Appendix 80

Mitigation Modelling

Junctions 9

ARCADY 9 - Roundabout Module
PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947
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Filename: Peel Hall Advanced Mode with Mitigation.j9
Report generation date: 25/01/2018 10:56:06

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A50-Conjunction [Lane Simulation] - 2025 DM								
1 - A50/Hilden Rd Roundabout - 1 - Hilden Rd	0.7	7.10		A	0.6	6.74		A
1 - A50/Hilden Rd Roundabout - 2 - Orford Rd	1.5	7.05		A	2.4	8.61		A
1 - A50/Hilden Rd Roundabout - 3 - Smith Drive	0.7	7.84		A	2.3	16.29		C
1 - A50/Hilden Rd Roundabout - 4 - A50	1.8	5.82		A	1.4	5.46		A
2 - Poplars Ave/A50 - A - A50 W	0.0	0.35		A	0.1	0.17		A
2 - Poplars Ave/A50 - B - Poplars Ave	32.0	157.13		F	0.9	11.78		B
2 - Poplars Ave/A50 - C - A50 E	1.6	4.82		A	1.9	5.73		A
A50-Conjunction [Lane Simulation] - 2025 DS								
1 - A50/Hilden Rd Roundabout - 1 - Hilden Rd	0.7	7.18		A	0.8	9.54		A
1 - A50/Hilden Rd Roundabout - 2 - Orford Rd	2.5	8.89		A	9.2	26.24		D
1 - A50/Hilden Rd Roundabout - 3 - Smith Drive	0.6	8.24		A	3.8	26.70		D
1 - A50/Hilden Rd Roundabout - 4 - A50	1.8	5.73		A	1.9	6.20		A
2 - Poplars Ave/A50 - A - A50 W	0.1	0.36		A	0.2	0.58		A
2 - Poplars Ave/A50 - B - Poplars Ave	39.7	186.92		F	2.7	26.09		D
2 - Poplars Ave/A50 - C - A50 E	2.0	5.97		A	3.1	9.02		A
A50-Conjunction [Lane Simulation] - 2030 DM								
1 - A50/Hilden Rd Roundabout - 1 - Hilden Rd	0.7	7.14		A	0.6	7.22		A
1 - A50/Hilden Rd Roundabout - 2 - Orford Rd	1.8	7.53		A	2.7	9.48		A
1 - A50/Hilden Rd Roundabout - 3 - Smith Drive	0.6	7.52		A	2.8	19.16		C
1 - A50/Hilden Rd Roundabout - 4 - A50	1.8	5.68		A	1.8	5.89		A
2 - Poplars Ave/A50 - A - A50 W	0.0	0.27		A	0.1	0.36		A
2 - Poplars Ave/A50 - B - Poplars Ave	27.9	138.11		F	1.3	15.47		C
2 - Poplars Ave/A50 - C - A50 E	1.4	4.67		A	1.9	5.83		A
A50-Conjunction [Lane Simulation] - 2030 DS								
1 - A50/Hilden Rd Roundabout - 1 - Hilden Rd	1.1	9.19		A	1.8	14.52		B
1 - A50/Hilden Rd Roundabout - 2 - Orford Rd	3.9	12.75		B	12.7	40.90		E
1 - A50/Hilden Rd Roundabout - 3 - Smith Drive	0.8	9.27		A	6.5	44.24		E
1 - A50/Hilden Rd Roundabout - 4 - A50	1.8	5.95		A	1.6	6.01		A
2 - Poplars Ave/A50 - A - A50 W	0.2	0.45		A	0.1	0.55		A

2 - Poplars Ave/A50 - B - Poplars Ave	48.5	227.89		F	1.4	17.96		C
2 - Poplars Ave/A50 - C - A50 E	2.5	7.25		A	3.4	9.36		A
	A50-Conjunction [Lane Simulation] - 2030 Through Route Scenario							
1 - A50/Hilden Rd Roundabout - 1 - Hilden Rd	1.0	9.43		A	0.8	8.87		A
1 - A50/Hilden Rd Roundabout - 2 - Orford Rd	3.3	11.15		B	7.3	24.94		C
1 - A50/Hilden Rd Roundabout - 3 - Smith Drive	0.9	8.97		A	4.1	29.42		D
1 - A50/Hilden Rd Roundabout - 4 - A50	1.9	5.97		A	1.7	6.04		A
2 - Poplars Ave/A50 - A - A50 W	0.1	0.39		A	0.1	0.44		A
2 - Poplars Ave/A50 - B - Poplars Ave	47.1	224.34		F	2.6	23.58		C
2 - Poplars Ave/A50 - C - A50 E	2.2	6.73		A	2.9	8.67		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. Arm and junction delays are averages for all movements, including movements with zero delay.

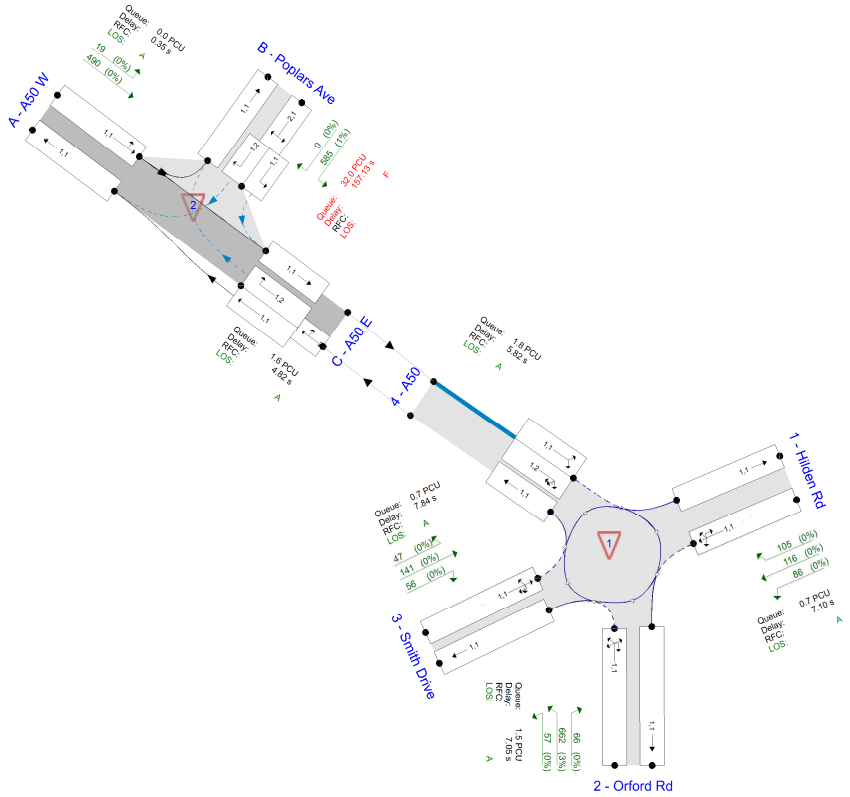
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	16/11/2017
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Units

