595	595	-	-	-	1.4	0.9	-	2.2	13.6	3.3	0.9	4.1
8/3	596	596	-	-	-	2.3	1.0	-	3.3	19.8	7.8	1.0	8.8
9/1	527	527	-	-	-	0.1	0.8	-	0.9	6.3	0.4	0.8	1.2
9/2	521	521	-	-	-	0.1	0.7	-	0.8	5.4	0.5	0.7	1.2
9/3	521	521	-	-	-	0.1	0.8	-	0.9	6.3	0.4	0.8	1.3

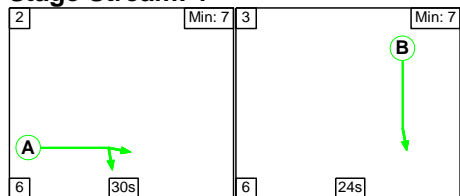
Full Input Data And Results

10/1	861	861	-	-	-	0.1	0.4	-	0.5	2.2	0.7	0.4	1.1
10/2	945	945	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4
10/3	149	149	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
10/4	150	150	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M1 Junction 21	-	-	0	0	0	6.9	12.1	0.0	19.0	-	-	-	-
1/1	150	150	-	-	-	1.2	0.9	-	2.0	48.6	2.6	0.9	3.5
1/2+1/3	299	299	-	-	-	2.3	0.9	-	3.2	38.3	2.6	0.9	3.5
2/1	1222	1222	-	-	-	1.0	3.1	-	4.1	12.1	5.6	3.1	8.7
2/2	1223	1223	-	-	-	1.1	2.1	-	3.2	9.3	6.0	2.1	8.1
2/3	1376	1376	-	-	-	1.4	4.5	-	5.9	15.4	8.4	4.5	12.9
2/4	798	798	-	-	-	0.0	0.7	-	0.7	3.0	0.0	0.7	0.7

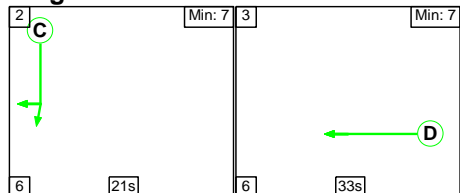
C1	Stream: 1 PRC for Signalled Lanes (%)	33.4	Total Delay for Signalled Lanes (pcuHr):	16.97	Cycle Time (s):	66
C1	Stream: 2 PRC for Signalled Lanes (%)	-29.4	Total Delay for Signalled Lanes (pcuHr):	143.31	Cycle Time (s):	66
C2	Stream: 1 PRC for Signalled Lanes (%)	-0.6	Total Delay for Signalled Lanes (pcuHr):	19.02	Cycle Time (s):	66
	PRC Over All Lanes (%)	-29.4	Total Delay Over All Lanes(pcuHr):	200.99		

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

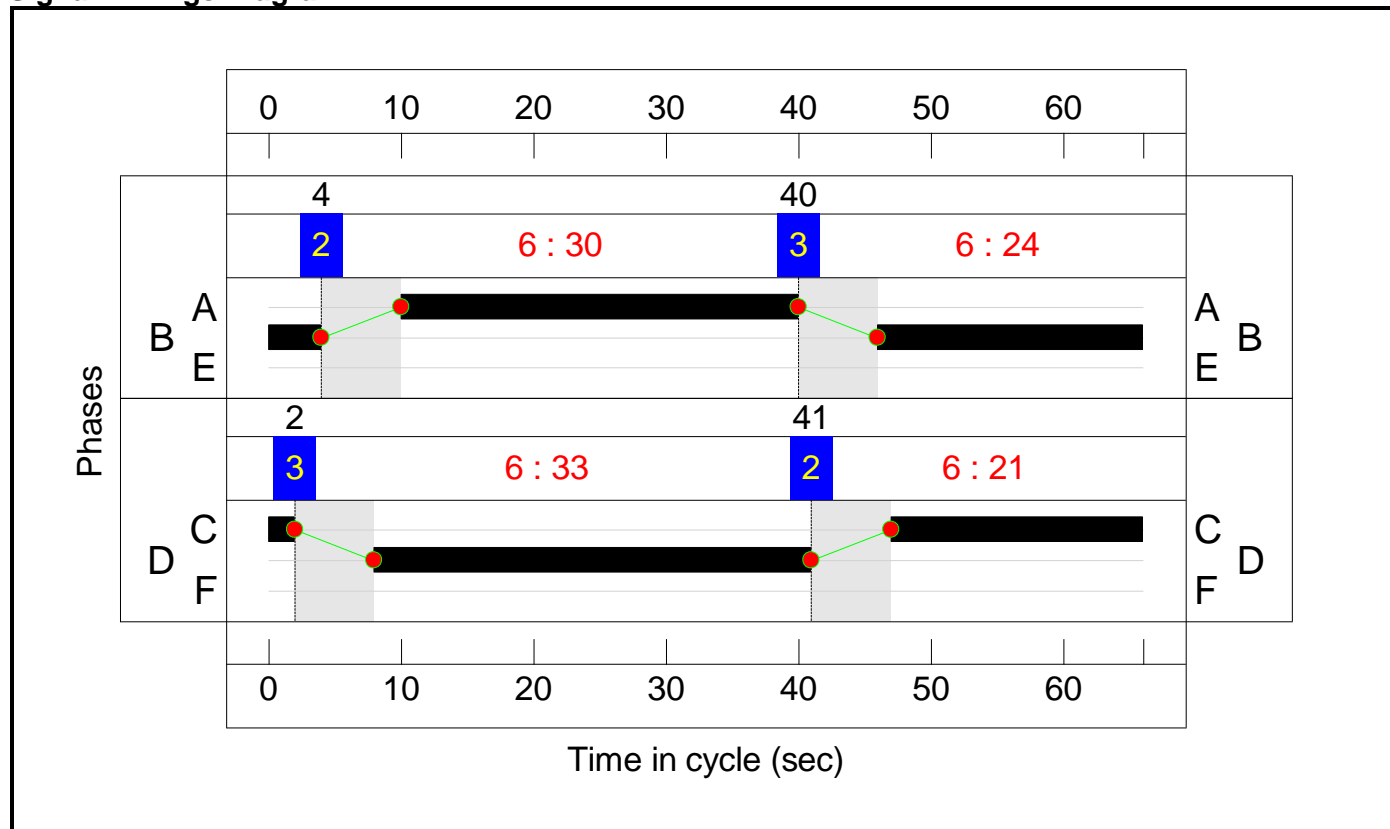
Stage Stream: 1

Stage	2	3
Duration	30	24
Change Point	4	40

Stage Stream: 2

Stage	2	3
Duration	21	33
Change Point	41	2

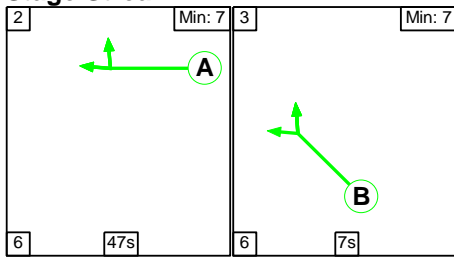
Signal Timings Diagram



C2

Stage Sequence Diagram

Stage Stream: 1

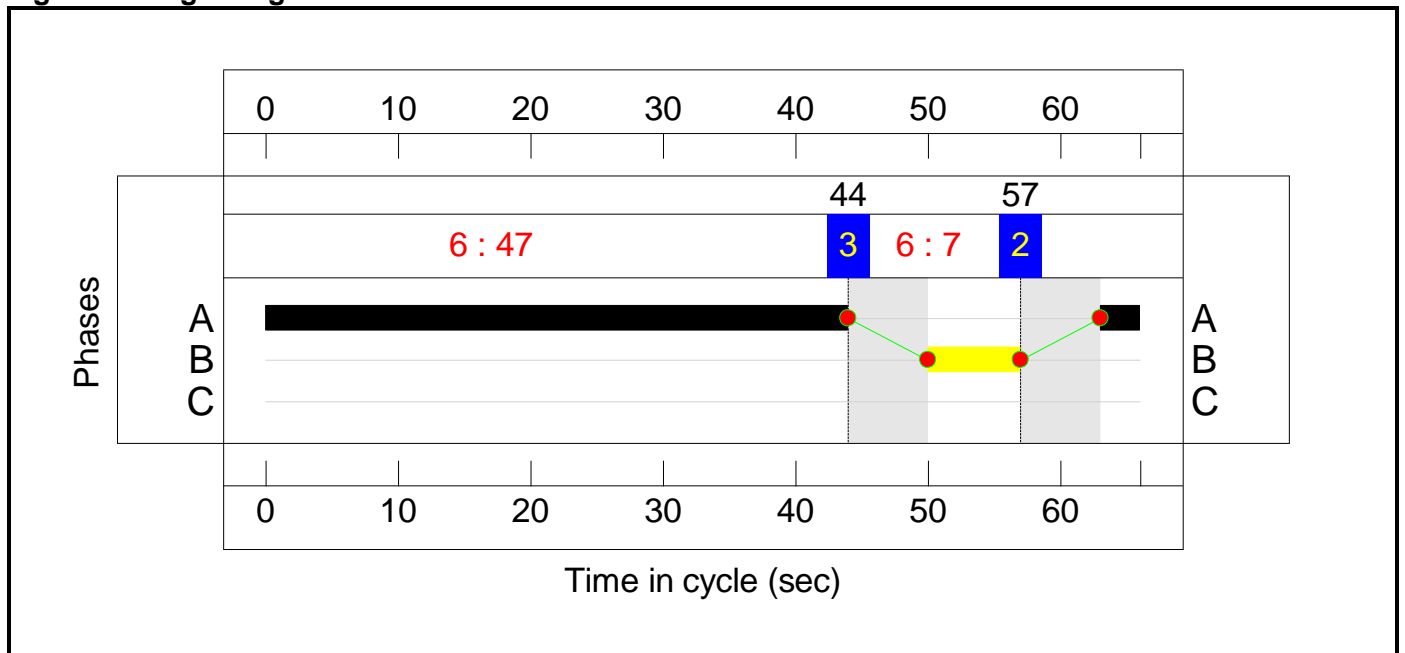


Stage Timings

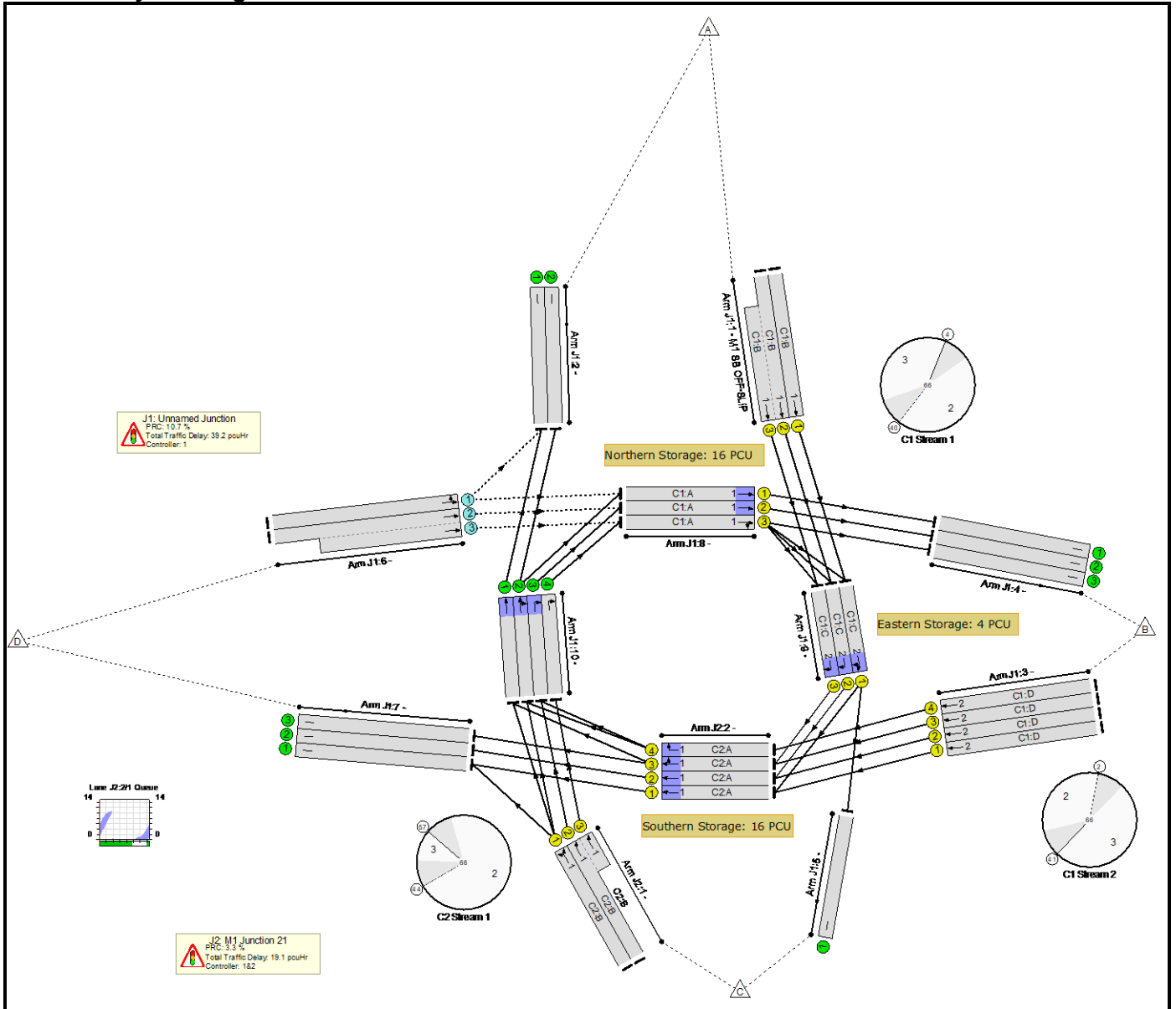
Stage Stream: 1

Stage	2	3
Duration	47	7
Change Point	57	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: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	87.1%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	81.3%
1/1	M1 SB OFF-SLIP Ahead	U	1:1	N/A	C1:B		1	24	-	508	1975	748	67.9%
1/2+1/3	M1 SB OFF-SLIP Ahead	U	1:1	N/A	C1:B		1	24	-	1017	2115:1960	801+742	63.5 : 68.4%
2/1		U	N/A	N/A	-		-	-	-	838	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	817	Inf	Inf	0.0%
3/1	Ahead	U	1:2	N/A	C1:D		1	33	-	708	1951	1005	70.4%
3/2	Ahead	U	1:2	N/A	C1:D		1	33	-	708	2090	1077	65.8%
3/3	Ahead	U	1:2	N/A	C1:D		1	33	-	816	2089	1076	75.8%
3/4	Ahead	U	1:2	N/A	C1:D		1	33	-	817	1950	1005	81.3%
4/1		U	N/A	N/A	-		-	-	-	396	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	409	Inf	Inf	0.0%
4/3		U	N/A	N/A	-		-	-	-	404	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
6/1	Left Ahead	O	N/A	N/A	-		-	-	-	253	1965	415	60.9%
6/2+6/3	Ahead	O	N/A	N/A	-		-	-	-	504	2093:1953	415+415	60.7 : 60.7%
7/1		U	N/A	N/A	-		-	-	-	1228	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1217	Inf	Inf	0.0%
7/3		U	N/A	N/A	-		-	-	-	486	Inf	Inf	0.0%
8/1	Ahead	U	1:1	N/A	C1:A		1	30	-	396	1934	908	43.6%
8/2	Ahead	U	1:1	N/A	C1:A		1	30	-	409	2073	974	42.0%
8/3	Ahead Right	U	1:1	N/A	C1:A		1	30	-	408	1945	914	44.7%
9/1	Ahead Right	U	1:2	N/A	C1:C		1	21	-	512	1941	647	79.1%

Full Input Data And Results

9/2	Right	U	1:2	N/A	C1:C		1	21	-	509	2030	677	75.2%
9/3	Right	U	1:2	N/A	C1:C		1	21	-	508	1889	630	80.7%
10/1	Ahead	U	N/A	N/A	-		-	-	-	838	1934	1934	43.3%
10/2	Ahead Right	U	N/A	N/A	-		-	-	-	960	2113	2113	45.4%
10/3	Right	U	N/A	N/A	-		-	-	-	157	1932	1932	8.1%
10/4	Right	U	N/A	N/A	-		-	-	-	156	Inf	Inf	0.0%
J2: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	87.1%
1/1	Left Ahead	U	2:1	N/A	C2:B		1	7	-	156	1932	234	66.6%
1/2+1/3	Ahead	U	2:1	N/A	C2:B		1	7	-	313	2085:1940	233+232	67.2 : 67.2%
2/1	Ahead	U	2:1	N/A	C2:A		1	47	-	1215	1940	1411	86.1%
2/2	Ahead	U	2:1	N/A	C2:A		1	47	-	1217	2084	1516	80.3%
2/3	Ahead Right	U	2:1	N/A	C2:A		1	47	-	1324	2090	1520	87.1%
2/4	Right	U	2:1	N/A	C2:A		1	47	-	817	1937	1409	58.0%

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: M1 Junction 21	-	-	1261	0	0	30.7	27.7	0.0	58.4	-	-	-	-
J1: Unnamed Junction	-	-	1261	0	0	22.5	16.7	0.0	39.2	-	-	-	-
1/1	508	508	-	-	-	2.4	1.0	-	3.5	24.6	7.8	1.0	8.8
1/2+1/3	1017	1017	-	-	-	4.8	1.0	-	5.8	20.4	7.8	1.0	8.7
2/1	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	708	708	-	-	-	2.4	1.2	-	3.6	18.2	9.8	1.2	11.0
3/2	708	708	-	-	-	2.3	1.0	-	3.3	16.6	9.4	1.0	10.4
3/3	816	816	-	-	-	2.9	1.5	-	4.4	19.6	11.8	1.5	13.3
3/4	817	817	-	-	-	3.0	2.1	-	5.2	22.7	12.5	2.1	14.6
4/1	396	396	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	409	409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	404	404	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	253	253	253	0	0	0.4	0.8	-	1.2	17.2	2.7	0.8	3.5
6/2+6/3	504	504	1008	0	0	0.9	0.8	-	1.6	11.6	2.7	0.8	3.5
7/1	1228	1228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1217	1217	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	486	486	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	396	396	-	-	-	0.7	0.4	-	1.1	10.0	5.6	0.4	6.0
8/2	409	409	-	-	-	0.7	0.4	-	1.1	9.7	5.8	0.4	6.2
8/3	408	408	-	-	-	0.6	0.4	-	1.0	8.5	3.1	0.4	3.5
9/1	512	512	-	-	-	0.5	1.8	-	2.3	16.2	0.7	1.8	2.6
9/2	509	509	-	-	-	0.4	1.5	-	1.9	13.7	0.7	1.5	2.2
9/3	508	508	-	-	-	0.4	2.0	-	2.5	17.4	0.7	2.0	2.7

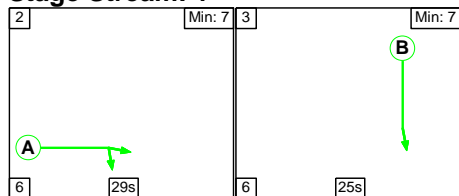
Full Input Data And Results

10/1	838	838	-	-	-	0.0	0.4	-	0.4	1.7	0.2	0.4	0.6
10/2	960	960	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
10/3	157	157	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
10/4	156	156	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M1 Junction 21	-	-	0	0	0	8.2	11.0	0.0	19.1	-	-	-	-
1/1	156	156	-	-	-	1.2	1.0	-	2.2	50.2	2.7	1.0	3.7
1/2+1/3	313	313	-	-	-	2.4	1.0	-	3.4	39.3	2.7	1.0	3.7
2/1	1215	1215	-	-	-	1.5	3.0	-	4.5	13.3	10.5	3.0	13.5
2/2	1217	1217	-	-	-	1.2	2.0	-	3.2	9.6	11.1	2.0	13.1
2/3	1324	1324	-	-	-	1.4	3.3	-	4.7	12.7	11.5	3.3	14.8
2/4	817	817	-	-	-	0.4	0.7	-	1.1	5.0	1.9	0.7	2.6

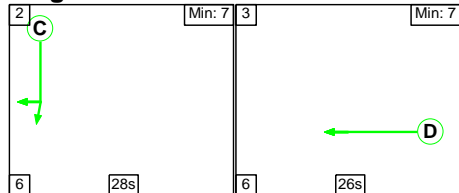
C1	Stream: 1 PRC for Signalled Lanes (%)	31.5	Total Delay for Signalled Lanes (pcuHr):	12.40	Cycle Time (s):	66
C1	Stream: 2 PRC for Signalled Lanes (%)	10.7	Total Delay for Signalled Lanes (pcuHr):	23.14	Cycle Time (s):	66
C2	Stream: 1 PRC for Signalled Lanes (%)	3.3	Total Delay for Signalled Lanes (pcuHr):	19.14	Cycle Time (s):	66
	PRC Over All Lanes (%)	3.3	Total Delay Over All Lanes(pcuHr):	58.36		