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



Flows show original traffic demand (PCU/hr)
Lane simulation visualisation time: 08:00:00

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Lane Simulation options

Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Use crossings quick response	Last run random seed	Last run number of trials	Last run time taken (s)
1.00	100000	100000	-1	3	1	✓	737106758	183	45.66

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	2025 DM	AM	ONE HOUR	08:00	09:30	15	✓
D2	2025 DM	PM	ONE HOUR	17:00	18:30	15	✓
D3	2025 DS	AM	ONE HOUR	08:00	09:30	15	✓
D4	2025 DS	PM	ONE HOUR	17:00	18:30	15	✓
D5	2030 DM	AM	ONE HOUR	08:00	09:30	15	✓
D6	2030 DM	PM	ONE HOUR	17:00	18:30	15	✓
D7	2030 DS	AM	ONE HOUR	08:00	09:30	15	✓
D8	2030 DS	PM	ONE HOUR	17:00	18:30	15	✓
D9	2030 Through Route Scenario	AM	ONE HOUR	08:00	09:30	15	✓
D10	2030 Through Route Scenario	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Name	Use Lane Simulation	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
AV-1	A50-Conjunction	✓	✓	100.000	100.000

A50-Conjunction - 2025 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	AV-1 - A50-Conjunction [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout		1, 2, 3, 4	6.59	A
2	Poplars Ave/A50	T-Junction	Two-way		46.06	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - A50/Hilden Rd Roundabout	**1**	Hilden Rd	Hilden Rd	
	2	Orford Rd		
	3	Smith Drive		
	4	A50		
2 - Poplars Ave/A50	**A**	A50 W		Major
	B	Poplars Ave		Minor
	C	A50 E		Major

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A50/Hilden Rd Roundabout	**1 - Hilden Rd**	3.70	5.50	11.3	31.3	78.0	54.5	
	2 - Orford Rd	4.35	6.50	50.0	29.5	78.0	25.1	
	3 - Smith Drive	3.60	4.40	3.8	15.0	78.0	32.0	
	4 - A50	6.00	7.40	10.0	48.7	78.0	20.5	

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
2 - Poplars Ave/A50	**C - A50 E**	11.00		✓	3.00	120.0	✓	3.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
2 - Poplars Ave/A50	**B - Poplars Ave**	One lane plus flare	10.00	7.00	5.90	4.36	4.36	✓	2.00	120	52

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
1 - A50/Hilden Rd Roundabout	**1 - Hilden Rd**	0.415	1383
	2 - Orford Rd	0.522	1953
	3 - Smith Drive	0.399	1207
	4 - A50	0.572	2241

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

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	523	0.075	0.188	0.118	0.269
2	B-C	771	0.093	0.234	-	-
2	C-B	699	0.212	0.212	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Lane Simulation: Arm options

Junction	Arm	Lane capacity source	Traffic Considering Secondary Lanes (%)
1 - A50/Hilden Rd Roundabout	**1 - Hilden Rd**	Evenly split	10.00
	2 - Orford Rd	Evenly split	10.00
	3 - Smith Drive	Evenly split	10.00
	4 - A50	Evenly split	10.00
2 - Poplars Ave/A50	**A - A50 W**		
	B - Poplars Ave		
	C - A50 E		

Lanes

Junction	Arm	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	1 [Give-way line]	1	1, 2, 3, 4		Infinity	0	99999
	2 - Orford Rd	1 [Give-way line]	1	1, 2, 3, 4		Infinity	0	99999
	3 - Smith Drive	1 [Give-way line]	1	1, 2, 3, 4		Infinity	0	99999
	4 - A50	1 [Give-way line]	1	1, 2	✓	3.00	0	99999
			2	2, 3, 4	✓	3.00	0	99999
2 - Poplars Ave/A50	A - A50 W	1 [Give-way line]	1	B, C		Infinity	0	99999
	B - Poplars Ave	1 [Give-way line]	1	C	✓	2.00	0	99999
			2	A	✓	2.00	0	99999
		2	1	(A, C)		Infinity		
	C - A50 E	1 [Give-way line]	1	A	✓	3.00	0	99999
			2	B	✓	3.00	0	99999
		2	1	(A, B)	✓	3.00		

Entry Lane slope and intercept

Junction	Arm	Lane level	Lane	Final slope	Final intercept (PCU/hr)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	1 [Give-way line]	1	0.415	1383
	2 - Orford Rd	1 [Give-way line]	1	0.522	1953
	3 - Smith Drive	1 [Give-way line]	1	0.399	1207
	4 - A50	1 [Give-way line]	1	0.286	1121
			2	0.286	1121

Lane Movements

Junction	Arm	Lane Level	Lane	Destination arm			
				Hilden Rd	Orford Rd	Smith Drive	A50
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	1 [Give-way line]	1	✓	✓	✓	✓
	2 - Orford Rd	1 [Give-way line]	1	✓	✓	✓	✓
	3 - Smith Drive	1 [Give-way line]	1	✓	✓	✓	✓
	4 - A50	1 [Give-way line]	1	✓	✓		
			2		✓	✓	✓

Lane Movements

Junction	Arm	Lane Level	Lane	Destination arm		
				A50 W	Poplars Ave	A50 E
2 - Poplars Ave/A50	A - A50 W	1 [Give-way line]	1		✓	✓
	B - Poplars Ave	1 [Give-way line]	1			✓
			2	✓		
		2	1	✓		✓
	C - A50 E	1 [Give-way line]	1	✓		
			2		✓	
		2	1	✓	✓	

Traffic Demand

Demand Set 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	2025 DM	AM	ONE HOUR	08:00	09:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A50/Hilden Rd Roundabout	**4 - A50**	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - Poplars Ave/A50	**C - A50 E**	1	4	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A50/Hilden Rd Roundabout	**1 - Hilden Rd**		ONE HOUR	✓	308	100.000
	2 - Orford Rd		ONE HOUR	✓	785	100.000
	3 - Smith Drive		ONE HOUR	✓	244	100.000
	4 - A50	✓				
2 - Poplars Ave/A50	**A - A50 W**		ONE HOUR	✓	509	100.000
	B - Poplars Ave		ONE HOUR	✓	585	100.000
	C - A50 E	✓				

Origin-Destination Data

Demand (PCU/hr)

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	**2 - Orford Rd**	**3 - Smith Drive**	**4 - A50**
From	**1 - Hilden Rd**	0	86	116	105
	2 - Orford Rd	66	0	57	662
	3 - Smith Drive	141	56	0	47
	4 - A50	45	621	161	168

2 - Poplars Ave/A50

Demand (PCU/hr)

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	19	490
	B - Poplars Ave	0	0	585
	C - A50 E	687	299	0

Vehicle Mix

1 - A50/Hilden Rd Roundabout

Heavy Vehicle Percentages

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	0	0	0
	2 - Orford Rd	0	0	0	3
	3 - Smith Drive	0	0	0	0
	4 - A50	0	1	0	0

2 - Poplars Ave/A50

Heavy Vehicle Percentages

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	0	0
	B - Poplars Ave	0	0	1
	C - A50 E	1	6	0

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	7.10	0.7	A	283	424
	2 - Orford Rd	7.05	1.5	A	719	1078
	3 - Smith Drive	7.84	0.7	A	223	335
	4 - A50	5.82	1.8	A	979	1468
2 - Poplars Ave/A50	A - A50 W	0.35	0.0	A	468	702
	B - Poplars Ave	157.13	32.0	F	534	800
	C - A50 E	4.82	1.6	A	918	1378

Main Results for each time segment

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	235	59	811	234	191	0.0	0.3	4.248	A
	2 - Orford Rd	597	149	431	596	615	0.0	0.7	3.247	A
	3 - Smith Drive	183	46	769	183	258	0.0	0.3	4.796	A
	4 - A50	805	201	197	805	755	0.0	1.1	4.512	A
2 - Poplars Ave/A50	A - A50 W	380	95		380	532	0.0	0.0	0.017	A
	B - Poplars Ave	438	110		438	241	0.0	1.9	14.029	B
	C - A50 E	758	190		759	804	0.0	0.6	2.869	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	277	69	971	277	233	0.3	0.5	5.162	A
	2 - Orford Rd	709	177	519	709	728	0.7	0.8	4.121	A
	3 - Smith Drive	220	55	919	220	310	0.3	0.4	5.744	A
	4 - A50	967	242	237	967	902	1.1	1.3	5.051	A
2 - Poplars Ave/A50	A - A50 W	464	116		464	626	0.0	0.0	0.122	A
	B - Poplars Ave	531	133		519	298	1.9	4.9	26.647	D
	C - A50 E	904	226		905	966	0.6	0.9	3.573	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	343	86	1134	342	274	0.5	0.7	6.877	A
	2 - Orford Rd	844	211	622	842	855	0.8	1.4	6.059	A
	3 - Smith Drive	264	66	1089	264	375	0.4	0.6	7.224	A
	4 - A50	1120	280	286	1122	1066	1.3	1.8	5.749	A
2 - Poplars Ave/A50	A - A50 W	554	139		554	743	0.0	0.0	0.316	A
	B - Poplars Ave	629	157		585	346	4.9	19.5	82.133	F
	C - A50 E	1070	267		1068	1119	0.9	1.5	4.507	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	333	83	1144	335	276	0.7	0.6	7.103	A
	2 - Orford Rd	859	215	609	864	870	1.4	1.5	7.046	A
	3 - Smith Drive	266	67	1101	266	372	0.6	0.7	7.836	A
	4 - A50	1134	283	284	1136	1085	1.8	1.8	5.824	A
2 - Poplars Ave/A50	A - A50 W	568	142		568	765	0.0	0.0	0.351	A
	B - Poplars Ave	637	159		585	346	19.5	32.0	157.131	F
	C - A50 E	1090	273		1091	1132	1.5	1.6	4.816	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	281	70	1024	281	237	0.6	0.4	5.592	A
	2 - Orford Rd	709	177	538	711	767	1.5	0.8	4.413	A
	3 - Smith Drive	219	55	936	218	313	0.7	0.3	6.187	A
	4 - A50	1024	256	237	1024	916	1.8	1.5	5.288	A
2 - Poplars Ave/A50	A - A50 W	462	116		462	634	0.0	0.0	0.132	A
	B - Poplars Ave	528	132		580	305	32.0	14.5	131.902	F
	C - A50 E	923	231		921	1024	1.6	1.1	3.773	A

09:15 - 09:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	229	57	830	228	197	0.4	0.3	4.833	A
	2 - Orford Rd	596	149	441	597	617	0.8	0.5	3.500	A
	3 - Smith Drive	189	47	776	190	262	0.3	0.3	5.338	A
	4 - A50	824	206	204	822	761	1.5	1.1	4.730	A
2 - Poplars Ave/A50	A - A50 W	380	95		380	538	0.0	0.0	0.064	A
	B - Poplars Ave	439	110		455	242	14.5	2.6	40.168	E
	C - A50 E	766	192		767	822	1.1	0.8	3.111	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	235	1046	0.224	234	0.0	0.3	4.248	A
		Exit	1	1		191			191	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	597	1728	0.346	596	0.0	0.7	3.247	A
		Exit	1	1		615			615	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	183	900	0.203	183	0.0	0.3	4.796	A
		Exit	1	1		258			258	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	330	1064	0.310	330	0.0	0.4	4.114	A
				2	2, 3, 4	475	1064	0.446	475	0.0	0.7	4.782	A
		Exit	1	1		755			755	0.0	0.0	0.093	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	380			380	0.0	0.0	0.017	A
		Exit	1	1		532			532	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	438			438	0.0	1.1	8.555	A
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	438			438	0.0	0.9	5.448	A
		Exit	1	1		241			241	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	532			532	0.0	0.0	0.000	A
				2	B	227			227	0.0	0.6	8.800	A
			2	1	(A, B)	758			759	0.0	0.0	0.309	A
		Exit	1	1		804			804	0.0	0.1	0.200	A

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	277	980	0.283	277	0.3	0.5	5.162	A
		Exit	1	1		233			233	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	709	1681	0.422	709	0.7	0.8	4.121	A
		Exit	1	1		728			728	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	220	840	0.261	220	0.3	0.4	5.744	A
		Exit	1	1		310			310	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	398	1053	0.378	398	0.4	0.5	4.503	A
				2	2, 3, 4	569	1053	0.540	569	0.7	0.8	5.434	A
		Exit	1	1		902			902	0.0	0.1	0.260	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	464			464	0.0	0.0	0.122	A
		Exit	1	1		626			626	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	521			519	1.1	1.6	9.931	A
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	531			521	0.9	3.3	16.683	C
		Exit	1	1		298			298	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	626			626	0.0	0.0	0.000	A
				2	B	279			280	0.6	0.7	9.851	A
			2	1	(A, B)	904			904	0.0	0.2	0.640	A
		Exit	1	1		965			966	0.1	0.1	0.469	A