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

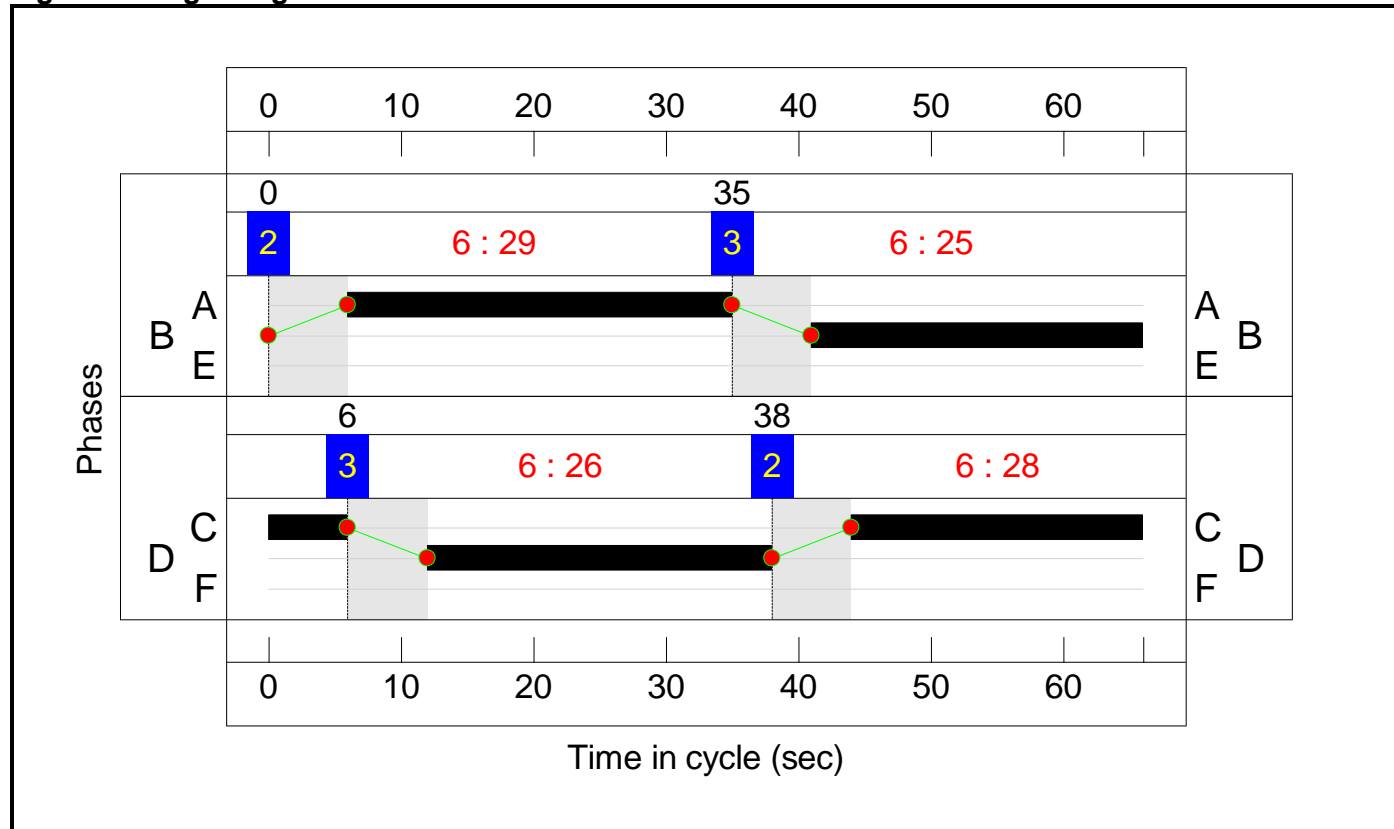
Stage Stream: 1

Stage	2	3
Duration	29	25
Change Point	0	35

Stage Stream: 2

Stage	2	3
Duration	28	26
Change Point	38	6

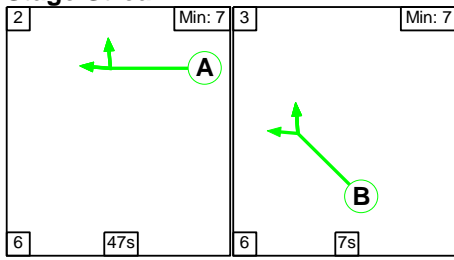
Signal Timings Diagram



C2

Stage Sequence Diagram

Stage Stream: 1

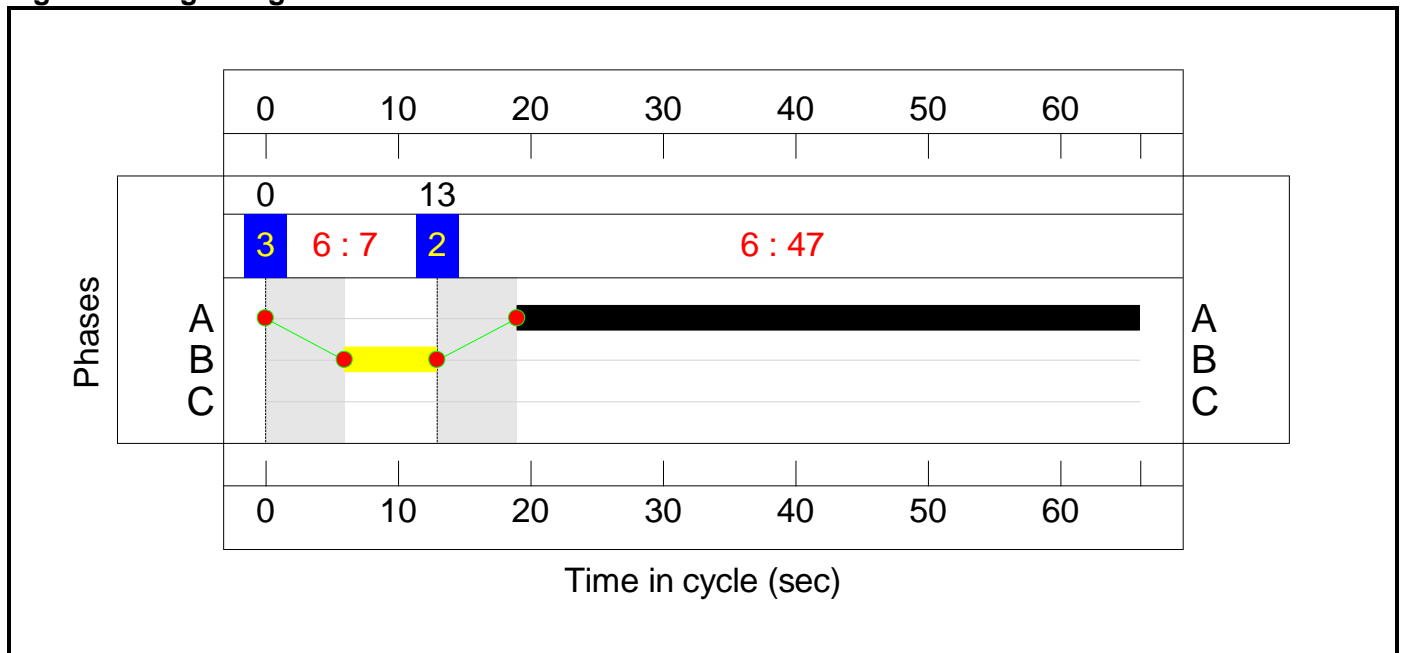


Stage Timings

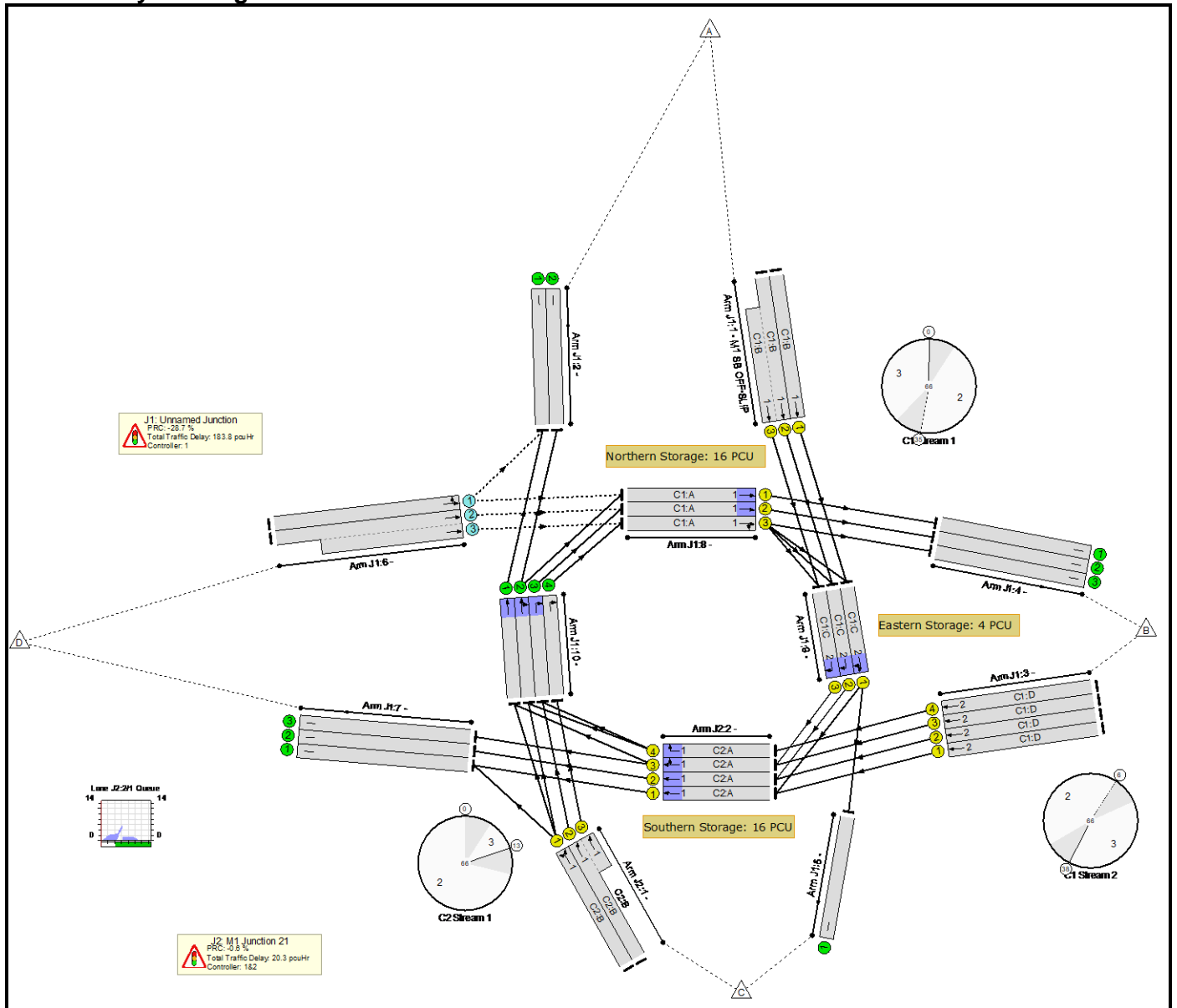
Stage Stream: 1

Stage	2	3
Duration	47	7
Change Point	13	0

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: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	115.8%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	115.8%
1/1	M1 SB OFF-SLIP Ahead	U	1:1	N/A	C1:B		1	25	-	521	1975	778	67.0%
1/2+1/3	M1 SB OFF-SLIP Ahead	U	1:1	N/A	C1:B		1	25	-	1042	2115:1960	833+772	62.5 : 67.5%
2/1		U	N/A	N/A	-		-	-	-	929	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	924	Inf	Inf	0.0%
3/1	Ahead	U	1:2	N/A	C1:D		1	26	-	738	1951	798	92.5%
3/2	Ahead	U	1:2	N/A	C1:D		1	26	-	738	2090	855	86.3%
3/3	Ahead	U	1:2	N/A	C1:D		1	26	-	923	2089	855	108.0%
3/4	Ahead	U	1:2	N/A	C1:D		1	26	-	924	1950	798	115.8%
4/1		U	N/A	N/A	-		-	-	-	599	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%
4/3		U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	6	Inf	Inf	0.0%
6/1	Left Ahead	O	N/A	N/A	-		-	-	-	452	1965	461	98.1%
6/2+6/3	Ahead	O	N/A	N/A	-		-	-	-	906	2093:1953	461+461	98.3 : 98.3%
7/1		U	N/A	N/A	-		-	-	-	1262	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1260	Inf	Inf	0.0%
7/3		U	N/A	N/A	-		-	-	-	515	Inf	Inf	0.0%
8/1	Ahead	U	1:1	N/A	C1:A		1	29	-	599	1934	879	68.1%
8/2	Ahead	U	1:1	N/A	C1:A		1	29	-	604	2073	942	64.1%
8/3	Ahead Right	U	1:1	N/A	C1:A		1	29	-	603	1945	884	68.2%
9/1	Ahead Right	U	1:2	N/A	C1:C		1	28	-	527	1941	853	61.8%

Full Input Data And Results

9/2	Right	U	1:2	N/A	C1:C		1	28	-	522	2030	892	58.5%
9/3	Right	U	1:2	N/A	C1:C		1	28	-	521	1889	830	62.8%
10/1	Ahead	U	N/A	N/A	-		-	-	-	929	1934	1934	44.5%
10/2	Ahead Right	U	N/A	N/A	-		-	-	-	1071	2113	2113	44.7%
10/3	Right	U	N/A	N/A	-		-	-	-	151	1932	1932	7.8%
10/4	Right	U	N/A	N/A	-		-	-	-	150	Inf	Inf	0.0%
J2: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	90.5%
1/1	Left Ahead	U	2:1	N/A	C2:B		1	7	-	150	1930	234	64.1%
1/2+1/3	Ahead	U	2:1	N/A	C2:B		1	7	-	301	2085:1940	233+232	64.7 : 64.7%
2/1	Ahead	U	2:1	N/A	C2:A		1	47	-	1259	1940	1411	89.2%
2/2	Ahead	U	2:1	N/A	C2:A		1	47	-	1260	2084	1516	83.1%
2/3	Ahead Right	U	2:1	N/A	C2:A		1	47	-	1444	2090	1520	90.5%
2/4	Right	U	2:1	N/A	C2:A		1	47	-	924	1937	1409	56.6%

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: M1 Junction 21	-	-	2264	0	0	47.6	156.4	0.0	204.0	-	-	-	-
J1: Unnamed Junction	-	-	2264	0	0	40.6	143.2	0.0	183.8	-	-	-	-
1/1	521	521	-	-	-	2.4	1.0	-	3.4	23.4	7.8	1.0	8.8
1/2+1/3	1042	1042	-	-	-	4.7	0.9	-	5.6	19.5	7.8	0.9	8.7
2/1	861	861	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	798	798	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	738	738	-	-	-	3.8	5.2	-	9.0	44.0	12.7	5.2	17.9
3/2	738	738	-	-	-	3.7	3.0	-	6.7	32.4	12.3	3.0	15.3
3/3	923	855	-	-	-	7.0	40.0	-	47.0	183.2	18.2	40.0	58.2
3/4	924	798	-	-	-	8.7	66.6	-	75.3	293.3	19.3	66.6	85.9
4/1	599	599	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	452	452	452	0	0	1.6	8.6	-	10.2	81.1	7.9	8.6	16.5
6/2+6/3	906	906	1812	0	0	3.1	11.6	-	14.7	58.5	7.9	11.6	19.5
7/1	1262	1262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1260	1260	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	599	599	-	-	-	1.5	1.1	-	2.5	15.2	3.6	1.1	4.6
8/2	604	604	-	-	-	1.5	0.9	-	2.4	14.0	3.4	0.9	4.3
8/3	603	603	-	-	-	2.3	1.1	-	3.4	20.4	8.2	1.1	9.3
9/1	527	527	-	-	-	0.1	0.8	-	0.9	6.3	0.4	0.8	1.2
9/2	522	522	-	-	-	0.1	0.7	-	0.8	5.4	0.5	0.7	1.2
9/3	521	521	-	-	-	0.1	0.8	-	0.9	6.3	0.4	0.8	1.3

Full Input Data And Results

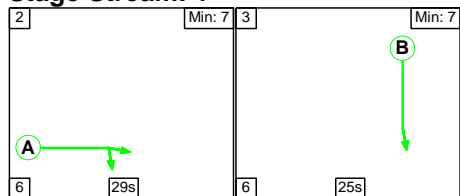
10/1	861	861	-	-	-	0.1	0.4	-	0.5	2.2	0.7	0.4	1.1
10/2	945	945	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4
10/3	151	151	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
10/4	150	150	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M1 Junction 21	-	-	0	0	0	7.0	13.3	0.0	20.3	-	-	-	-
1/1	150	150	-	-	-	1.2	0.9	-	2.0	48.6	2.6	0.9	3.5
1/2+1/3	301	301	-	-	-	2.3	0.9	-	3.2	38.4	2.6	0.9	3.5
2/1	1259	1259	-	-	-	1.0	3.9	-	5.0	14.2	5.6	3.9	9.5
2/2	1260	1260	-	-	-	1.1	2.4	-	3.5	10.1	6.0	2.4	8.5
2/3	1376	1376	-	-	-	1.4	4.5	-	5.9	15.4	8.4	4.5	12.9
2/4	798	798	-	-	-	0.0	0.7	-	0.7	3.0	0.0	0.7	0.7

C1	Stream: 1 PRC for Signalled Lanes (%)	32.0	Total Delay for Signalled Lanes (pcuHr):	17.33	Cycle Time (s):	66
C1	Stream: 2 PRC for Signalled Lanes (%)	-28.7	Total Delay for Signalled Lanes (pcuHr):	140.57	Cycle Time (s):	66
C2	Stream: 1 PRC for Signalled Lanes (%)	-0.6	Total Delay for Signalled Lanes (pcuHr):	20.27	Cycle Time (s):	66
	PRC Over All Lanes (%)	-28.7	Total Delay Over All Lanes(pcuHr):	204.03		

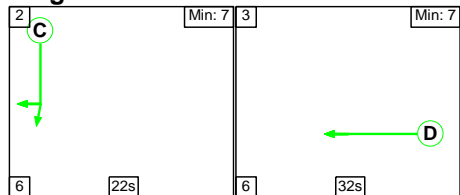
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

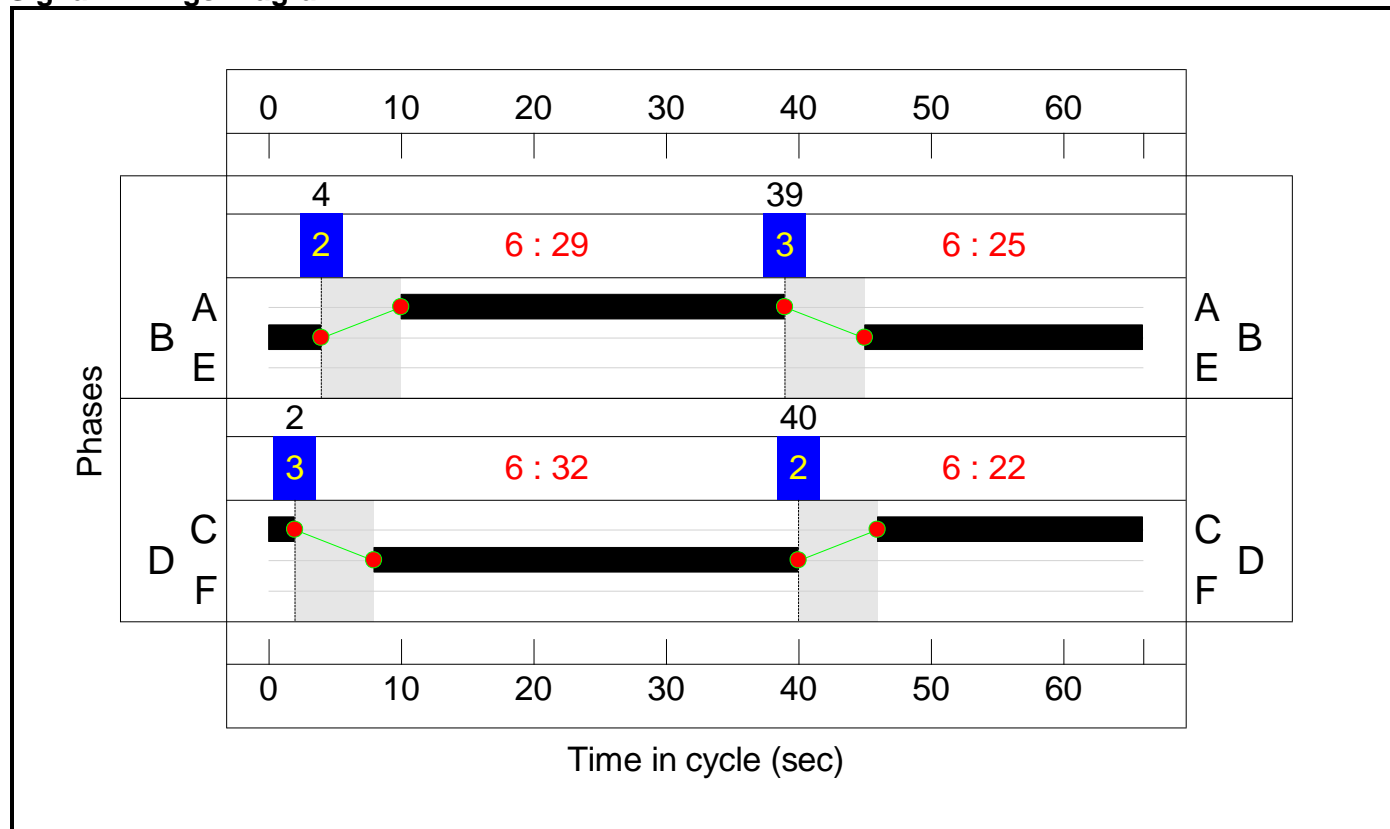
Stage Stream: 1

Stage	2	3
Duration	29	25
Change Point	4	39

Stage Stream: 2

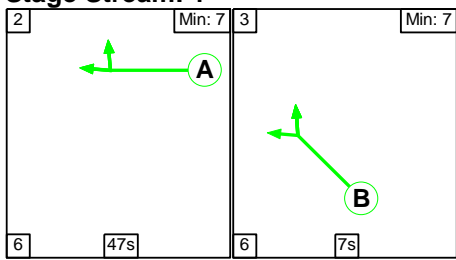
Stage	2	3
Duration	22	32
Change Point	40	2