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	343	912	0.376	342	0.5	0.7	6.877	A
		Exit	1	1		274			274	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	844	1628	0.518	842	0.8	1.4	6.059	A
		Exit	1	1		855			855	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	264	773	0.342	264	0.4	0.6	7.224	A
		Exit	1	1		375			375	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	471	1039	0.453	473	0.5	0.7	5.010	A
				2	2, 3, 4	649	1039	0.624	650	0.8	1.1	6.285	A
		Exit	1	1		1066			1066	0.1	0.2	0.535	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	554			554	0.0	0.0	0.316	A
		Exit	1	1		743			743	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	585			585	1.6	1.9	11.541	B
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	629			585	3.3	17.5	70.603	F
		Exit	1	1		346			346	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	743			743	0.0	0.0	0.000	A
				2	B	326			325	0.7	1.1	11.551	B
			2	1	(A, B)	1070			1069	0.2	0.4	1.123	A
		Exit	1	1		1119			1119	0.1	0.3	0.841	A

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	333	908	0.367	335	0.7	0.6	7.103	A
		Exit	1	1		276			276	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	859	1635	0.525	864	1.4	1.5	7.046	A
		Exit	1	1		870			870	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	266	768	0.347	266	0.6	0.7	7.836	A
		Exit	1	1		372			372	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	488	1040	0.469	489	0.7	0.7	5.042	A
				2	2, 3, 4	646	1040	0.621	647	1.1	1.1	6.404	A
		Exit	1	1		1084			1085	0.2	0.2	0.661	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	568			568	0.0	0.0	0.351	A
		Exit	1	1		765			765	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	584			585	1.9	2.0	11.854	B
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	637			584	17.5	30.1	145.311	F
		Exit	1	1		346			346	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	765			765	0.0	0.0	0.000	A
				2	B	325			326	1.1	1.1	11.841	B
			2	1	(A, B)	1090			1090	0.4	0.5	1.368	A
		Exit	1	1		1132			1132	0.3	0.2	0.918	A

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	281	957	0.293	281	0.6	0.4	5.592	A
		Exit	1	1		237			237	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	709	1672	0.424	711	1.5	0.8	4.413	A
		Exit	1	1		767			767	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	219	834	0.262	218	0.7	0.3	6.187	A
		Exit	1	1		313			313	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	429	1053	0.407	430	0.7	0.6	4.641	A
				2	2, 3, 4	595	1053	0.565	594	1.1	0.9	5.755	A
		Exit	1	1		917			916	0.2	0.1	0.288	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	462			462	0.0	0.0	0.132	A
		Exit	1	1		634			634	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	578			580	2.0	1.7	10.974	B
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	528			578	30.1	12.8	121.031	F
		Exit	1	1		305			305	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	634			634	0.0	0.0	0.000	A
				2	B	288			287	1.1	0.9	10.375	B
			2	1	(A, B)	923			922	0.5	0.2	0.724	A
		Exit	1	1		1024			1024	0.2	0.1	0.586	A

09:15 - 09:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	229	1038	0.220	228	0.4	0.3	4.833	A
		Exit	1	1		197			197	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	596	1722	0.346	597	0.8	0.5	3.500	A
		Exit	1	1		617			617	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	189	897	0.210	190	0.3	0.3	5.338	A
		Exit	1	1		262			262	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	338	1062	0.318	336	0.6	0.4	4.237	A
				2	2, 3, 4	486	1062	0.458	486	0.9	0.8	5.072	A
		Exit	1	1		762			761	0.1	0.1	0.144	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	380			380	0.0	0.0	0.064	A
		Exit	1	1		538			538	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	453			455	1.7	1.1	9.420	A
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	439			453	12.8	1.5	30.783	D
		Exit	1	1		242			242	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	538			538	0.0	0.0	0.000	A
				2	B	228			229	0.9	0.6	9.297	A
			2	1	(A, B)	766			766	0.2	0.1	0.403	A
		Exit	1	1		822			822	0.1	0.0	0.300	A

A50-Conjunction - 2025 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	AV-1 - A50-Conjunction [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout		1, 2, 3, 4	8.67	A
2	Poplars Ave/A50	T-Junction	Two-way		4.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 DM	PM	ONE HOUR	17:00	18:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A50/Hilden Rd Roundabout	**4 - A50**	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - Poplars Ave/A50	**C - A50 E**	1	4	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A50/Hilden Rd Roundabout	**1 - Hilden Rd**		ONE HOUR	✓	279	100.000
	2 - Orford Rd		ONE HOUR	✓	902	100.000
	3 - Smith Drive		ONE HOUR	✓	441	100.000
	4 - A50	✓				
2 - Poplars Ave/A50	**A - A50 W**		ONE HOUR	✓	799	100.000
	B - Poplars Ave		ONE HOUR	✓	231	100.000
	C - A50 E	✓				

Origin-Destination Data

Demand (PCU/hr)

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	**2 - Orford Rd**	**3 - Smith Drive**	**4 - A50**
From	**1 - Hilden Rd**	0	100	41	138
	2 - Orford Rd	135	0.95	71	694
	3 - Smith Drive	205	93	0	143
	4 - A50	82	608	160	19

2 - Poplars Ave/A50

Demand (PCU/hr)

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	161	638
	B - Poplars Ave	0	0	231
	C - A50 E	708	292	0

Vehicle Mix

1 - A50/Hilden Rd Roundabout

Heavy Vehicle Percentages

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	0	0	0
	2 - Orford Rd	0	0	0	1
	3 - Smith Drive	0	0	0	0
	4 - A50	0	2	0	0

2 - Poplars Ave/A50

Heavy Vehicle Percentages

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	0	2
	B - Poplars Ave	0	0	0
	C - A50 E	0	3	0

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	6.74	0.6	A	258	387
	2 - Orford Rd	8.61	2.4	A	830	1246
	3 - Smith Drive	16.29	2.3	C	408	611
	4 - A50	5.46	1.4	A	797	1195
2 - Poplars Ave/A50	A - A50 W	0.17	0.1	A	732	1098
	B - Poplars Ave	11.78	0.9	B	213	320
	C - A50 E	5.73	1.9	A	915	1373