Signal Timings Diagram



C2
Stage Sequence Diagram

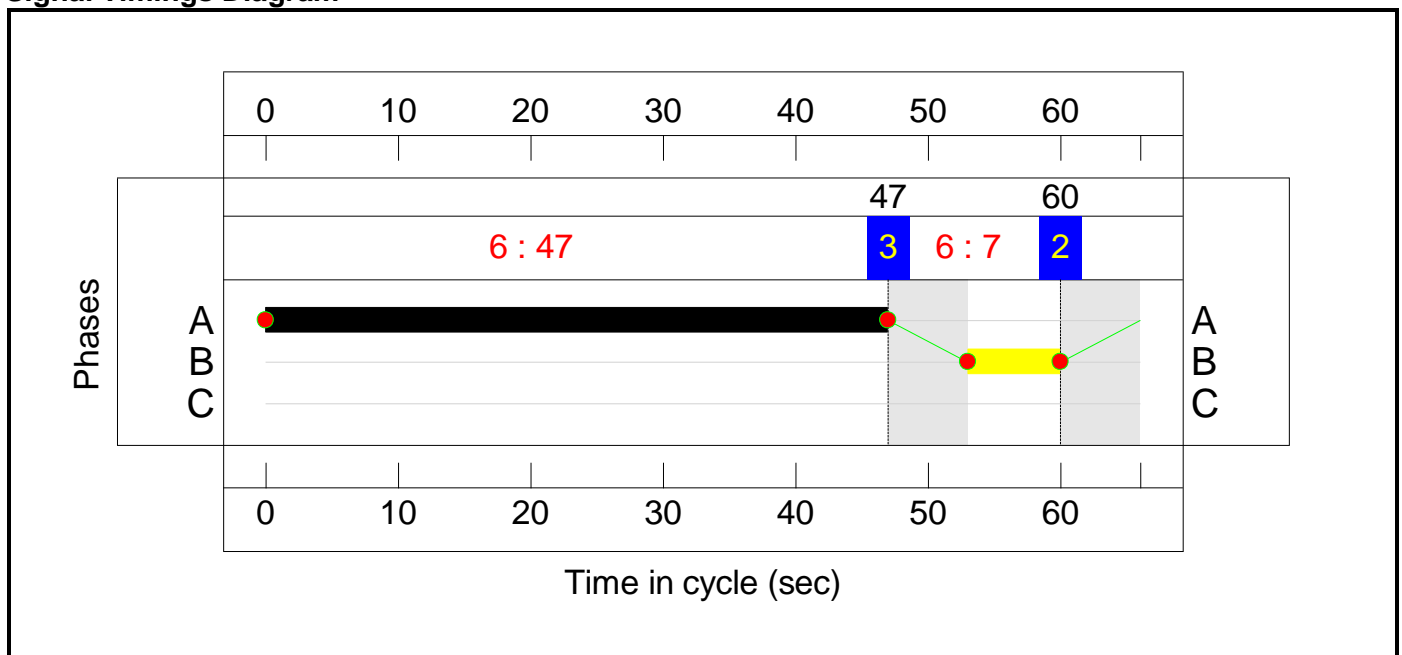
Stage Stream: 1



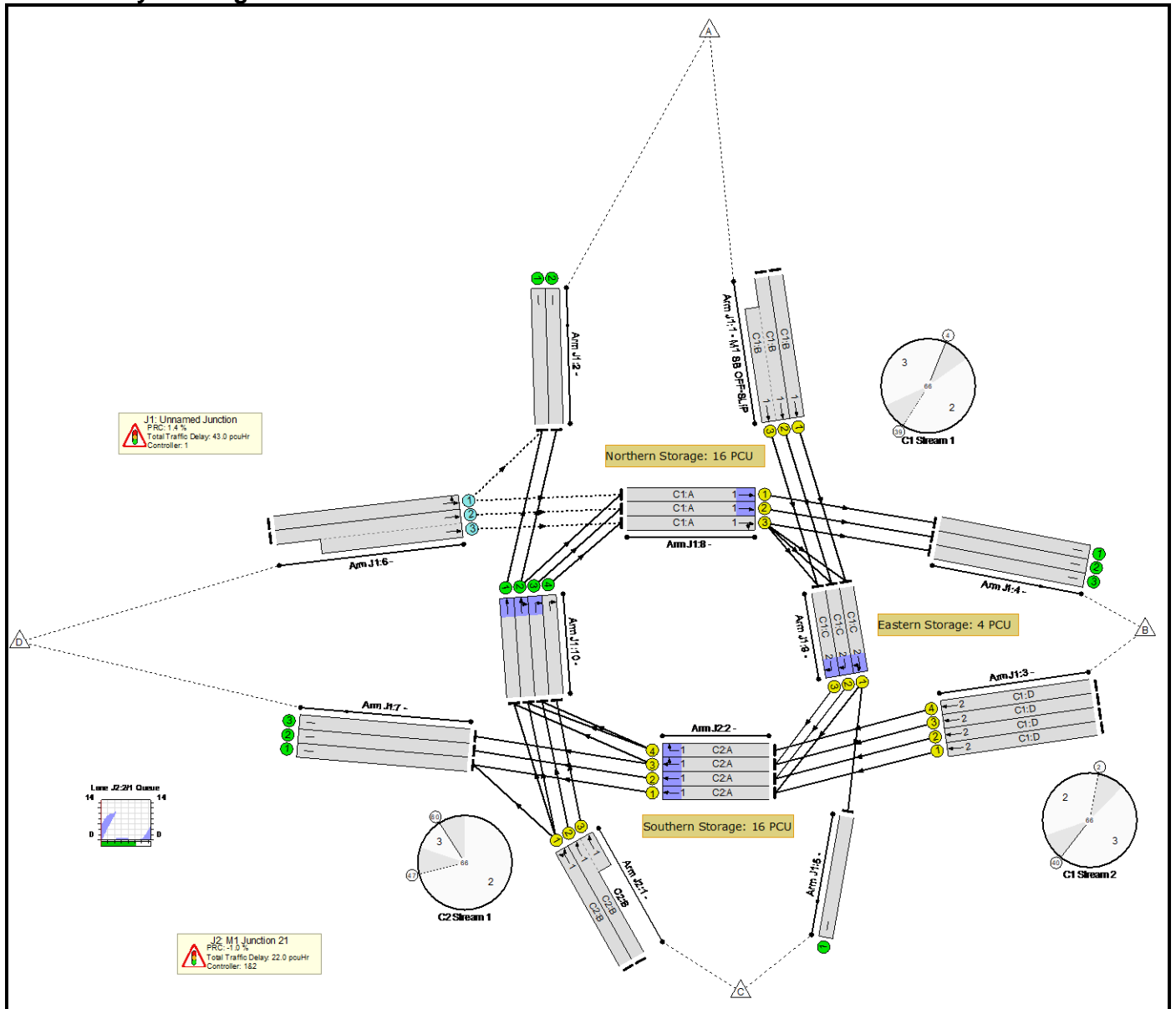
Stage Timings
Stage Stream: 1

Stage	2	3
Duration	47	7
Change Point	60	47

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: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	90.9%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	88.7%
1/1	M1 SB OFF-SLIP Ahead	U	1:1	N/A	C1:B		1	25	-	516	1975	778	66.3%
1/2+1/3	M1 SB OFF-SLIP Ahead	U	1:1	N/A	C1:B		1	25	-	1032	2115:1960	833+772	61.9 : 66.8%
2/1		U	N/A	N/A	-		-	-	-	887	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	865	Inf	Inf	0.0%
3/1	Ahead	U	1:2	N/A	C1:D		1	32	-	715	1951	975	73.3%
3/2	Ahead	U	1:2	N/A	C1:D		1	32	-	715	2090	1045	68.4%
3/3	Ahead	U	1:2	N/A	C1:D		1	32	-	865	2089	1045	82.8%
3/4	Ahead	U	1:2	N/A	C1:D		1	32	-	865	1950	975	88.7%
4/1		U	N/A	N/A	-		-	-	-	404	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
4/3		U	N/A	N/A	-		-	-	-	413	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
6/1	Left Ahead	O	N/A	N/A	-		-	-	-	255	1965	392	65.0%
6/2+6/3	Ahead	O	N/A	N/A	-		-	-	-	510	2093:1953	392+392	65.0 : 65.0%
7/1		U	N/A	N/A	-		-	-	-	1243	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1231	Inf	Inf	0.0%
7/3		U	N/A	N/A	-		-	-	-	494	Inf	Inf	0.0%
8/1	Ahead	U	1:1	N/A	C1:A		1	29	-	404	1934	879	46.0%
8/2	Ahead	U	1:1	N/A	C1:A		1	29	-	417	2073	942	44.3%
8/3	Ahead Right	U	1:1	N/A	C1:A		1	29	-	417	1945	884	47.2%
9/1	Ahead Right	U	1:2	N/A	C1:C		1	22	-	520	1941	676	76.9%

Full Input Data And Results

9/2	Right	U	1:2	N/A	C1:C		1	22	-	516	2030	707	72.9%
9/3	Right	U	1:2	N/A	C1:C		1	22	-	516	1889	658	78.4%
10/1	Ahead	U	N/A	N/A	-		-	-	-	887	1934	1934	45.9%
10/2	Ahead Right	U	N/A	N/A	-		-	-	-	1014	2113	2113	48.0%
10/3	Right	U	N/A	N/A	-		-	-	-	162	1932	1932	8.4%
10/4	Right	U	N/A	N/A	-		-	-	-	162	Inf	Inf	0.0%
J2: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	90.9%
1/1	Left Ahead	U	2:1	N/A	C2:B		1	7	-	162	1932	234	69.2%
1/2+1/3	Ahead	U	2:1	N/A	C2:B		1	7	-	324	2085:1940	233+233	69.4 : 69.4%
2/1	Ahead	U	2:1	N/A	C2:A		1	47	-	1230	1940	1411	87.2%
2/2	Ahead	U	2:1	N/A	C2:A		1	47	-	1231	2084	1516	81.2%
2/3	Ahead Right	U	2:1	N/A	C2:A		1	47	-	1381	2090	1520	90.9%
2/4	Right	U	2:1	N/A	C2:A		1	47	-	865	1937	1409	61.4%

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: M1 Junction 21	-	-	1275	0	0	32.8	32.2	0.0	64.9	-	-	-	-
J1: Unnamed Junction	-	-	1275	0	0	23.9	19.1	0.0	43.0	-	-	-	-
1/1	516	516	-	-	-	2.4	1.0	-	3.3	23.2	7.7	1.0	8.7
1/2+1/3	1032	1032	-	-	-	4.7	0.9	-	5.6	19.4	7.7	0.9	8.6
2/1	887	887	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	865	865	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	715	715	-	-	-	2.6	1.4	-	3.9	19.9	10.3	1.4	11.7
3/2	715	715	-	-	-	2.5	1.1	-	3.6	18.0	9.9	1.1	11.0
3/3	865	865	-	-	-	3.4	2.3	-	5.7	23.9	13.5	2.3	15.8
3/4	865	865	-	-	-	3.6	3.7	-	7.2	30.2	14.2	3.7	17.9
4/1	404	404	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	413	413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	255	255	255	0	0	0.6	0.9	-	1.5	21.4	3.0	0.9	4.0
6/2+6/3	510	510	1020	0	0	1.2	0.9	-	2.1	15.0	3.0	0.9	4.0
7/1	1243	1243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1231	1231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	404	404	-	-	-	0.5	0.4	-	0.9	8.4	5.3	0.4	5.7
8/2	417	417	-	-	-	0.5	0.4	-	0.9	8.0	5.3	0.4	5.7
8/3	417	417	-	-	-	0.6	0.4	-	1.1	9.2	2.9	0.4	3.4
9/1	520	520	-	-	-	0.5	1.6	-	2.1	14.4	0.7	1.6	2.4
9/2	516	516	-	-	-	0.4	1.3	-	1.8	12.3	0.7	1.3	2.0
9/3	516	516	-	-	-	0.4	1.8	-	2.2	15.4	0.7	1.8	2.4

Full Input Data And Results

10/1	887	887	-	-	-	0.0	0.4	-	0.5	1.9	0.3	0.4	0.7
10/2	1014	1014	-	-	-	0.0	0.5	-	0.5	1.6	0.0	0.5	0.5
10/3	162	162	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
10/4	162	162	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M1 Junction 21	-	-	0	0	0	8.9	13.1	0.0	22.0	-	-	-	-
1/1	162	162	-	-	-	1.3	1.1	-	2.3	52.0	2.8	1.1	3.9
1/2+1/3	324	324	-	-	-	2.5	1.1	-	3.6	40.1	2.8	1.1	4.0
2/1	1230	1230	-	-	-	1.9	3.3	-	5.1	15.0	10.7	3.3	14.0
2/2	1231	1231	-	-	-	1.4	2.1	-	3.6	10.5	10.6	2.1	12.7
2/3	1381	1381	-	-	-	1.6	4.7	-	6.3	16.3	11.2	4.7	15.9
2/4	865	865	-	-	-	0.3	0.8	-	1.0	4.4	1.1	0.8	1.9

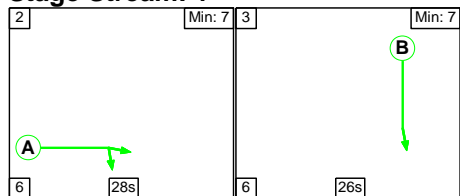
C1	Stream: 1 PRC for Signalled Lanes (%)	34.7	Total Delay for Signalled Lanes (pcuHr):	11.81	Cycle Time (s):	66
C1	Stream: 2 PRC for Signalled Lanes (%)	1.4	Total Delay for Signalled Lanes (pcuHr):	26.55	Cycle Time (s):	66
C2	Stream: 1 PRC for Signalled Lanes (%)	-1.0	Total Delay for Signalled Lanes (pcuHr):	21.97	Cycle Time (s):	66
	PRC Over All Lanes (%)	-1.0	Total Delay Over All Lanes(pcuHr):	64.92		

Full Input Data And Results

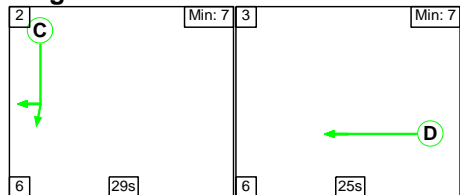
Scenario 21: '2036 WoD + Dev AM (Sens)' (FG39: '2036 WoD + Dev AM (Sens)', Plan 1: 'Network Control Plan 1')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