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	208	52	667	208	323	0.0	0.2	3.880	A
	2 - Orford Rd	684	171	268	683	606	0.0	0.7	3.228	A
	3 - Smith Drive	336	84	746	336	205	0.0	0.7	5.963	A
	4 - A50	658	164	332	658	750	0.0	0.9	4.280	A
2 - Poplars Ave/A50	A - A50 W	604	151		604	532	0.0	0.0	0.011	A
	B - Poplars Ave	176	44		176	340	0.0	0.3	7.255	A
	C - A50 E	751	188		750	658	0.0	0.7	2.942	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	258	64	788	258	381	0.2	0.3	4.679	A
	2 - Orford Rd	807	202	326	807	721	0.7	0.9	4.095	A
	3 - Smith Drive	400	100	887	398	245	0.7	1.0	8.271	A
	4 - A50	778	195	390	778	894	0.9	1.0	4.713	A
2 - Poplars Ave/A50	A - A50 W	715	179		715	633	0.0	0.0	0.034	A
	B - Poplars Ave	204	51		204	403	0.3	0.5	8.887	A
	C - A50 E	896	224		895	779	0.7	1.1	4.020	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	308	77	969	308	468	0.3	0.5	6.231	A
	2 - Orford Rd	1007	252	393	1005	884	0.9	2.3	7.226	A
	3 - Smith Drive	487	122	1097	484	300	1.0	2.3	14.120	B
	4 - A50	957	239	480	957	1100	1.0	1.4	5.342	A
2 - Poplars Ave/A50	A - A50 W	877	219		877	779	0.0	0.1	0.147	A
	B - Poplars Ave	259	65		259	501	0.5	0.8	11.778	B
	C - A50 E	1102	275		1100	957	1.1	1.9	5.558	A

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	309	77	972	310	468	0.5	0.6	6.735	A
	2 - Orford Rd	992	248	398	994	883	2.3	2.4	8.613	A
	3 - Smith Drive	490	123	1087	489	306	2.3	2.3	16.287	C
	4 - A50	956	239	483	957	1094	1.4	1.4	5.459	A
2 - Poplars Ave/A50	A - A50 W	875	219		875	778	0.1	0.0	0.174	A
	B - Poplars Ave	258	65		257	498	0.8	0.9	11.663	B
	C - A50 E	1096	274		1098	956	1.9	1.7	5.731	A

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	250	62	788	250	379	0.6	0.3	4.977	A
	2 - Orford Rd	813	203	324	813	714	2.4	1.0	4.872	A
	3 - Smith Drive	399	100	890	397	247	2.3	1.0	9.475	A
	4 - A50	777	194	389	778	898	1.4	1.0	4.761	A
2 - Poplars Ave/A50	A - A50 W	717	179		717	640	0.0	0.0	0.035	A
	B - Poplars Ave	207	52		207	404	0.9	0.5	9.027	A
	C - A50 E	899	225		898	778	1.7	1.1	4.212	A

18:15 - 18:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	215	54	664	214	321	0.3	0.3	4.139	A
	2 - Orford Rd	679	170	272	678	607	1.0	0.7	3.395	A
	3 - Smith Drive	334	84	742	334	208	1.0	0.6	6.507	A
	4 - A50	655	164	331	655	745	1.0	0.9	4.387	A
2 - Poplars Ave/A50	A - A50 W	603	151		603	531	0.0	0.0	0.014	A
	B - Poplars Ave	176	44		175	339	0.5	0.4	7.733	A
	C - A50 E	747	187		748	656	1.1	0.7	3.153	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	208	1106	0.188	208	0.0	0.2	3.880	A
		Exit	1	1		323			323	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	684	1813	0.377	683	0.0	0.7	3.228	A
		Exit	1	1		606			606	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	336	909	0.369	336	0.0	0.7	5.963	A
		Exit	1	1		205			205	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	304	1026	0.296	304	0.0	0.4	4.201	A
				2	2, 3, 4	354	1026	0.345	354	0.0	0.5	4.346	A
		Exit	1	1		750			750	0.0	0.0	0.099	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	604			604	0.0	0.0	0.011	A
		Exit	1	1		532			532	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	176			176	0.0	0.3	6.773	A
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	176			176	0.0	0.0	0.481	A
		Exit	1	1		340			340	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	532			532	0.0	0.0	0.000	A
				2	B	219			218	0.0	0.6	9.249	A
			2	1	(A, B)	751			751	0.0	0.1	0.310	A
		Exit	1	1		658			658	0.0	0.0	0.091	A

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	258	1056	0.244	258	0.2	0.3	4.679	A
		Exit	1	1		381			381	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	807	1783	0.453	807	0.7	0.9	4.095	A
		Exit	1	1		721			721	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	400	853	0.468	398	0.7	1.0	8.271	A
		Exit	1	1		245			245	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	363	1009	0.360	363	0.4	0.4	4.566	A
				2	2, 3, 4	415	1009	0.411	415	0.5	0.6	4.840	A
		Exit	1	1		895			894	0.0	0.1	0.288	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	715			715	0.0	0.0	0.034	A
		Exit	1	1		633			633	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	205			204	0.3	0.4	7.771	A
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	204			205	0.0	0.0	1.111	A
		Exit	1	1		403			403	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	633			633	0.0	0.0	0.000	A
				2	B	262			262	0.6	0.9	11.560	B
			2	1	(A, B)	896			895	0.1	0.2	0.718	A
		Exit	1	1		779			779	0.0	0.0	0.209	A

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	308	980	0.314	308	0.3	0.5	6.231	A
		Exit	1	1		468			468	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1007	1748	0.576	1005	0.9	2.3	7.226	A
		Exit	1	1		884			884	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	487	769	0.632	484	1.0	2.3	14.120	B
		Exit	1	1		300			300	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	450	983	0.458	450	0.4	0.6	5.111	A
				2	2, 3, 4	507	983	0.515	507	0.6	0.8	5.544	A
		Exit	1	1		1100			1100	0.1	0.3	0.814	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	877			877	0.0	0.1	0.147	A
		Exit	1	1		779			779	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	260			259	0.4	0.6	9.143	A
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	259			260	0.0	0.2	2.628	A
		Exit	1	1		501			501	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	779			779	0.0	0.0	0.000	A
				2	B	322			322	0.9	1.3	13.734	B
			2	1	(A, B)	1102			1101	0.2	0.6	1.612	A
		Exit	1	1		957			957	0.0	0.1	0.512	A

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	309	979	0.316	310	0.5	0.6	6.735	A
		Exit	1	1		468			468	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	992	1745	0.568	994	2.3	2.4	8.613	A
		Exit	1	1		883			883	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	490	773	0.634	489	2.3	2.3	16.287	C
		Exit	1	1		306			306	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	446	983	0.454	446	0.6	0.6	5.206	A
				2	2, 3, 4	510	983	0.519	510	0.8	0.8	5.683	A
		Exit	1	1		1093			1094	0.3	0.3	0.899	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	875			875	0.1	0.0	0.174	A
		Exit	1	1		778			778	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	258			257	0.6	0.7	9.141	A
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	258			258	0.2	0.2	2.521	A
		Exit	1	1		498			498	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	778			778	0.0	0.0	0.000	A
				2	B	319			320	1.3	1.2	14.144	B
			2	1	(A, B)	1096			1096	0.6	0.5	1.719	A
		Exit	1	1		955			956	0.1	0.1	0.538	A

18:00 - 18:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	250	1055	0.237	250	0.6	0.3	4.977	A
		Exit	1	1		379			379	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	813	1783	0.456	813	2.4	1.0	4.872	A
		Exit	1	1		714			714	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	399	852	0.468	397	2.3	1.0	9.475	A
		Exit	1	1		247			247	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	360	1010	0.356	360	0.6	0.4	4.584	A
				2	2, 3, 4	418	1010	0.414	418	0.8	0.6	4.915	A
		Exit	1	1		899			898	0.3	0.1	0.409	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	717			717	0.0	0.0	0.035	A
		Exit	1	1		640			640	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	207			207	0.7	0.4	7.956	A
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	207			207	0.2	0.1	1.082	A
		Exit	1	1		404			404	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	640			640	0.0	0.0	0.000	A
				2	B	259			258	1.2	0.9	11.670	B
			2	1	(A, B)	899			899	0.5	0.2	0.897	A
		Exit	1	1		778			778	0.1	0.0	0.227	A

18:15 - 18:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	215	1107	0.194	214	0.3	0.3	4.139	A
		Exit	1	1		321			321	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	679	1811	0.375	678	1.0	0.7	3.395	A
		Exit	1	1		607			607	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	334	911	0.367	334	1.0	0.6	6.507	A
		Exit	1	1		208			208	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	305	1026	0.297	305	0.4	0.4	4.234	A
				2	2, 3, 4	351	1026	0.342	350	0.6	0.5	4.518	A
		Exit	1	1		745			745	0.1	0.0	0.132	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	603			603	0.0	0.0	0.014	A
		Exit	1	1		531			531	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	176			175	0.4	0.4	7.134	A
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	176			176	0.1	0.0	0.612	A
		Exit	1	1		339			339	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	531			531	0.0	0.0	0.000	A
				2	B	216			217	0.9	0.6	9.865	A
			2	1	(A, B)	747			747	0.2	0.1	0.378	A
		Exit	1	1		656			656	0.0	0.0	0.114	A

A50-Conjunction - 2025 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	AV-1 - A50-Conjunction [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout		1, 2, 3, 4	7.27	A
2	Poplars Ave/A50	T-Junction	Two-way		58.27	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 DS	AM	ONE HOUR	08:00	09:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A50/Hilden Rd Roundabout	**4 - A50**	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - Poplars Ave/A50	**C - A50 E**	1	4	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A50/Hilden Rd Roundabout	**1 - Hilden Rd**		ONE HOUR	✓	317	100.000
	2 - Orford Rd		ONE HOUR	✓	839	100.000
	3 - Smith Drive		ONE HOUR	✓	245	100.000
	4 - A50	✓				
2 - Poplars Ave/A50	**A - A50 W**		ONE HOUR	✓	450	100.000
	B - Poplars Ave		ONE HOUR	✓	621	100.000
	C - A50 E	✓				

Origin-Destination Data

1 - A50/Hilden Rd Roundabout

Demand (PCU/hr)

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	70	158	89
	2 - Orford Rd	63	0	55	720
	3 - Smith Drive	145	52	0	48
	4 - A50	54	638	156	164

2 - Poplars Ave/A50

Demand (PCU/hr)

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	37	413
	B - Poplars Ave	0	0	621
	C - A50 E	688	356	0

Vehicle Mix

1 - A50/Hilden Rd Roundabout

Heavy Vehicle Percentages

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	0	0	0
	2 - Orford Rd	0	0	0	3
	3 - Smith Drive	0	0	0	0
	4 - A50	0	1	0	0

2 - Poplars Ave/A50

Heavy Vehicle Percentages

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	5	0
	B - Poplars Ave	0	0	1
	C - A50 E	1	4	0

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	7.18	0.7	A	291	437
	2 - Orford Rd	8.89	2.5	A	772	1157
	3 - Smith Drive	8.24	0.6	A	226	340
	4 - A50	5.73	1.8	A	944	1416
2 - Poplars Ave/A50	A - A50 W	0.36	0.1	A	415	623
	B - Poplars Ave	186.92	39.7	F	570	854
	C - A50 E	5.97	2.0	A	941	1412

Main Results for each time segment

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	235	59	777	235	202	0.0	0.3	4.127	A
	2 - Orford Rd	626	156	431	626	581	0.0	0.6	3.367	A
	3 - Smith Drive	188	47	780	188	276	0.0	0.3	4.852	A
	4 - A50	777	194	200	778	768	0.0	0.9	4.472	A
2 - Poplars Ave/A50	A - A50 W	339	85		339	505	0.0	0.0	0.020	A
	B - Poplars Ave	465	116		466	290	0.0	2.2	15.406	C
	C - A50 E	768	192		767	777	0.0	0.9	3.510	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	286	72	921	286	237	0.3	0.4	5.086	A
	2 - Orford Rd	757	189	514	755	693	0.6	1.0	4.405	A
	3 - Smith Drive	216	54	937	215	332	0.3	0.3	5.846	A
	4 - A50	926	232	232	926	921	0.9	1.3	4.853	A
2 - Poplars Ave/A50	A - A50 W	403	101		403	607	0.0	0.0	0.068	A
	B - Poplars Ave	566	141		558	350	2.2	5.3	28.676	D
	C - A50 E	921	230		923	927	0.9	1.1	4.467	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	353	88	1074	353	288	0.4	0.7	6.759	A
	2 - Orford Rd	940	235	617	941	810	1.0	2.5	8.681	A
	3 - Smith Drive	270	67	1153	269	405	0.3	0.6	7.756	A
	4 - A50	1076	269	286	1075	1135	1.3	1.7	5.596	A
2 - Poplars Ave/A50	A - A50 W	502	125		502	751	0.0	0.0	0.283	A
	B - Poplars Ave	679	170		617	427	5.3	23.4	91.346	F
	C - A50 E	1135	284		1134	1076	1.1	1.8	5.887	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	343	86	1079	344	295	0.7	0.6	7.182	A
	2 - Orford Rd	922	231	610	928	814	2.5	1.8	8.893	A
	3 - Smith Drive	272	68	1136	273	402	0.6	0.5	8.243	A
	4 - A50	1083	271	292	1082	1117	1.7	1.8	5.726	A
2 - Poplars Ave/A50	A - A50 W	504	126		504	737	0.0	0.1	0.360	A
	B - Poplars Ave	682	171		619	418	23.4	39.7	186.916	F
	C - A50 E	1116	279		1115	1083	1.8	2.0	5.974	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	289	72	984	289	244	0.6	0.5	5.610	A
	2 - Orford Rd	760	190	542	760	732	1.8	1.1	5.065	A
	3 - Smith Drive	226	56	952	224	350	0.5	0.4	6.205	A
	4 - A50	990	247	238	990	937	1.8	1.5	5.206	A
2 - Poplars Ave/A50	A - A50 W	399	100		399	614	0.1	0.0	0.124	A
	B - Poplars Ave	561	140		622	352	39.7	21.5	168.682	F
	C - A50 E	936	234		935	989	2.0	1.4	4.705	A