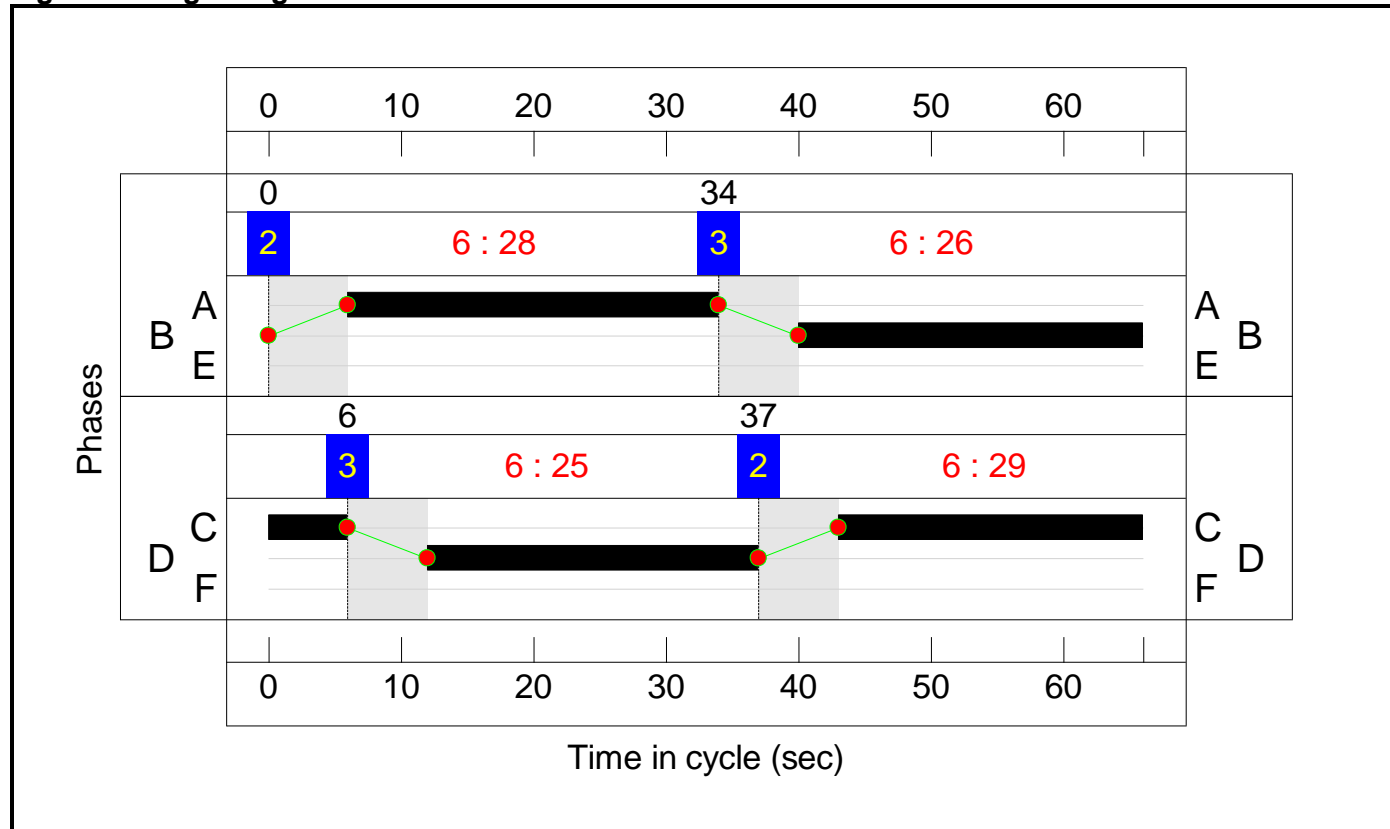
Stage Stream: 1

Stage	2	3
Duration	28	26
Change Point	0	34

Stage Stream: 2

Stage	2	3
Duration	29	25
Change Point	37	6

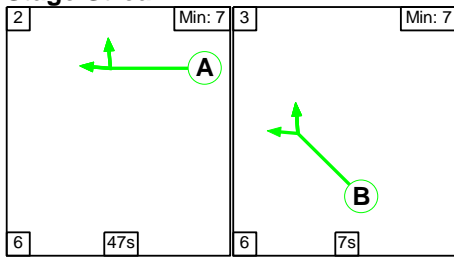
Signal Timings Diagram



C2

Stage Sequence Diagram

Stage Stream: 1

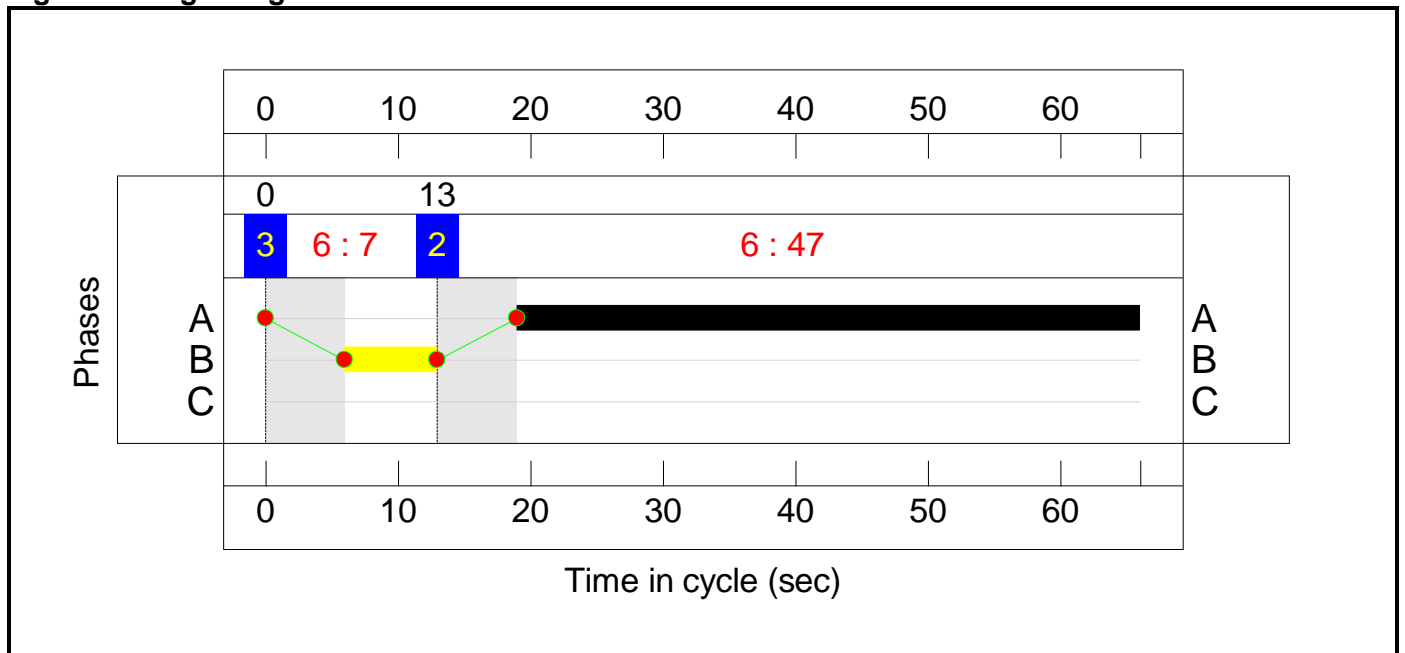


Stage Timings

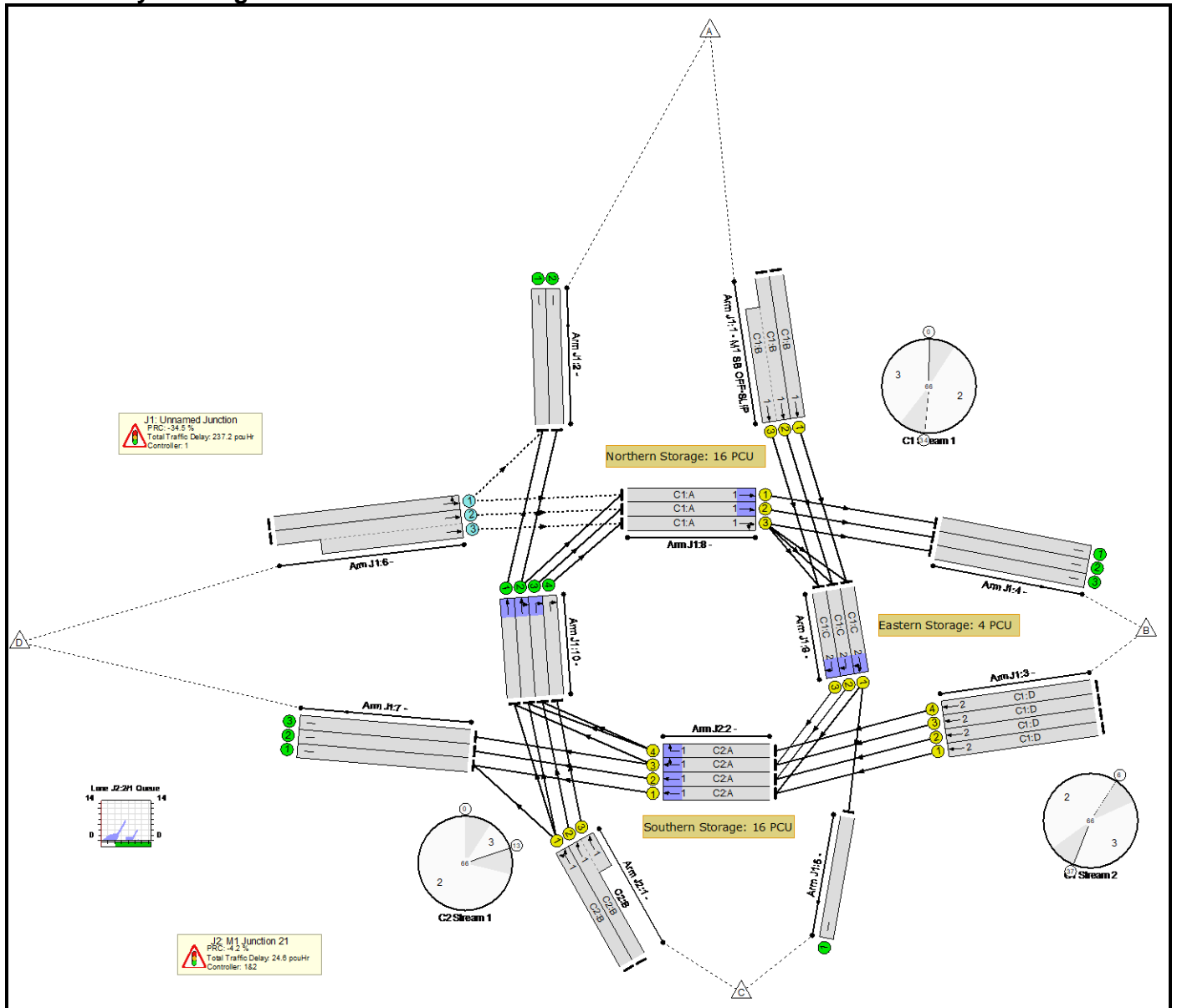
Stage Stream: 1

Stage	2	3
Duration	47	7
Change Point	13	0

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: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	121.1%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	121.1%
1/1	M1 SB OFF-SLIP Ahead	U	1:1	N/A	C1:B		1	26	-	555	1975	808	68.7%
1/2+1/3	M1 SB OFF-SLIP Ahead	U	1:1	N/A	C1:B		1	26	-	1109	2115:1960	861+802	64.4 : 69.2%
2/1		U	N/A	N/A	-		-	-	-	935	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	930	Inf	Inf	0.0%
3/1	Ahead	U	1:2	N/A	C1:D		1	25	-	795	1951	769	103.4%
3/2	Ahead	U	1:2	N/A	C1:D		1	25	-	795	2090	823	96.6%
3/3	Ahead	U	1:2	N/A	C1:D		1	25	-	929	2089	823	112.9%
3/4	Ahead	U	1:2	N/A	C1:D		1	25	-	930	1950	768	121.1%
4/1		U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	597	Inf	Inf	0.0%
4/3		U	N/A	N/A	-		-	-	-	591	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	6	Inf	Inf	0.0%
6/1	Left Ahead	O	N/A	N/A	-		-	-	-	449	1965	477	94.1%
6/2+6/3	Ahead	O	N/A	N/A	-		-	-	-	896	2093:1953	477+477	93.9 : 93.9%
7/1		U	N/A	N/A	-		-	-	-	1353	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1350	Inf	Inf	0.0%
7/3		U	N/A	N/A	-		-	-	-	549	Inf	Inf	0.0%
8/1	Ahead	U	1:1	N/A	C1:A		1	28	-	596	1934	850	70.1%
8/2	Ahead	U	1:1	N/A	C1:A		1	28	-	597	2073	911	65.5%
8/3	Ahead Right	U	1:1	N/A	C1:A		1	28	-	598	1945	855	70.0%
9/1	Ahead Right	U	1:2	N/A	C1:C		1	29	-	561	1941	882	63.6%

Full Input Data And Results

9/2	Right	U	1:2	N/A	C1:C		1	29	-	555	2030	923	60.1%
9/3	Right	U	1:2	N/A	C1:C		1	29	-	555	1889	859	64.6%
10/1	Ahead	U	N/A	N/A	-		-	-	-	935	1934	1934	42.9%
10/2	Ahead Right	U	N/A	N/A	-		-	-	-	1077	2113	2113	43.3%
10/3	Right	U	N/A	N/A	-		-	-	-	149	1932	1932	7.7%
10/4	Right	U	N/A	N/A	-		-	-	-	150	Inf	Inf	0.0%
J2: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	93.8%
1/1	Left Ahead	U	2:1	N/A	C2:B		1	7	-	150	1930	234	64.1%
1/2+1/3	Ahead	U	2:1	N/A	C2:B		1	7	-	299	2085:1940	232+233	64.3 : 64.3%
2/1	Ahead	U	2:1	N/A	C2:A		1	47	-	1350	1940	1411	93.8%
2/2	Ahead	U	2:1	N/A	C2:A		1	47	-	1350	2084	1516	89.1%
2/3	Ahead Right	U	2:1	N/A	C2:A		1	47	-	1484	2090	1520	90.7%
2/4	Right	U	2:1	N/A	C2:A		1	47	-	930	1937	1409	54.5%

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: M1 Junction 21	-	-	2241	0	0	52.0	209.7	0.0	261.7	-	-	-	-
J1: Unnamed Junction	-	-	2241	0	0	44.9	192.3	0.0	237.2	-	-	-	-
1/1	555	555	-	-	-	2.5	1.1	-	3.6	23.1	8.3	1.1	9.4
1/2+1/3	1109	1109	-	-	-	4.9	1.0	-	5.9	19.1	8.3	1.0	9.3
2/1	829	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	768	768	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	795	769	-	-	-	5.2	22.2	-	27.4	123.9	15.1	22.2	37.2
3/2	795	795	-	-	-	4.3	8.7	-	13.0	58.9	14.1	8.7	22.8
3/3	929	823	-	-	-	8.3	57.1	-	65.4	253.3	19.0	57.1	76.1
3/4	930	768	-	-	-	9.9	83.7	-	93.6	362.3	20.0	83.7	103.7
4/1	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	449	449	449	0	0	1.4	5.7	-	7.1	56.6	7.5	5.7	13.2
6/2+6/3	896	896	1792	0	0	2.7	6.3	-	9.0	36.4	7.5	6.3	13.8
7/1	1327	1327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1350	1350	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	549	549	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	596	596	-	-	-	1.5	1.2	-	2.7	16.1	3.7	1.2	4.9
8/2	597	597	-	-	-	1.5	0.9	-	2.4	14.6	3.7	0.9	4.6
8/3	598	598	-	-	-	2.3	1.2	-	3.5	21.0	8.3	1.2	9.5
9/1	561	561	-	-	-	0.1	0.9	-	1.0	6.4	0.4	0.9	1.3
9/2	555	555	-	-	-	0.1	0.8	-	0.8	5.5	0.5	0.8	1.2
9/3	555	555	-	-	-	0.1	0.9	-	1.0	6.4	0.4	0.9	1.4

Full Input Data And Results

10/1	829	829	-	-	-	0.1	0.4	-	0.5	2.1	0.7	0.4	1.0
10/2	915	915	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4
10/3	149	149	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
10/4	150	150	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M1 Junction 21	-	-	0	0	0	7.2	17.4	0.0	24.6	-	-	-	-
1/1	150	150	-	-	-	1.2	0.9	-	2.0	48.6	2.6	0.9	3.5
1/2+1/3	299	299	-	-	-	2.3	0.9	-	3.2	38.3	2.6	0.9	3.5
2/1	1324	1324	-	-	-	1.1	6.6	-	7.7	20.9	7.8	6.6	14.3
2/2	1350	1350	-	-	-	1.2	3.9	-	5.1	13.5	6.6	3.9	10.5
2/3	1378	1378	-	-	-	1.5	4.6	-	6.0	15.7	9.7	4.6	14.2
2/4	768	768	-	-	-	0.0	0.6	-	0.6	2.8	0.0	0.6	0.6

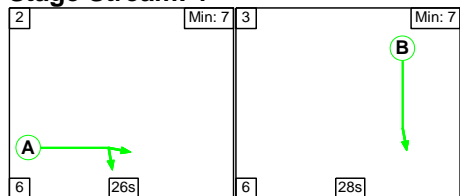
C1	Stream: 1 PRC for Signalled Lanes (%)	28.3	Total Delay for Signalled Lanes (pcuHr)	18.00	Cycle Time (s)	66
C1	Stream: 2 PRC for Signalled Lanes (%)	-34.5	Total Delay for Signalled Lanes (pcuHr)	202.17	Cycle Time (s)	66
C2	Stream: 1 PRC for Signalled Lanes (%)	-4.2	Total Delay for Signalled Lanes (pcuHr)	24.57	Cycle Time (s)	66
	PRC Over All Lanes (%)	-34.5	Total Delay Over All Lanes(pcuHr)	261.74		

Full Input Data And Results

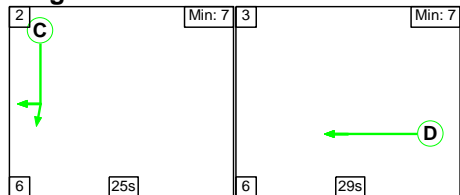
Scenario 22: '2036 WoD + Dev PM (Sens)' (FG40: '2036 WoD + Dev DM (Sens)', Plan 1: 'Network Control Plan 1')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