09:15 - 09:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	241	60	813	242	201	0.5	0.2	4.669	A
	2 - Orford Rd	626	156	448	625	606	1.1	0.6	3.663	A
	3 - Smith Drive	188	47	784	187	289	0.4	0.3	5.214	A
	4 - A50	814	204	199	814	772	1.5	1.1	4.686	A
2 - Poplars Ave/A50	A - A50 W	344	86		344	503	0.0	0.0	0.039	A
	B - Poplars Ave	464	116		497	295	21.5	3.7	57.277	F
	C - A50 E	773	193		770	814	1.4	0.9	3.755	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	235	1060	0.222	235	0.0	0.3	4.127	A
		Exit	1	1		202			202	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	626	1728	0.362	626	0.0	0.6	3.367	A
		Exit	1	1		581			581	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	188	896	0.210	188	0.0	0.3	4.852	A
		Exit	1	1		276			276	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	320	1063	0.301	321	0.0	0.3	4.120	A
				2	2, 3, 4	457	1063	0.429	458	0.0	0.6	4.717	A
		Exit	1	1		768			768	0.0	0.1	0.142	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	339			339	0.0	0.0	0.020	A
		Exit	1	1		505			505	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	466			466	0.0	1.1	8.501	A
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	465			466	0.0	1.0	6.887	A
		Exit	1	1		290			290	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	505			505	0.0	0.0	0.000	A
				2	B	262			262	0.0	0.7	9.144	A
			2	1	(A, B)	768			768	0.0	0.1	0.458	A
		Exit	1	1		777			777	0.0	0.0	0.190	A

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	286	1000	0.286	286	0.3	0.4	5.086	A
		Exit	1	1		237			237	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	757	1684	0.449	755	0.6	1.0	4.405	A
		Exit	1	1		693			693	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	216	833	0.259	215	0.3	0.3	5.846	A
		Exit	1	1		332			332	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	391	1054	0.370	391	0.3	0.5	4.367	A
				2	2, 3, 4	536	1054	0.508	535	0.6	0.8	5.206	A
		Exit	1	1		920			921	0.1	0.1	0.347	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	403			403	0.0	0.0	0.068	A
		Exit	1	1		607			607	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	558			558	1.1	1.5	9.696	A
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	566			558	1.0	3.7	18.959	C
		Exit	1	1		350			350	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	607			607	0.0	0.0	0.000	A
				2	B	315			317	0.7	0.9	10.559	B
			2	1	(A, B)	921			921	0.1	0.2	0.902	A
		Exit	1	1		927			927	0.0	0.1	0.325	A

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	353	937	0.377	353	0.4	0.7	6.759	A
		Exit	1	1		288			288	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	940	1631	0.576	941	1.0	2.5	8.681	A
		Exit	1	1		810			810	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	270	747	0.361	269	0.3	0.6	7.756	A
		Exit	1	1		405			405	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	460	1039	0.443	461	0.5	0.6	4.876	A
				2	2, 3, 4	615	1039	0.592	615	0.8	1.1	6.132	A
		Exit	1	1		1136			1135	0.1	0.3	0.869	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	502			502	0.0	0.0	0.283	A
		Exit	1	1		751			751	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	618			617	1.5	2.0	11.101	B
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	679			618	3.7	21.4	80.184	F
		Exit	1	1		427			427	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	751			751	0.0	0.0	0.000	A
				2	B	383			384	0.9	1.2	12.379	B
			2	1	(A, B)	1135			1134	0.2	0.6	1.763	A
		Exit	1	1		1076			1076	0.1	0.2	0.752	A

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	343	935	0.367	344	0.7	0.6	7.182	A
		Exit	1	1		295			295	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	922	1634	0.564	928	2.5	1.8	8.893	A
		Exit	1	1		814			814	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	272	754	0.361	273	0.6	0.5	8.243	A
		Exit	1	1		402			402	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	465	1037	0.448	464	0.6	0.7	4.933	A
				2	2, 3, 4	618	1037	0.596	617	1.1	1.1	6.323	A
		Exit	1	1		1117			1117	0.3	0.3	0.919	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	504			504	0.0	0.1	0.360	A
		Exit	1	1		737			737	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	619			619	2.0	2.0	11.473	B
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	682			619	21.4	37.7	175.566	F
		Exit	1	1		418			418	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	737			737	0.0	0.0	0.000	A
				2	B	379			378	1.2	1.4	12.464	B
			2	1	(A, B)	1116			1116	0.6	0.6	1.833	A
		Exit	1	1		1083			1083	0.2	0.2	0.817	A

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	289	974	0.297	289	0.6	0.5	5.610	A
		Exit	1	1		244			244	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	760	1670	0.455	760	1.8	1.1	5.065	A
		Exit	1	1		732			732	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	226	827	0.273	224	0.5	0.4	6.205	A
		Exit	1	1		350			350	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	419	1053	0.398	419	0.7	0.5	4.638	A
				2	2, 3, 4	571	1053	0.543	571	1.1	0.9	5.622	A
		Exit	1	1		937			937	0.3	0.1	0.447	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	399			399	0.1	0.0	0.124	A
		Exit	1	1		614			614	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	620			622	2.0	1.8	10.745	B
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	561			620	37.7	19.7	158.014	F
		Exit	1	1		352			352	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	614			614	0.0	0.0	0.000	A
				2	B	321			321	1.4	1.1	10.935	B
			2	1	(A, B)	936			936	0.6	0.3	1.042	A
		Exit	1	1		990			989	0.2	0.1	0.514	A

09:15 - 09:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	241	1045	0.230	242	0.5	0.2	4.669	A
		Exit	1	1		201			201	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	626	1719	0.364	625	1.1	0.6	3.663	A
		Exit	1	1		606			606	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	188	894	0.210	187	0.4	0.3	5.214	A
		Exit	1	1		289			289	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	338	1064	0.318	338	0.5	0.4	4.276	A
				2	2, 3, 4	476	1064	0.447	476	0.9	0.6	4.980	A
		Exit	1	1		773			772	0.1	0.0	0.187	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	344			344	0.0	0.0	0.039	A
		Exit	1	1		503			503	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	496			497	1.8	1.3	9.525	A
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	464			496	19.7	2.4	47.665	E
		Exit	1	1		295			295	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	503			503	0.0	0.0	0.000	A
				2	B	269			268	1.1	0.8	9.555	A
			2	1	(A, B)	773			772	0.3	0.1	0.550	A
		Exit	1	1		814			814	0.1	0.1	0.276	A