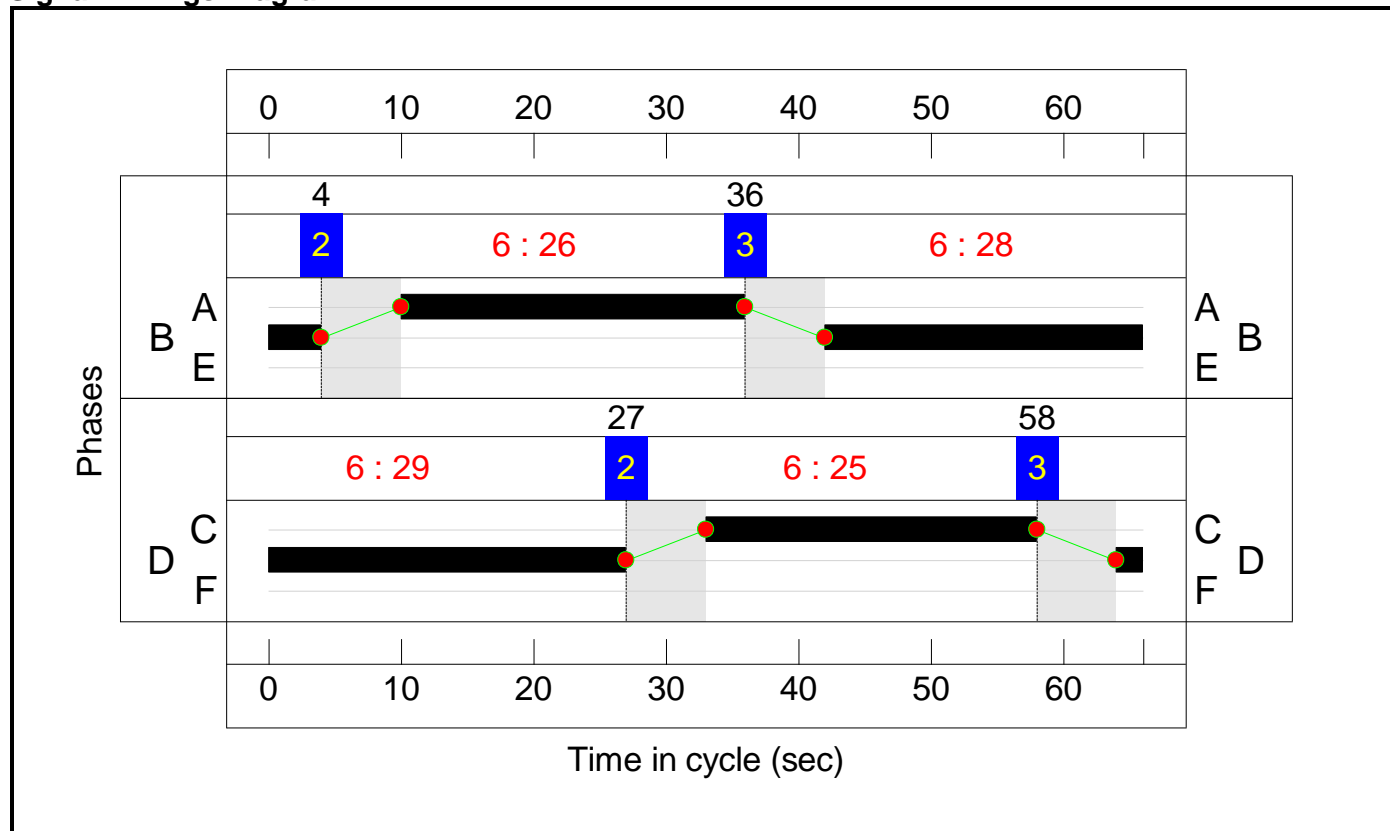
Stage Stream: 1

Stage	2	3
Duration	26	28
Change Point	4	36

Stage Stream: 2

Stage	2	3
Duration	25	29
Change Point	27	58

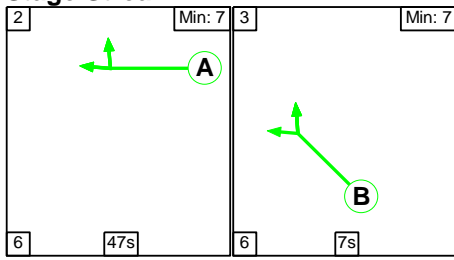
Signal Timings Diagram



C2

Stage Sequence Diagram

Stage Stream: 1

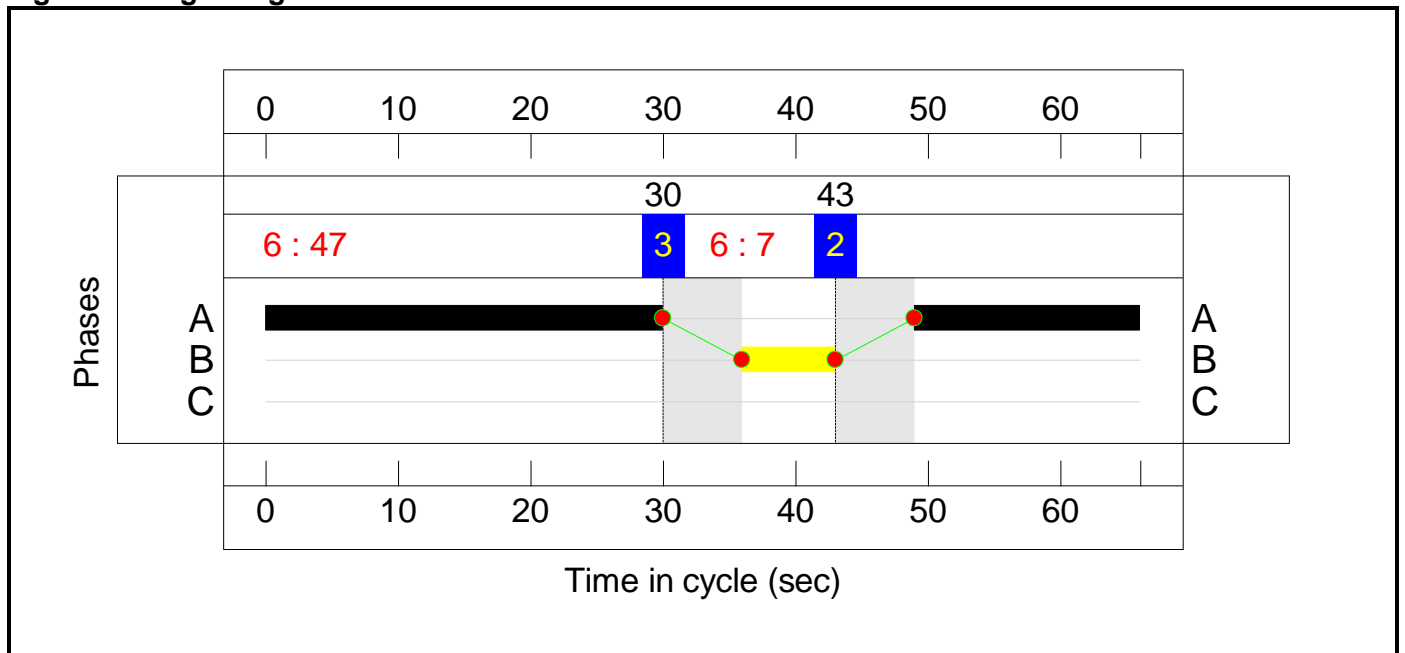


Stage Timings

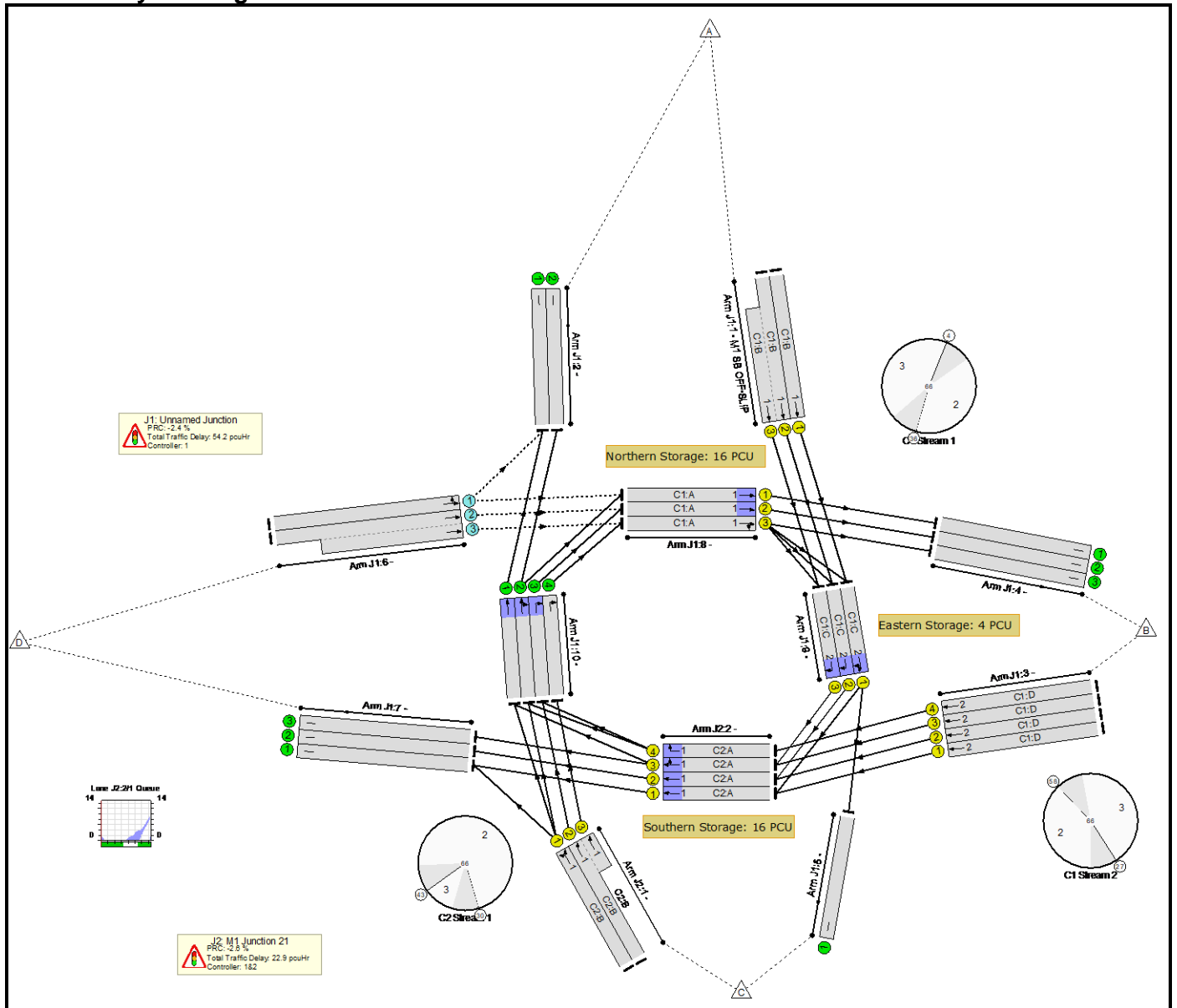
Stage Stream: 1

Stage	2	3
Duration	47	7
Change Point	43	30

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: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	92.4%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	92.2%
1/1	M1 SB OFF-SLIP Ahead	U	1:1	N/A	C1:B		1	28	-	545	1975	868	62.8%
1/2+1/3	M1 SB OFF-SLIP Ahead	U	1:1	N/A	C1:B		1	28	-	1089	2115:1960	861+861	63.2 : 63.3%
2/1		U	N/A	N/A	-		-	-	-	838	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	817	Inf	Inf	0.0%
3/1	Ahead	U	1:2	N/A	C1:D		1	29	-	759	1951	887	85.6%
3/2	Ahead	U	1:2	N/A	C1:D		1	29	-	758	2090	950	79.8%
3/3	Ahead	U	1:2	N/A	C1:D		1	29	-	816	2089	950	85.9%
3/4	Ahead	U	1:2	N/A	C1:D		1	29	-	817	1950	886	92.2%
4/1		U	N/A	N/A	-		-	-	-	439	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	453	Inf	Inf	0.0%
4/3		U	N/A	N/A	-		-	-	-	448	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
6/1	Left Ahead	O	N/A	N/A	-		-	-	-	296	1965	415	71.4%
6/2+6/3	Ahead	O	N/A	N/A	-		-	-	-	592	2093:1953	415+415	71.4 : 71.4%
7/1		U	N/A	N/A	-		-	-	-	1316	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1302	Inf	Inf	0.0%
7/3		U	N/A	N/A	-		-	-	-	523	Inf	Inf	0.0%
8/1	Ahead	U	1:1	N/A	C1:A		1	26	-	439	1934	791	55.5%
8/2	Ahead	U	1:1	N/A	C1:A		1	26	-	453	2073	848	53.4%
8/3	Ahead Right	U	1:1	N/A	C1:A		1	26	-	452	1945	796	56.8%
9/1	Ahead Right	U	1:2	N/A	C1:C		1	25	-	549	1940	764	71.8%

Full Input Data And Results

9/2	Right	U	1:2	N/A	C1:C		1	25	-	544	2030	800	68.0%
9/3	Right	U	1:2	N/A	C1:C		1	25	-	545	1889	744	73.2%
10/1	Ahead	U	N/A	N/A	-		-	-	-	838	1934	1934	43.3%
10/2	Ahead Right	U	N/A	N/A	-		-	-	-	960	2113	2113	45.4%
10/3	Right	U	N/A	N/A	-		-	-	-	157	1932	1932	8.1%
10/4	Right	U	N/A	N/A	-		-	-	-	156	Inf	Inf	0.0%
J2: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	92.4%
1/1	Left Ahead	U	2:1	N/A	C2:B		1	7	-	156	1932	234	66.6%
1/2+1/3	Ahead	U	2:1	N/A	C2:B		1	7	-	313	2085:1940	233+232	67.2 : 67.2%
2/1	Ahead	U	2:1	N/A	C2:A		1	47	-	1303	1940	1411	92.4%
2/2	Ahead	U	2:1	N/A	C2:A		1	47	-	1302	2084	1516	85.9%
2/3	Ahead Right	U	2:1	N/A	C2:A		1	47	-	1361	2090	1520	89.5%
2/4	Right	U	2:1	N/A	C2:A		1	47	-	817	1937	1409	58.0%

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: M1 Junction 21	-	-	1480	0	0	38.5	38.5	0.0	77.0	-	-	-	-
J1: Unnamed Junction	-	-	1480	0	0	30.8	23.3	0.0	54.2	-	-	-	-
1/1	545	545	-	-	-	2.2	0.8	-	3.0	19.9	7.7	0.8	8.6
1/2+1/3	1089	1089	-	-	-	4.3	0.9	-	5.1	17.0	7.7	0.9	8.6
2/1	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	759	759	-	-	-	3.4	2.8	-	6.2	29.6	12.2	2.8	15.1
3/2	758	758	-	-	-	3.2	1.9	-	5.2	24.6	11.8	1.9	13.7
3/3	816	816	-	-	-	3.7	2.9	-	6.6	29.0	13.4	2.9	16.3
3/4	817	817	-	-	-	3.8	5.1	-	9.0	39.5	13.8	5.1	19.0
4/1	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	448	448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	296	296	296	0	0	0.6	1.2	-	1.8	21.7	4.1	1.2	5.3
6/2+6/3	592	592	1184	0	0	1.1	1.2	-	2.4	14.4	4.1	1.2	5.3
7/1	1316	1316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1302	1302	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	523	523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	439	439	-	-	-	1.8	0.6	-	2.4	19.7	7.1	0.6	7.7
8/2	453	453	-	-	-	1.9	0.6	-	2.4	19.3	7.3	0.6	7.9
8/3	452	452	-	-	-	1.1	0.7	-	1.8	14.1	6.7	0.7	7.4
9/1	549	549	-	-	-	1.3	1.3	-	2.5	16.7	2.4	1.3	3.7
9/2	544	544	-	-	-	1.2	1.1	-	2.3	15.0	2.3	1.1	3.3
9/3	545	545	-	-	-	1.3	1.4	-	2.7	17.6	2.4	1.4	3.8

Full Input Data And Results

10/1	838	838	-	-	-	0.0	0.4	-	0.4	1.7	0.3	0.4	0.6
10/2	960	960	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
10/3	157	157	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
10/4	156	156	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M1 Junction 21	-	-	0	0	0	7.7	15.2	0.0	22.9	-	-	-	-
1/1	156	156	-	-	-	1.2	1.0	-	2.2	50.2	2.7	1.0	3.7
1/2+1/3	313	313	-	-	-	2.4	1.0	-	3.4	39.3	2.7	1.0	3.7
2/1	1303	1303	-	-	-	1.0	5.5	-	6.5	18.0	8.8	5.5	14.3
2/2	1302	1302	-	-	-	1.0	3.0	-	3.9	10.9	5.9	3.0	8.9
2/3	1361	1361	-	-	-	1.3	4.1	-	5.4	14.3	8.4	4.1	12.4
2/4	817	817	-	-	-	0.8	0.7	-	1.4	6.4	3.0	0.7	3.7

C1	Stream: 1 PRC for Signalled Lanes (%)	42.2	Total Delay for Signalled Lanes (pcuHr)	14.75	Cycle Time (s)	66
C1	Stream: 2 PRC for Signalled Lanes (%)	-2.4	Total Delay for Signalled Lanes (pcuHr)	34.42	Cycle Time (s)	66
C2	Stream: 1 PRC for Signalled Lanes (%)	-2.6	Total Delay for Signalled Lanes (pcuHr)	22.86	Cycle Time (s)	66
	PRC Over All Lanes (%)	-2.6	Total Delay Over All Lanes(pcuHr)	77.05		

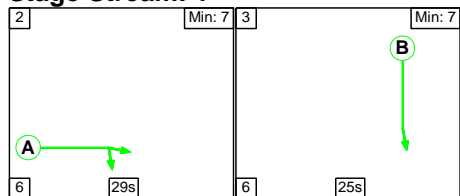
Full Input Data And Results

Scenario 23: '2036 WD - STS AM' (FG43: '2036 WD - STS AM', Plan 1: 'Network Control Plan 1')

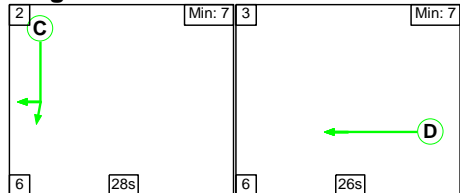
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

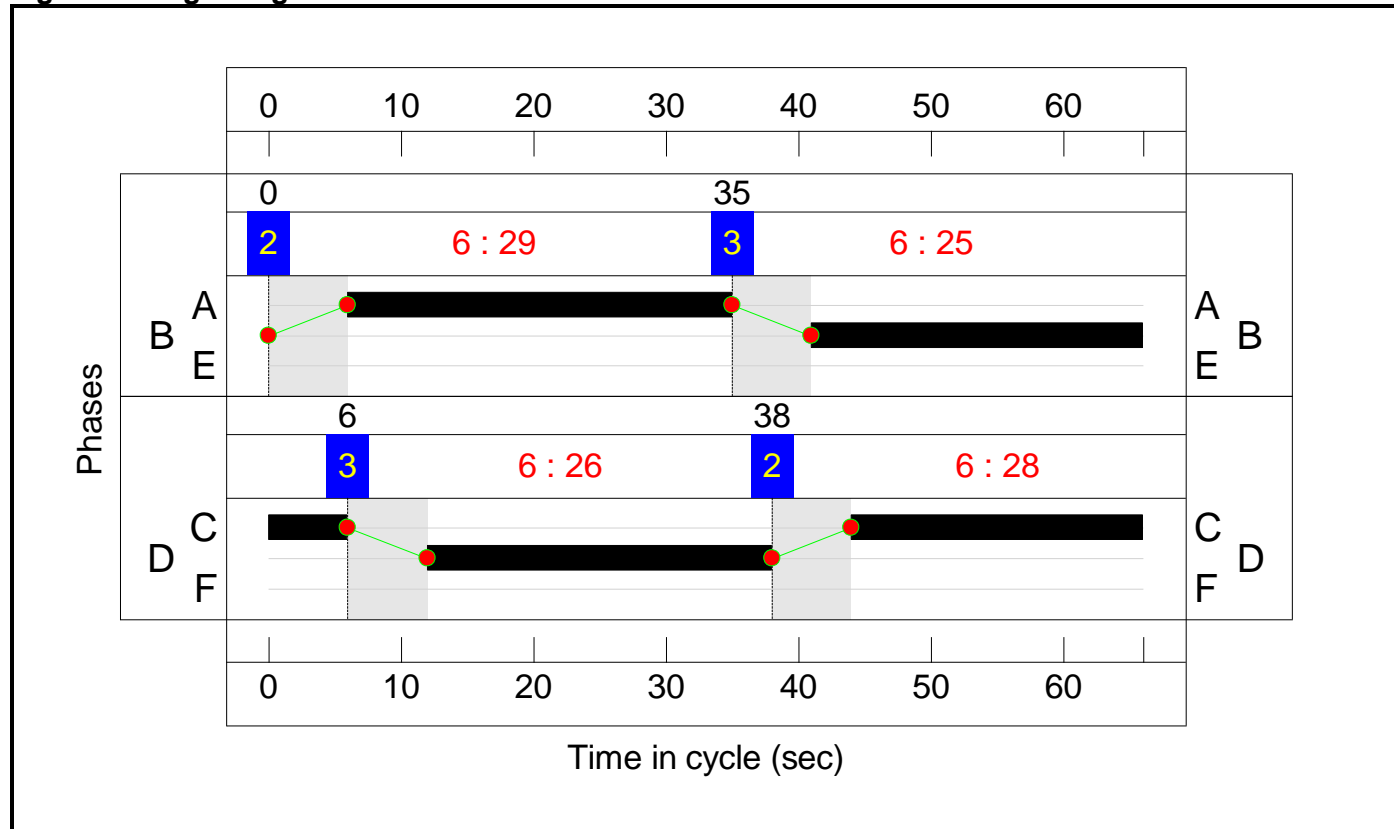
Stage Stream: 1

Stage	2	3
Duration	29	25
Change Point	0	35

Stage Stream: 2

Stage	2	3
Duration	28	26
Change Point	38	6

Signal Timings Diagram

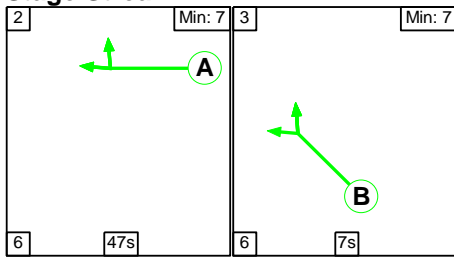


Full Input Data And Results

C2

Stage Sequence Diagram

Stage Stream: 1

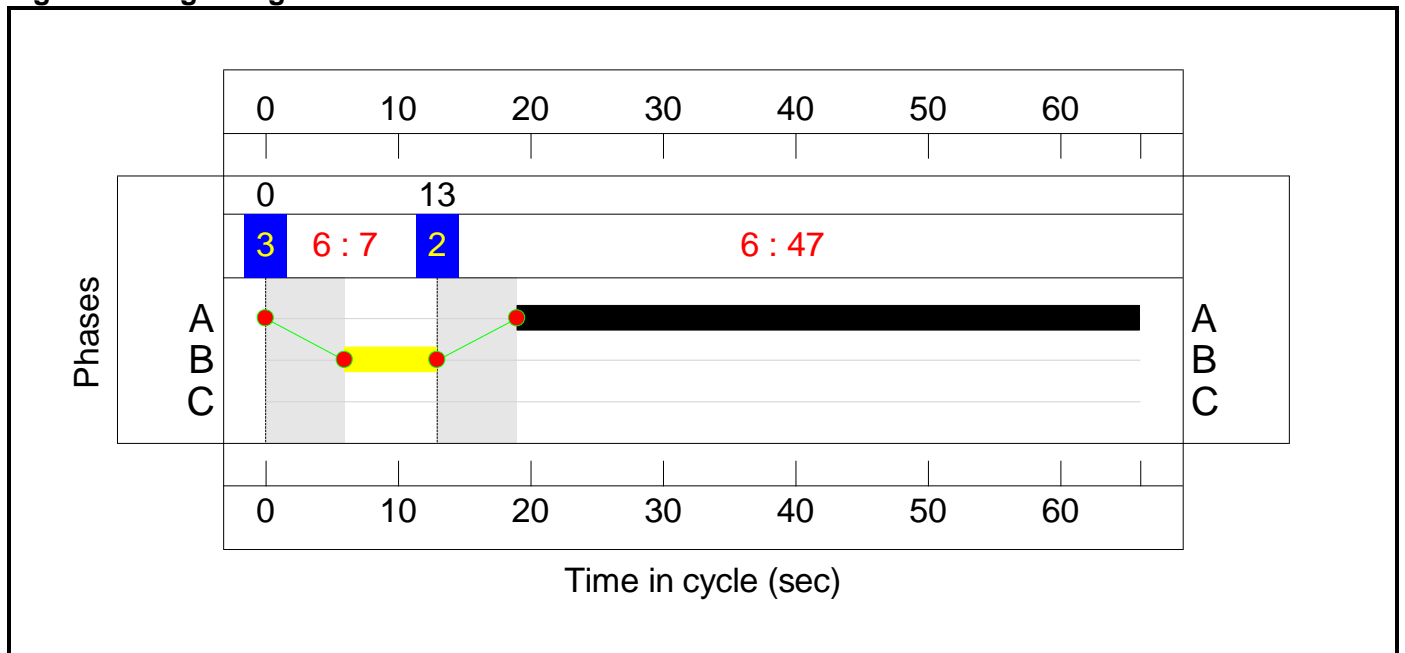


Stage Timings

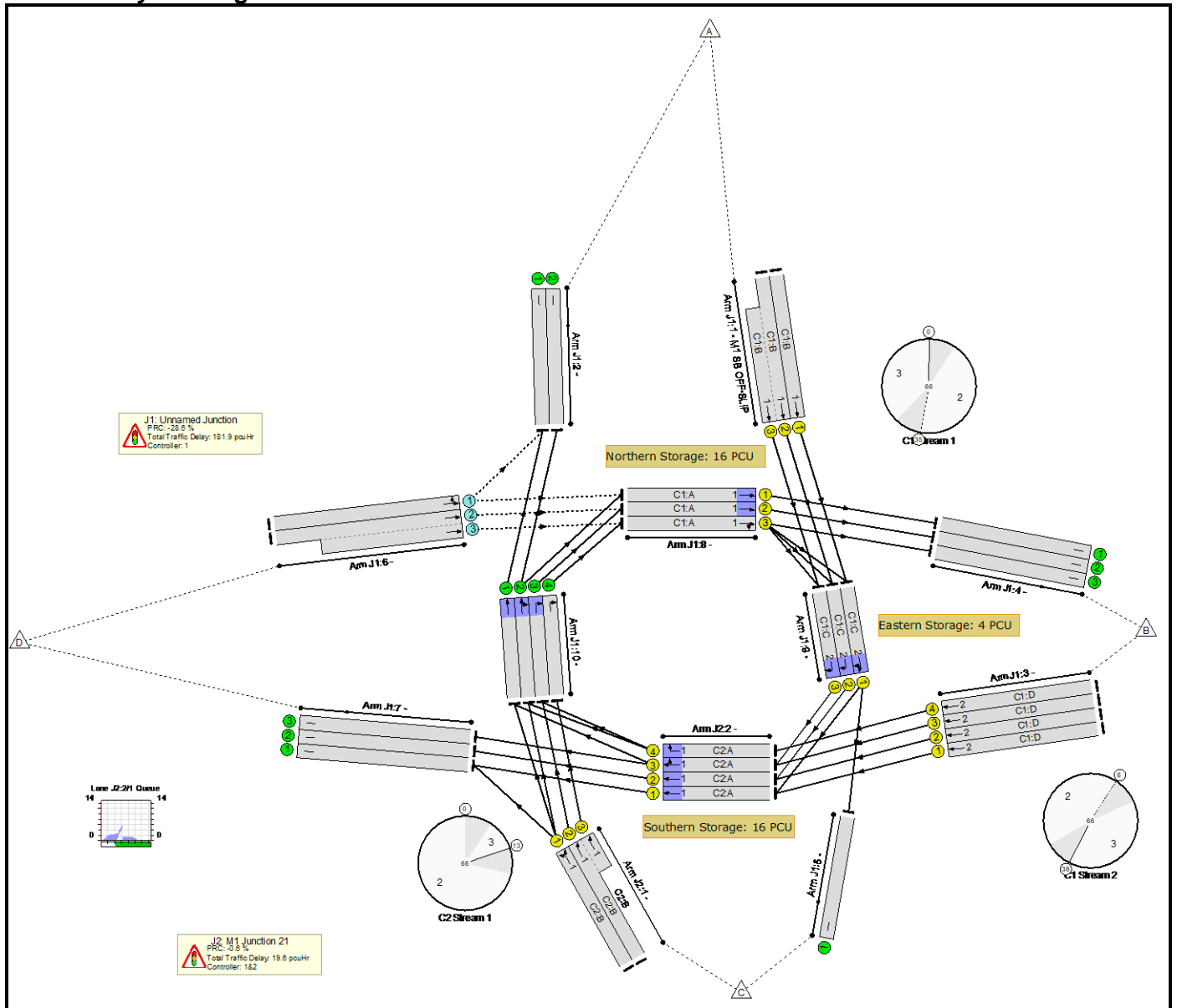
Stage Stream: 1

Stage	2	3
Duration	47	7
Change Point	13	0

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: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	115.7%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	115.7%
1/1	M1 SB OFF-SLIP Ahead	U	1:1	N/A	C1:B		1	25	-	521	1975	778	67.0%
1/2+1/3	M1 SB OFF-SLIP Ahead	U	1:1	N/A	C1:B		1	25	-	1042	2115:1960	833+772	62.5 : 67.5%
2/1		U	N/A	N/A	-		-	-	-	930	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	923	Inf	Inf	0.0%
3/1	Ahead	U	1:2	N/A	C1:D		1	26	-	719	1951	798	90.1%
3/2	Ahead	U	1:2	N/A	C1:D		1	26	-	719	2090	855	84.1%
3/3	Ahead	U	1:2	N/A	C1:D		1	26	-	924	2089	855	108.1%
3/4	Ahead	U	1:2	N/A	C1:D		1	26	-	923	1950	798	115.7%
4/1		U	N/A	N/A	-		-	-	-	599	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%
4/3		U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	6	Inf	Inf	0.0%
6/1	Left Ahead	O	N/A	N/A	-		-	-	-	452	1965	461	98.1%
6/2+6/3	Ahead	O	N/A	N/A	-		-	-	-	906	2093:1953	461+461	98.3 : 98.3%
7/1		U	N/A	N/A	-		-	-	-	1243	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1241	Inf	Inf	0.0%
7/3		U	N/A	N/A	-		-	-	-	515	Inf	Inf	0.0%
8/1	Ahead	U	1:1	N/A	C1:A		1	29	-	599	1934	879	68.1%
8/2	Ahead	U	1:1	N/A	C1:A		1	29	-	604	2073	942	64.1%
8/3	Ahead Right	U	1:1	N/A	C1:A		1	29	-	603	1945	884	68.2%
9/1	Ahead Right	U	1:2	N/A	C1:C		1	28	-	527	1941	853	61.8%

Full Input Data And Results

9/2	Right	U	1:2	N/A	C1:C		1	28	-	522	2030	892	58.5%
9/3	Right	U	1:2	N/A	C1:C		1	28	-	521	1889	830	62.8%
10/1	Ahead	U	N/A	N/A	-		-	-	-	930	1934	1934	44.5%
10/2	Ahead Right	U	N/A	N/A	-		-	-	-	1070	2113	2113	44.7%
10/3	Right	U	N/A	N/A	-		-	-	-	151	1932	1932	7.8%
10/4	Right	U	N/A	N/A	-		-	-	-	150	Inf	Inf	0.0%
J2: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	90.5%
1/1	Left Ahead	U	2:1	N/A	C2:B		1	7	-	150	1930	234	64.1%
1/2+1/3	Ahead	U	2:1	N/A	C2:B		1	7	-	301	2085:1940	233+232	64.7 : 64.7%
2/1	Ahead	U	2:1	N/A	C2:A		1	47	-	1240	1940	1411	87.9%
2/2	Ahead	U	2:1	N/A	C2:A		1	47	-	1241	2084	1516	81.9%
2/3	Ahead Right	U	2:1	N/A	C2:A		1	47	-	1445	2090	1520	90.5%
2/4	Right	U	2:1	N/A	C2:A		1	47	-	923	1937	1409	56.6%

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: M1 Junction 21	-	-	2264	0	0	47.3	154.2	0.0	201.5	-	-	-	-
J1: Unnamed Junction	-	-	2264	0	0	40.3	141.6	0.0	181.9	-	-	-	-
1/1	521	521	-	-	-	2.4	1.0	-	3.4	23.4	7.8	1.0	8.8
1/2+1/3	1042	1042	-	-	-	4.7	0.9	-	5.6	19.5	7.8	0.9	8.7
2/1	861	861	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	798	798	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	719	719	-	-	-	3.6	4.1	-	7.8	38.9	12.2	4.1	16.3
3/2	719	719	-	-	-	3.5	2.5	-	6.1	30.3	11.8	2.5	14.3
3/3	924	855	-	-	-	7.0	40.4	-	47.4	184.9	18.2	40.4	58.6
3/4	923	798	-	-	-	8.7	66.1	-	74.8	291.7	19.2	66.1	85.3
4/1	599	599	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	452	452	452	0	0	1.6	8.6	-	10.2	81.1	7.9	8.6	16.5
6/2+6/3	906	906	1812	0	0	3.1	11.6	-	14.7	58.5	7.9	11.6	19.5
7/1	1243	1243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1241	1241	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	599	599	-	-	-	1.5	1.1	-	2.5	15.2	3.6	1.1	4.6
8/2	604	604	-	-	-	1.5	0.9	-	2.4	14.0	3.4	0.9	4.3
8/3	603	603	-	-	-	2.3	1.1	-	3.4	20.4	8.2	1.1	9.3
9/1	527	527	-	-	-	0.1	0.8	-	0.9	6.3	0.4	0.8	1.2
9/2	522	522	-	-	-	0.1	0.7	-	0.8	5.4	0.5	0.7	1.2
9/3	521	521	-	-	-	0.1	0.8	-	0.9	6.3	0.4	0.8	1.3

Full Input Data And Results

10/1	861	861	-	-	-	0.1	0.4	-	0.5	2.2	0.7	0.4	1.1
10/2	945	945	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4
10/3	151	151	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
10/4	150	150	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M1 Junction 21	-	-	0	0	0	7.0	12.6	0.0	19.6	-	-	-	-
1/1	150	150	-	-	-	1.2	0.9	-	2.0	48.6	2.6	0.9	3.5
1/2+1/3	301	301	-	-	-	2.3	0.9	-	3.2	38.4	2.6	0.9	3.5
2/1	1240	1240	-	-	-	1.0	3.5	-	4.5	13.0	5.6	3.5	9.0
2/2	1241	1241	-	-	-	1.1	2.2	-	3.3	9.7	6.0	2.2	8.3
2/3	1376	1376	-	-	-	1.4	4.5	-	5.9	15.4	8.4	4.5	12.9
2/4	798	798	-	-	-	0.0	0.7	-	0.7	3.0	0.0	0.7	0.7

C1	Stream: 1 PRC for Signalled Lanes (%)	32.0	Total Delay for Signalled Lanes (pcuHr):	17.33	Cycle Time (s):	66
C1	Stream: 2 PRC for Signalled Lanes (%)	-28.6	Total Delay for Signalled Lanes (pcuHr):	138.67	Cycle Time (s):	66
C2	Stream: 1 PRC for Signalled Lanes (%)	-0.6	Total Delay for Signalled Lanes (pcuHr):	19.60	Cycle Time (s):	66
	PRC Over All Lanes (%)	-28.6	Total Delay Over All Lanes (pcuHr):	201.46		

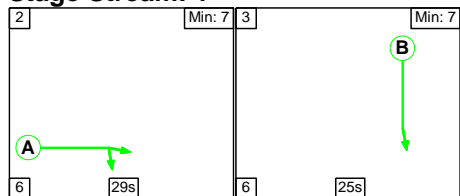
Full Input Data And Results

Scenario 24: '2036 WD - STS PM' (FG44: '2036 WD - STS PM', Plan 1: 'Network Control Plan 1')

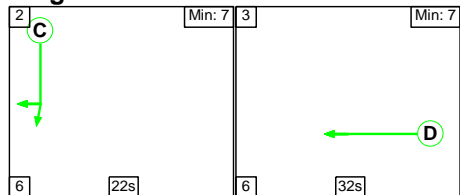
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

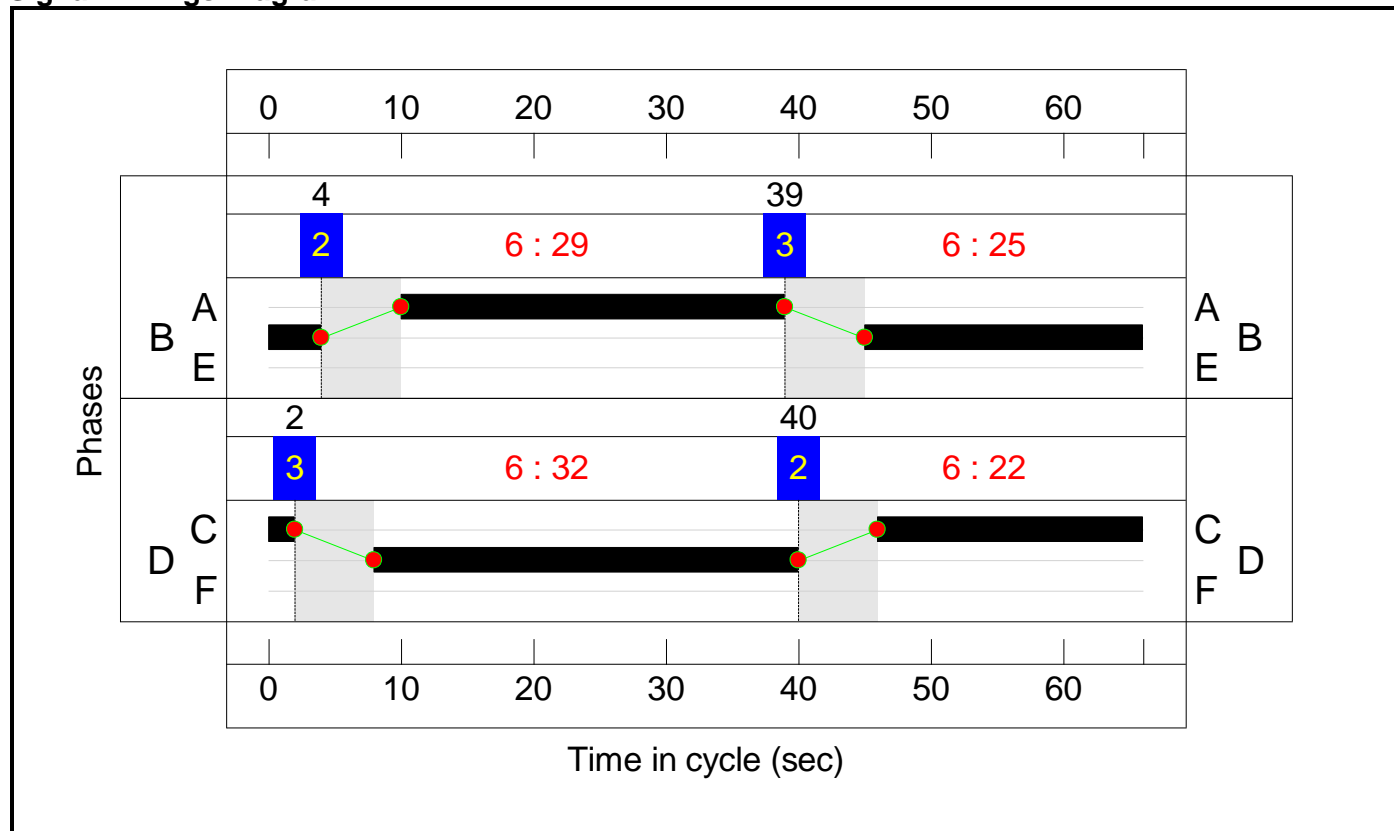
Stage Stream: 1

Stage	2	3
Duration	29	25
Change Point	4	39

Stage Stream: 2

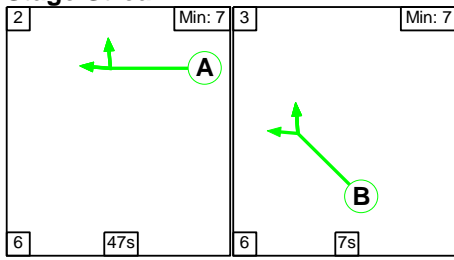
Stage	2	3
Duration	22	32
Change Point	40	2

Signal Timings Diagram



C2
Stage Sequence Diagram

Stage Stream: 1

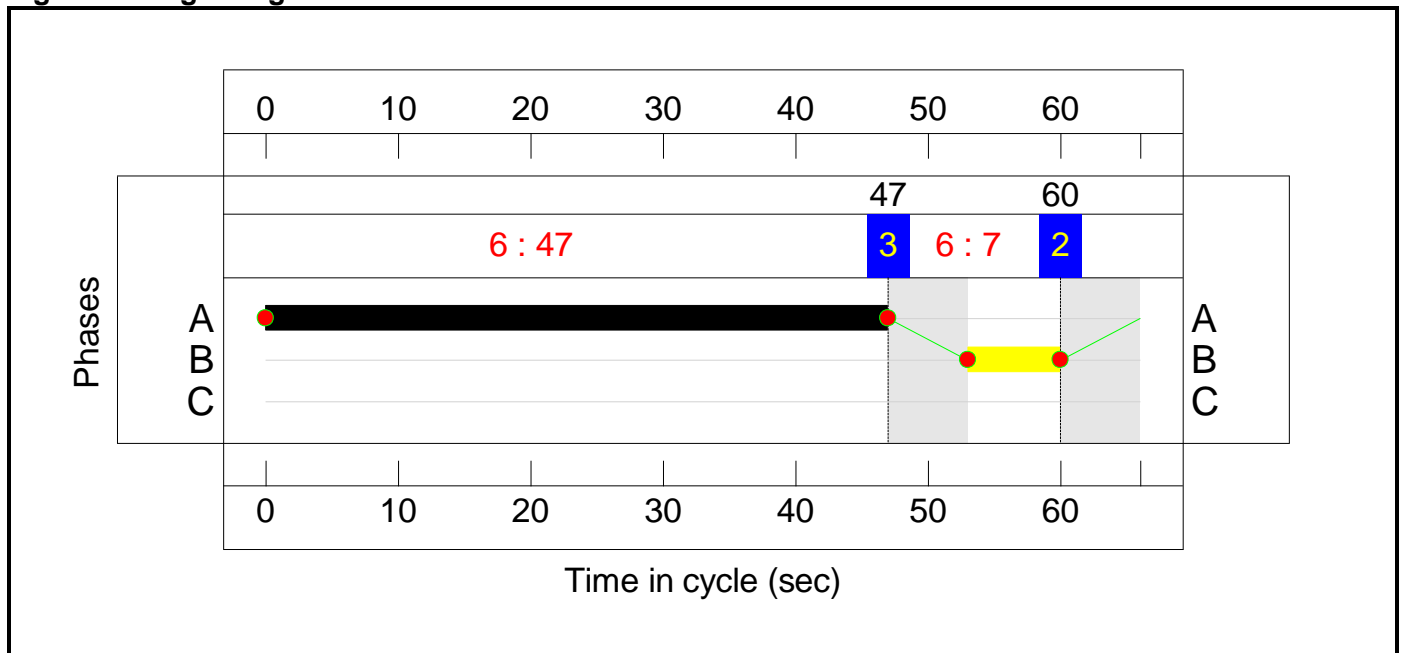


Stage Timings

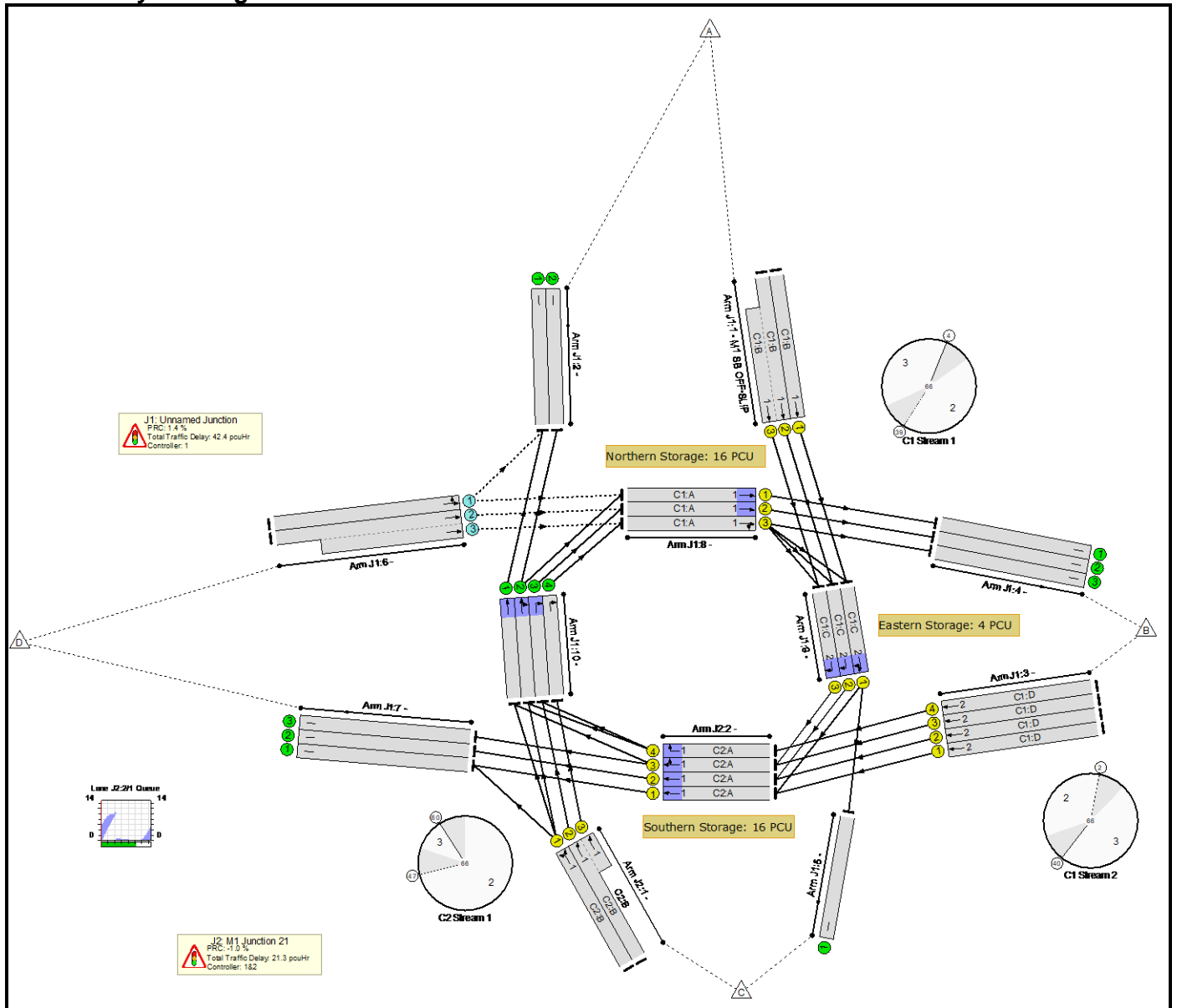
Stage Stream: 1

Stage	2	3
Duration	47	7
Change Point	60	47

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: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	90.9%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	88.7%
1/1	M1 SB OFF-SLIP Ahead	U	1:1	N/A	C1:B		1	25	-	516	1975	778	66.3%
1/2+1/3	M1 SB OFF-SLIP Ahead	U	1:1	N/A	C1:B		1	25	-	1032	2115:1960	833+772	61.9 : 66.8%
2/1		U	N/A	N/A	-		-	-	-	887	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	865	Inf	Inf	0.0%
3/1	Ahead	U	1:2	N/A	C1:D		1	32	-	691	1951	975	70.8%
3/2	Ahead	U	1:2	N/A	C1:D		1	32	-	691	2090	1045	66.1%
3/3	Ahead	U	1:2	N/A	C1:D		1	32	-	865	2089	1045	82.8%
3/4	Ahead	U	1:2	N/A	C1:D		1	32	-	865	1950	975	88.7%
4/1		U	N/A	N/A	-		-	-	-	404	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
4/3		U	N/A	N/A	-		-	-	-	413	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
6/1	Left Ahead	O	N/A	N/A	-		-	-	-	255	1965	392	65.0%
6/2+6/3	Ahead	O	N/A	N/A	-		-	-	-	510	2093:1953	392+392	65.0 : 65.0%
7/1		U	N/A	N/A	-		-	-	-	1219	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1207	Inf	Inf	0.0%
7/3		U	N/A	N/A	-		-	-	-	494	Inf	Inf	0.0%
8/1	Ahead	U	1:1	N/A	C1:A		1	29	-	404	1934	879	46.0%
8/2	Ahead	U	1:1	N/A	C1:A		1	29	-	417	2073	942	44.3%
8/3	Ahead Right	U	1:1	N/A	C1:A		1	29	-	417	1945	884	47.2%
9/1	Ahead Right	U	1:2	N/A	C1:C		1	22	-	520	1941	676	76.9%

Full Input Data And Results

9/2	Right	U	1:2	N/A	C1:C		1	22	-	516	2030	707	72.9%
9/3	Right	U	1:2	N/A	C1:C		1	22	-	516	1889	658	78.4%
10/1	Ahead	U	N/A	N/A	-		-	-	-	887	1934	1934	45.9%
10/2	Ahead Right	U	N/A	N/A	-		-	-	-	1014	2113	2113	48.0%
10/3	Right	U	N/A	N/A	-		-	-	-	162	1932	1932	8.4%
10/4	Right	U	N/A	N/A	-		-	-	-	162	Inf	Inf	0.0%
J2: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	90.9%
1/1	Left Ahead	U	2:1	N/A	C2:B		1	7	-	162	1932	234	69.2%
1/2+1/3	Ahead	U	2:1	N/A	C2:B		1	7	-	324	2085:1940	233+233	69.4 : 69.4%
2/1	Ahead	U	2:1	N/A	C2:A		1	47	-	1206	1940	1411	85.5%
2/2	Ahead	U	2:1	N/A	C2:A		1	47	-	1207	2084	1516	79.6%
2/3	Ahead Right	U	2:1	N/A	C2:A		1	47	-	1381	2090	1520	90.9%
2/4	Right	U	2:1	N/A	C2:A		1	47	-	865	1937	1409	61.4%

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: M1 Junction 21	-	-	1275	0	0	32.4	31.3	0.0	63.7	-	-	-	-
J1: Unnamed Junction	-	-	1275	0	0	23.6	18.8	0.0	42.4	-	-	-	-
1/1	516	516	-	-	-	2.4	1.0	-	3.3	23.2	7.7	1.0	8.7
1/2+1/3	1032	1032	-	-	-	4.7	0.9	-	5.6	19.4	7.7	0.9	8.6
2/1	887	887	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	865	865	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	691	691	-	-	-	2.5	1.2	-	3.7	19.0	9.8	1.2	11.0
3/2	691	691	-	-	-	2.4	1.0	-	3.3	17.4	9.4	1.0	10.4
3/3	865	865	-	-	-	3.4	2.3	-	5.7	23.9	13.5	2.3	15.8
3/4	865	865	-	-	-	3.6	3.7	-	7.2	30.2	14.2	3.7	17.9
4/1	404	404	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	413	413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	255	255	255	0	0	0.6	0.9	-	1.5	21.4	3.0	0.9	4.0
6/2+6/3	510	510	1020	0	0	1.2	0.9	-	2.1	15.0	3.0	0.9	4.0
7/1	1219	1219	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1207	1207	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	404	404	-	-	-	0.5	0.4	-	0.9	8.4	5.3	0.4	5.7
8/2	417	417	-	-	-	0.5	0.4	-	0.9	8.0	5.3	0.4	5.7
8/3	417	417	-	-	-	0.6	0.4	-	1.1	9.2	2.9	0.4	3.4
9/1	520	520	-	-	-	0.5	1.6	-	2.1	14.4	0.7	1.6	2.4
9/2	516	516	-	-	-	0.4	1.3	-	1.8	12.3	0.7	1.3	2.0
9/3	516	516	-	-	-	0.4	1.8	-	2.2	15.4	0.7	1.8	2.4

Full Input Data And Results

10/1	887	887	-	-	-	0.0	0.4	-	0.5	1.9	0.3	0.4	0.7
10/2	1014	1014	-	-	-	0.0	0.5	-	0.5	1.6	0.0	0.5	0.5
10/3	162	162	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
10/4	162	162	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M1 Junction 21	-	-	0	0	0	8.9	12.4	0.0	21.3	-	-	-	-
1/1	162	162	-	-	-	1.3	1.1	-	2.3	52.0	2.8	1.1	3.9
1/2+1/3	324	324	-	-	-	2.5	1.1	-	3.6	40.1	2.8	1.1	4.0
2/1	1206	1206	-	-	-	1.8	2.9	-	4.7	14.0	10.7	2.9	13.5
2/2	1207	1207	-	-	-	1.4	1.9	-	3.4	10.0	10.5	1.9	12.5
2/3	1381	1381	-	-	-	1.6	4.7	-	6.3	16.3	11.2	4.7	15.9
2/4	865	865	-	-	-	0.3	0.8	-	1.0	4.4	1.1	0.8	1.9

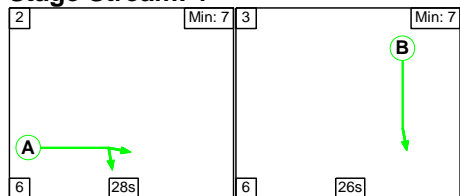
C1	Stream: 1 PRC for Signalled Lanes (%)	34.7	Total Delay for Signalled Lanes (pcuHr):	11.81	Cycle Time (s):	66
C1	Stream: 2 PRC for Signalled Lanes (%)	1.4	Total Delay for Signalled Lanes (pcuHr):	26.03	Cycle Time (s):	66
C2	Stream: 1 PRC for Signalled Lanes (%)	-1.0	Total Delay for Signalled Lanes (pcuHr):	21.30	Cycle Time (s):	66
	PRC Over All Lanes (%)	-1.0	Total Delay Over All Lanes(pcuHr):	63.74		

Full Input Data And Results

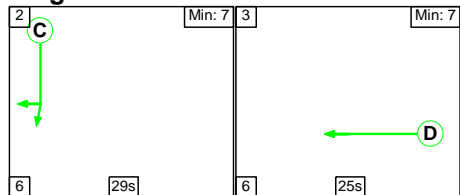
Scenario 25: '2036 WoD + Dev - STS AM' (FG45: '2036 WoD + Dev - STS AM', Plan 1: 'Network Control Plan 1')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

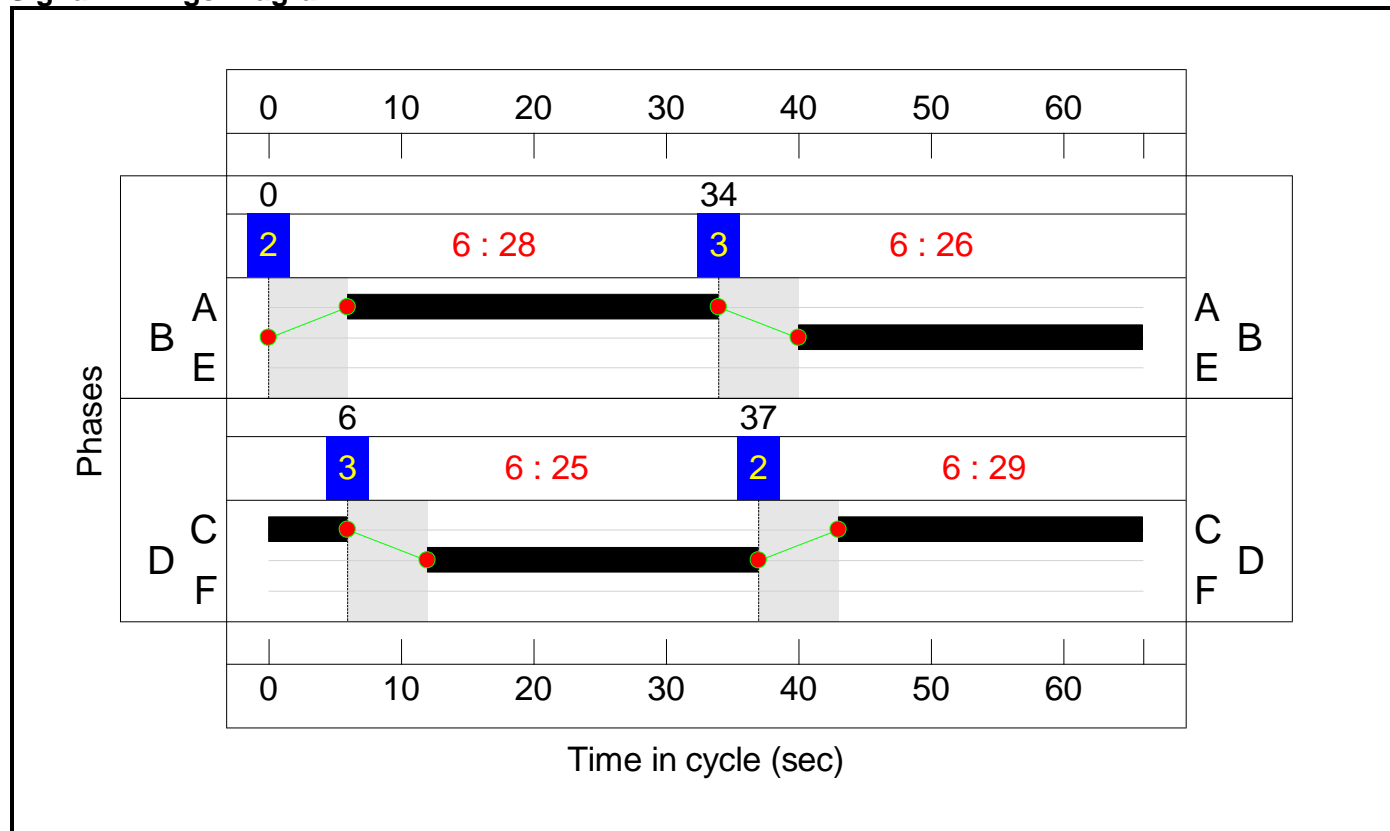
Stage Stream: 1

Stage	2	3
Duration	28	26
Change Point	0	34

Stage Stream: 2

Stage	2	3
Duration	29	25
Change Point	37	6

Signal Timings Diagram

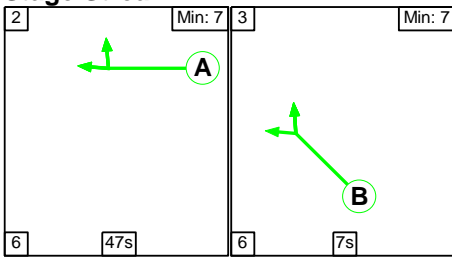


Full Input Data And Results

C2

Stage Sequence Diagram

Stage Stream: 1

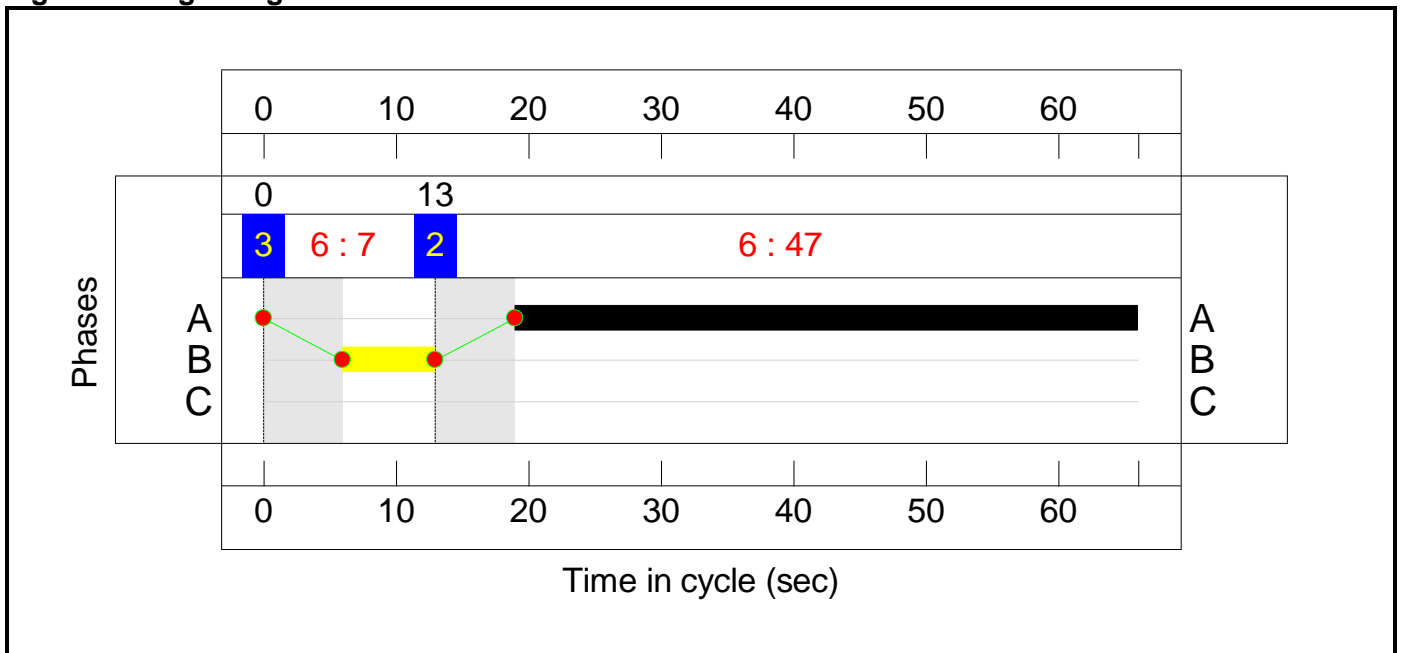


Stage Timings

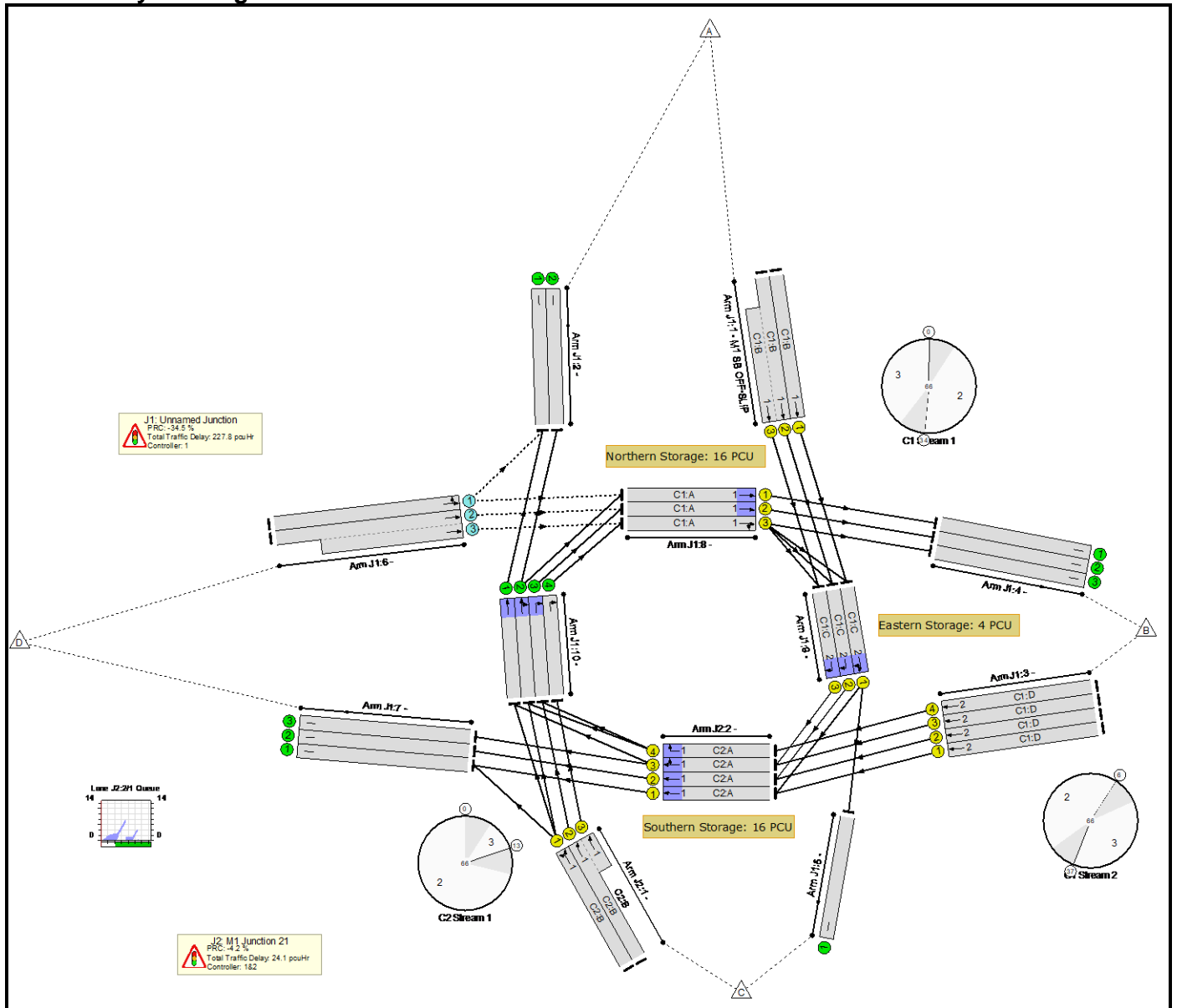
Stage Stream: 1

Stage	2	3
Duration	47	7
Change Point	13	0

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: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	121.1%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	121.1%
1/1	M1 SB OFF-SLIP Ahead	U	1:1	N/A	C1:B		1	26	-	555	1975	808	68.7%
1/2+1/3	M1 SB OFF-SLIP Ahead	U	1:1	N/A	C1:B		1	26	-	1109	2115:1960	861+802	64.4 : 69.2%
2/1		U	N/A	N/A	-		-	-	-	935	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	930	Inf	Inf	0.0%
3/1	Ahead	U	1:2	N/A	C1:D		1	25	-	776	1951	769	101.0%
3/2	Ahead	U	1:2	N/A	C1:D		1	25	-	776	2090	823	94.3%
3/3	Ahead	U	1:2	N/A	C1:D		1	25	-	929	2089	823	112.9%
3/4	Ahead	U	1:2	N/A	C1:D		1	25	-	930	1950	768	121.1%
4/1		U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	597	Inf	Inf	0.0%
4/3		U	N/A	N/A	-		-	-	-	591	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	6	Inf	Inf	0.0%
6/1	Left Ahead	O	N/A	N/A	-		-	-	-	449	1965	477	94.1%
6/2+6/3	Ahead	O	N/A	N/A	-		-	-	-	896	2093:1953	477+477	93.9 : 93.9%
7/1		U	N/A	N/A	-		-	-	-	1334	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1331	Inf	Inf	0.0%
7/3		U	N/A	N/A	-		-	-	-	549	Inf	Inf	0.0%
8/1	Ahead	U	1:1	N/A	C1:A		1	28	-	596	1934	850	70.1%
8/2	Ahead	U	1:1	N/A	C1:A		1	28	-	597	2073	911	65.5%
8/3	Ahead Right	U	1:1	N/A	C1:A		1	28	-	598	1945	855	70.0%
9/1	Ahead Right	U	1:2	N/A	C1:C		1	29	-	561	1941	882	63.6%

Full Input Data And Results

9/2	Right	U	1:2	N/A	C1:C		1	29	-	555	2030	923	60.1%
9/3	Right	U	1:2	N/A	C1:C		1	29	-	555	1889	859	64.6%
10/1	Ahead	U	N/A	N/A	-		-	-	-	935	1934	1934	42.9%
10/2	Ahead Right	U	N/A	N/A	-		-	-	-	1077	2113	2113	43.3%
10/3	Right	U	N/A	N/A	-		-	-	-	149	1932	1932	7.7%
10/4	Right	U	N/A	N/A	-		-	-	-	150	Inf	Inf	0.0%
J2: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	93.8%
1/1	Left Ahead	U	2:1	N/A	C2:B		1	7	-	150	1930	234	64.1%
1/2+1/3	Ahead	U	2:1	N/A	C2:B		1	7	-	299	2085:1940	232+233	64.3 : 64.3%
2/1	Ahead	U	2:1	N/A	C2:A		1	47	-	1331	1940	1411	93.8%
2/2	Ahead	U	2:1	N/A	C2:A		1	47	-	1331	2084	1516	87.8%
2/3	Ahead Right	U	2:1	N/A	C2:A		1	47	-	1484	2090	1520	90.7%
2/4	Right	U	2:1	N/A	C2:A		1	47	-	930	1937	1409	54.5%

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: M1 Junction 21	-	-	2241	0	0	51.2	200.8	0.0	252.0	-	-	-	-
J1: Unnamed Junction	-	-	2241	0	0	44.0	183.8	0.0	227.8	-	-	-	-
1/1	555	555	-	-	-	2.5	1.1	-	3.6	23.1	8.3	1.1	9.4
1/2+1/3	1109	1109	-	-	-	4.9	1.0	-	5.9	19.1	8.3	1.0	9.3
2/1	829	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	768	768	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	776	769	-	-	-	4.5	15.9	-	20.4	94.8	14.4	15.9	30.3
3/2	776	776	-	-	-	4.2	6.4	-	10.6	49.2	13.6	6.4	20.0
3/3	929	823	-	-	-	8.3	57.1	-	65.4	253.3	19.0	57.1	76.1
3/4	930	768	-	-	-	9.9	83.7	-	93.6	362.3	20.0	83.7	103.7
4/1	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	449	449	449	0	0	1.4	5.7	-	7.1	56.6	7.5	5.7	13.2
6/2+6/3	896	896	1792	0	0	2.7	6.3	-	9.0	36.4	7.5	6.3	13.8
7/1	1327	1327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1331	1331	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	549	549	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	596	596	-	-	-	1.5	1.2	-	2.7	16.1	3.7	1.2	4.9
8/2	597	597	-	-	-	1.5	0.9	-	2.4	14.6	3.7	0.9	4.6
8/3	598	598	-	-	-	2.3	1.2	-	3.5	21.0	8.3	1.2	9.5
9/1	561	561	-	-	-	0.1	0.9	-	1.0	6.4	0.4	0.9	1.3
9/2	555	555	-	-	-	0.1	0.8	-	0.8	5.5	0.5	0.8	1.2
9/3	555	555	-	-	-	0.1	0.9	-	1.0	6.4	0.4	0.9	1.4

Full Input Data And Results

10/1	829	829	-	-	-	0.1	0.4	-	0.5	2.1	0.7	0.4	1.0
10/2	915	915	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4
10/3	149	149	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
10/4	150	150	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M1 Junction 21	-	-	0	0	0	7.2	17.0	0.0	24.1	-	-	-	-
1/1	150	150	-	-	-	1.2	0.9	-	2.0	48.6	2.6	0.9	3.5
1/2+1/3	299	299	-	-	-	2.3	0.9	-	3.2	38.3	2.6	0.9	3.5
2/1	1324	1324	-	-	-	1.1	6.6	-	7.7	20.9	7.8	6.6	14.3
2/2	1331	1331	-	-	-	1.2	3.5	-	4.6	12.6	6.6	3.5	10.1
2/3	1378	1378	-	-	-	1.5	4.6	-	6.0	15.7	9.7	4.6	14.2
2/4	768	768	-	-	-	0.0	0.6	-	0.6	2.8	0.0	0.6	0.6

C1	Stream: 1 PRC for Signalled Lanes (%)	28.3	Total Delay for Signalled Lanes (pcuHr)	18.00	Cycle Time (s)	66
C1	Stream: 2 PRC for Signalled Lanes (%)	-34.5	Total Delay for Signalled Lanes (pcuHr)	192.82	Cycle Time (s)	66
C2	Stream: 1 PRC for Signalled Lanes (%)	-4.2	Total Delay for Signalled Lanes (pcuHr)	24.14	Cycle Time (s)	66
	PRC Over All Lanes (%)	-34.5	Total Delay Over All Lanes(pcuHr)	251.97		

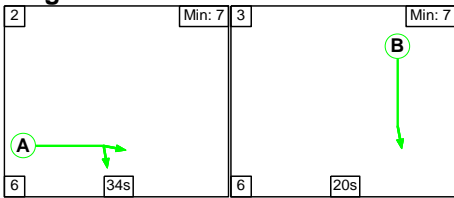
Full Input Data And Results

Scenario 26: '2036 WoD + Dev - STS PM' (FG46: '2036 WoD + Dev - STS AM', Plan 1: 'Network Control Plan 1')

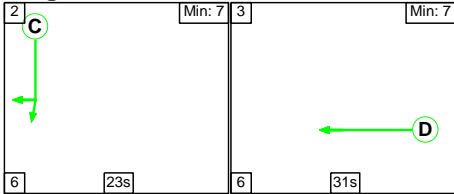
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

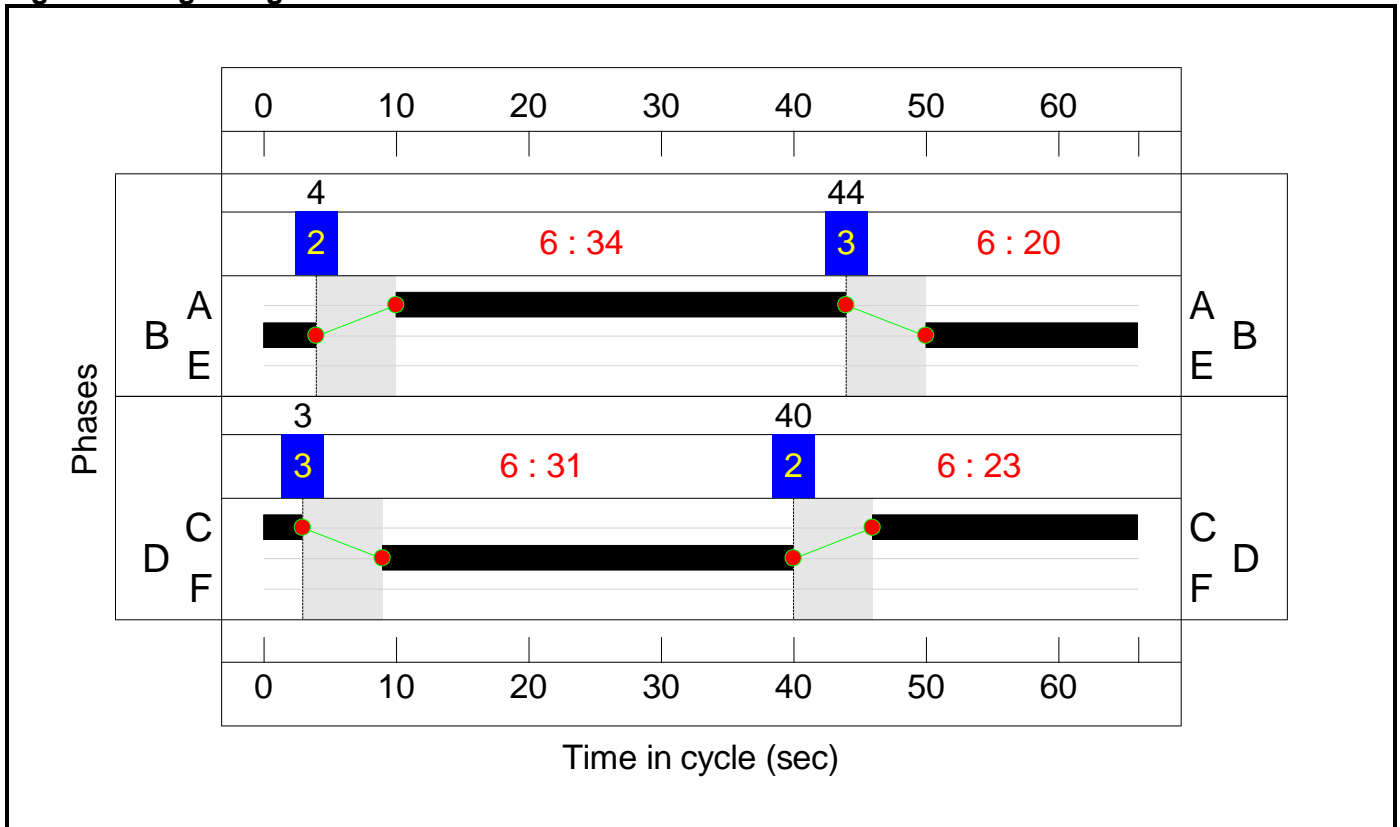
Stage Stream: 1

Stage	2	3
Duration	34	20
Change Point	4	44

Stage Stream: 2

Stage	2	3
Duration	23	31
Change Point	40	3

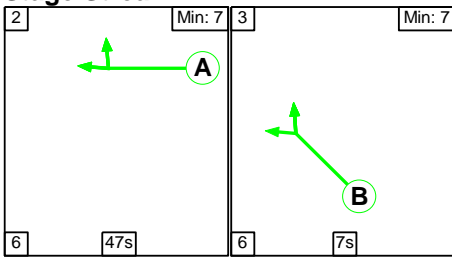
Signal Timings Diagram



C2

Stage Sequence Diagram

Stage Stream: 1

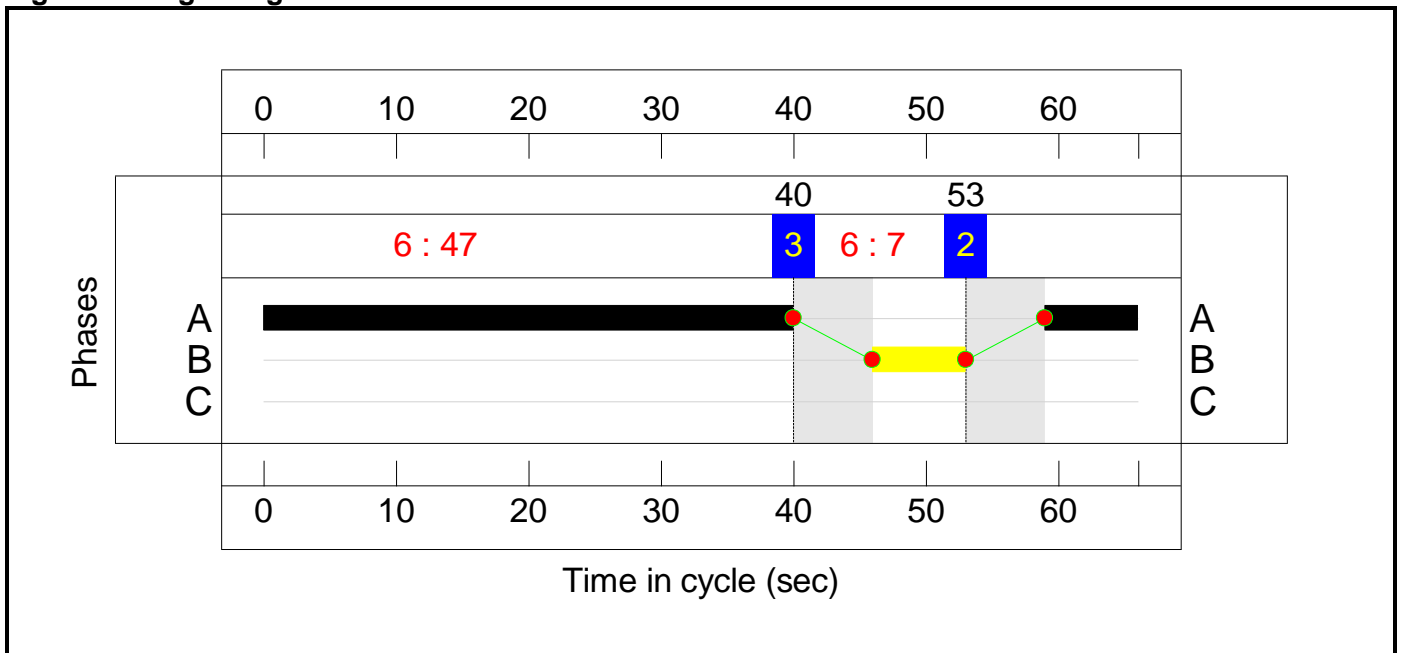


Stage Timings

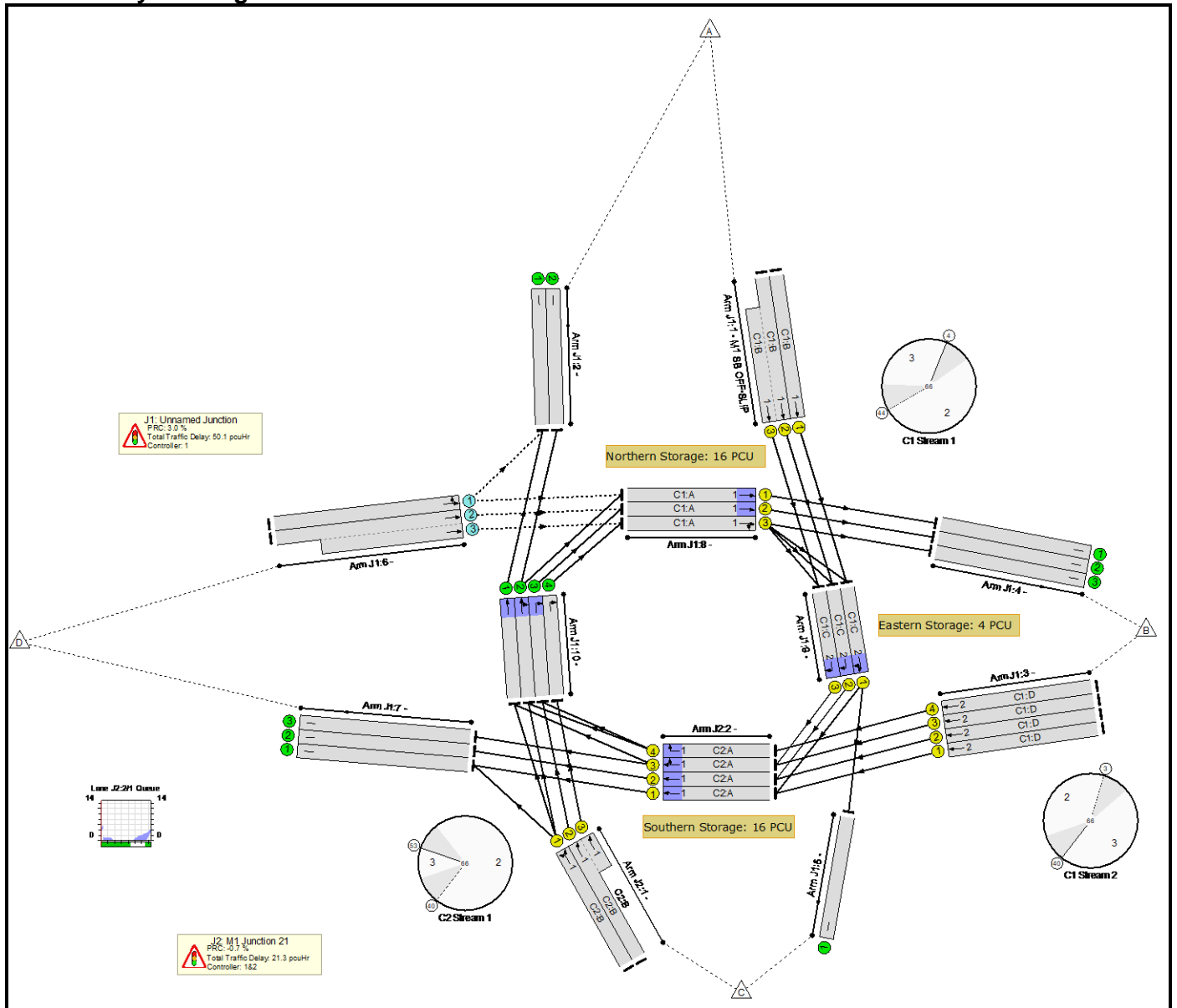
Stage Stream: 1

Stage	2	3
Duration	47	7
Change Point	53	40

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: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	90.7%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	87.4%
1/1	M1 SB OFF-SLIP Ahead	U	1:1	N/A	C1:B		1	20	-	545	1975	628	86.7%
1/2+1/3	M1 SB OFF-SLIP Ahead	U	1:1	N/A	C1:B		1	20	-	1089	2115:1960	673+624	80.8 : 87.4%
2/1		U	N/A	N/A	-		-	-	-	838	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	817	Inf	Inf	0.0%
3/1	Ahead	U	1:2	N/A	C1:D		1	31	-	735	1951	946	77.7%
3/2	Ahead	U	1:2	N/A	C1:D		1	31	-	734	2090	1013	72.4%
3/3	Ahead	U	1:2	N/A	C1:D		1	31	-	816	2089	1013	80.6%
3/4	Ahead	U	1:2	N/A	C1:D		1	31	-	817	1950	945	86.4%
4/1		U	N/A	N/A	-		-	-	-	439	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	453	Inf	Inf	0.0%
4/3		U	N/A	N/A	-		-	-	-	448	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
6/1	Left Ahead	O	N/A	N/A	-		-	-	-	296	1965	415	71.3%
6/2+6/3	Ahead	O	N/A	N/A	-		-	-	-	592	2093:1953	415+415	71.3 : 71.3%
7/1		U	N/A	N/A	-		-	-	-	1292	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1278	Inf	Inf	0.0%
7/3		U	N/A	N/A	-		-	-	-	523	Inf	Inf	0.0%
8/1	Ahead	U	1:1	N/A	C1:A		1	34	-	439	1934	1026	42.8%
8/2	Ahead	U	1:1	N/A	C1:A		1	34	-	453	2073	1099	41.2%
8/3	Ahead Right	U	1:1	N/A	C1:A		1	34	-	452	1945	1031	43.8%
9/1	Ahead Right	U	1:2	N/A	C1:C		1	23	-	549	1940	705	77.8%

Full Input Data And Results

9/2	Right	U	1:2	N/A	C1:C		1	23	-	544	2030	738	73.7%
9/3	Right	U	1:2	N/A	C1:C		1	23	-	545	1889	687	79.3%
10/1	Ahead	U	N/A	N/A	-		-	-	-	838	1934	1934	43.3%
10/2	Ahead Right	U	N/A	N/A	-		-	-	-	960	2113	2113	45.4%
10/3	Right	U	N/A	N/A	-		-	-	-	157	1932	1932	8.1%
10/4	Right	U	N/A	N/A	-		-	-	-	156	Inf	Inf	0.0%
J2: M1 Junction 21	-	-	N/A	-	-		-	-	-	-	-	-	90.7%
1/1	Left Ahead	U	2:1	N/A	C2:B		1	7	-	156	1932	234	66.6%
1/2+1/3	Ahead	U	2:1	N/A	C2:B		1	7	-	313	2085:1940	233+232	67.2 : 67.2%
2/1	Ahead	U	2:1	N/A	C2:A		1	47	-	1279	1940	1411	90.7%
2/2	Ahead	U	2:1	N/A	C2:A		1	47	-	1278	2084	1516	84.3%
2/3	Ahead Right	U	2:1	N/A	C2:A		1	47	-	1361	2090	1520	89.5%
2/4	Right	U	2:1	N/A	C2:A		1	47	-	817	1937	1409	58.0%

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: M1 Junction 21	-	-	1480	0	0	34.4	37.0	0.0	71.3	-	-	-	-
J1: Unnamed Junction	-	-	1480	0	0	27.0	23.1	0.0	50.1	-	-	-	-
1/1	545	545	-	-	-	3.2	3.0	-	6.3	41.3	9.4	3.0	12.4
1/2+1/3	1089	1089	-	-	-	6.3	2.6	-	8.9	29.4	9.4	2.6	11.9
2/1	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	735	735	-	-	-	2.9	1.7	-	4.6	22.5	11.0	1.7	12.7
3/2	734	734	-	-	-	2.8	1.3	-	4.1	19.9	10.6	1.3	11.9
3/3	816	816	-	-	-	3.3	2.0	-	5.3	23.3	12.5	2.0	14.5
3/4	817	817	-	-	-	3.4	3.0	-	6.5	28.5	13.2	3.0	16.2
4/1	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	448	448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	296	296	296	0	0	0.5	1.2	-	1.7	21.1	4.1	1.2	5.3
6/2+6/3	592	592	1184	0	0	1.0	1.2	-	2.3	13.8	4.1	1.2	5.3
7/1	1292	1292	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1278	1278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	523	523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	439	439	-	-	-	0.9	0.4	-	1.2	10.1	5.6	0.4	6.0
8/2	453	453	-	-	-	0.9	0.4	-	1.2	9.9	5.9	0.4	6.3
8/3	452	452	-	-	-	0.4	0.4	-	0.8	6.5	3.0	0.4	3.4
9/1	549	549	-	-	-	0.5	1.7	-	2.2	14.3	0.8	1.7	2.5
9/2	544	544	-	-	-	0.4	1.4	-	1.8	11.7	0.6	1.4	2.0
9/3	545	545	-	-	-	0.6	1.9	-	2.4	16.0	0.8	1.9	2.7

Full Input Data And Results

10/1	838	838	-	-	-	0.0	0.4	-	0.4	1.7	0.2	0.4	0.6
10/2	960	960	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
10/3	157	157	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
10/4	156	156	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M1 Junction 21	-	-	0	0	0	7.4	13.9	0.0	21.3	-	-	-	-
1/1	156	156	-	-	-	1.2	1.0	-	2.2	50.2	2.7	1.0	3.7
1/2+1/3	313	313	-	-	-	2.4	1.0	-	3.4	39.3	2.7	1.0	3.7
2/1	1279	1279	-	-	-	0.9	4.5	-	5.4	15.2	5.6	4.5	10.1
2/2	1278	1278	-	-	-	0.8	2.6	-	3.4	9.6	4.6	2.6	7.3
2/3	1361	1361	-	-	-	1.2	4.1	-	5.3	14.1	8.3	4.1	12.4
2/4	817	817	-	-	-	0.9	0.7	-	1.6	6.8	3.5	0.7	4.2

C1	Stream: 1 PRC for Signalled Lanes (%)	3.0	Total Delay for Signalled Lanes (pcuHr)	18.43	Cycle Time (s)	66
C1	Stream: 2 PRC for Signalled Lanes (%)	4.2	Total Delay for Signalled Lanes (pcuHr)	26.77	Cycle Time (s)	66
C2	Stream: 1 PRC for Signalled Lanes (%)	-0.7	Total Delay for Signalled Lanes (pcuHr)	21.28	Cycle Time (s)	66
	PRC Over All Lanes (%)	-0.7	Total Delay Over All Lanes(pcuHr)	71.34		



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