A50-Conjunction - 2025 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	AV-1 - A50-Conjunction [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout		1, 2, 3, 4	17.26	C
2	Poplars Ave/A50	T-Junction	Two-way		8.64	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 DS	PM	ONE HOUR	17:00	18:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A50/Hilden Rd Roundabout	**4 - A50**	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - Poplars Ave/A50	**C - A50 E**	1	4	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A50/Hilden Rd Roundabout	**1 - Hilden Rd**		ONE HOUR	✓	288	100.000
	2 - Orford Rd		ONE HOUR	✓	986	100.000
	3 - Smith Drive		ONE HOUR	✓	442	100.000
	4 - A50	✓				
2 - Poplars Ave/A50	**A - A50 W**		ONE HOUR	✓	786	100.000
	B - Poplars Ave		ONE HOUR	✓	336	100.000
	C - A50 E	✓				

Origin-Destination Data

Demand (PCU/hr)

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	**2 - Orford Rd**	**3 - Smith Drive**	**4 - A50**
From	**1 - Hilden Rd**	0	102	46	140
	2 - Orford Rd	149	0	55	782
	3 - Smith Drive	247	77	0	118
	4 - A50	82	672	177	43

Demand (PCU/hr)

2 - Poplars Ave/A50

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	148	638
	B - Poplars Ave	0	0	336
	C - A50 E	740	377	0

Vehicle Mix

Heavy Vehicle Percentages

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	0	0	0
	2 - Orford Rd	0	0	0	1
	3 - Smith Drive	0	0	0	0
	4 - A50	0	2	0	0

Heavy Vehicle Percentages

2 - Poplars Ave/A50

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	0	2
	B - Poplars Ave	0	0	0
	C - A50 E	1	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	9.54	0.8	A	266	399
	2 - Orford Rd	26.24	9.2	D	908	1362
	3 - Smith Drive	26.70	3.8	D	402	604
	4 - A50	6.20	1.9	A	895	1343
2 - Poplars Ave/A50	A - A50 W	0.58	0.2	A	720	1080
	B - Poplars Ave	26.09	2.7	D	311	467
	C - A50 E	9.02	3.1	A	997	1496

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	220	55	727	219	359	0.0	0.3	4.035	A
	2 - Orford Rd	742	186	304	741	643	0.0	0.8	3.525	A
	3 - Smith Drive	335	84	836	335	209	0.0	0.6	6.214	A
	4 - A50	731	183	356	731	815	0.0	1.0	4.445	A
2 - Poplars Ave/A50	A - A50 W	588	147		588	541	0.0	0.0	0.014	A
	B - Poplars Ave	255	64		256	390	0.0	0.6	8.556	A
	C - A50 E	818	204		818	731	0.0	0.9	3.936	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	261	65	868	261	427	0.3	0.3	5.203	A
	2 - Orford Rd	888	222	363	888	766	0.8	1.5	5.758	A
	3 - Smith Drive	399	100	1004	397	247	0.6	1.1	9.357	A
	4 - A50	873	218	424	872	976	1.0	1.4	5.058	A
2 - Poplars Ave/A50	A - A50 W	707	177		707	652	0.0	0.0	0.070	A
	B - Poplars Ave	302	75		300	458	0.6	1.0	11.314	B
	C - A50 E	979	245		977	873	0.9	1.7	5.556	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	317	79	1068	318	518	0.3	0.8	8.305	A
	2 - Orford Rd	1085	271	447	1078	940	1.5	6.5	17.429	C
	3 - Smith Drive	483	121	1219	480	306	1.1	3.4	20.773	C
	4 - A50	1078	269	510	1076	1190	1.4	1.9	6.078	A
2 - Poplars Ave/A50	A - A50 W	865	216		864	792	0.0	0.2	0.481	A
	B - Poplars Ave	374	93		372	562	1.0	2.5	22.046	C
	C - A50 E	1193	298		1194	1076	1.7	2.8	8.250	A

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	318	80	1072	318	521	0.8	0.8	9.536	A
	2 - Orford Rd	1098	275	447	1090	944	6.5	9.2	26.238	D
	3 - Smith Drive	478	120	1230	479	307	3.4	3.8	26.700	D
	4 - A50	1078	270	514	1078	1194	1.9	1.9	6.200	A
2 - Poplars Ave/A50	A - A50 W	862	216		861	792	0.2	0.2	0.578	A
	B - Poplars Ave	376	94		378	566	2.5	2.7	26.088	D
	C - A50 E	1198	299		1197	1077	2.8	3.1	9.017	A

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	262	65	871	263	434	0.8	0.3	5.955	A
	2 - Orford Rd	889	222	368	892	765	9.2	1.6	11.085	B
	3 - Smith Drive	394	99	1010	396	249	3.8	1.1	13.211	B
	4 - A50	875	219	430	875	978	1.9	1.2	5.277	A
2 - Poplars Ave/A50	A - A50 W	705	176		706	651	0.2	0.0	0.145	A
	B - Poplars Ave	302	75		302	465	2.7	1.0	13.729	B
	C - A50 E	981	245		982	874	3.1	1.5	6.559	A

18:15 - 18:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	219	55	734	219	357	0.3	0.3	4.449	A
	2 - Orford Rd	746	186	307	747	646	1.6	0.8	4.030	A
	3 - Smith Drive	326	81	841	325	213	1.1	0.6	7.166	A
	4 - A50	737	184	354	737	813	1.2	1.0	4.629	A
2 - Poplars Ave/A50	A - A50 W	592	148		592	537	0.0	0.0	0.024	A
	B - Poplars Ave	259	65		258	391	1.0	0.7	9.409	A
	C - A50 E	815	204		817	738	1.5	0.9	4.585	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	220	1081	0.203	219	0.0	0.3	4.035	A
		Exit	1	1		359			359	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	742	1794	0.414	741	0.0	0.8	3.525	A
		Exit	1	1		643			643	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	335	874	0.383	335	0.0	0.6	6.214	A
		Exit	1	1		209			209	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	334	1019	0.328	334	0.0	0.4	4.262	A
				2	2, 3, 4	397	1019	0.390	397	0.0	0.5	4.599	A
		Exit	1	1		815			815	0.0	0.0	0.188	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	588			588	0.0	0.0	0.014	A
		Exit	1	1		541			541	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	255			256	0.0	0.5	7.391	A
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	255			255	0.0	0.1	1.160	A
		Exit	1	1		390			390	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	541			541	0.0	0.0	0.000	A
				2	B	277			277	0.0	0.8	10.047	B
			2	1	(A, B)	818			818	0.0	0.1	0.546	A
		Exit	1	1		731			731	0.0	0.0	0.140	A

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	261	1022	0.255	261	0.3	0.3	5.203	A
		Exit	1	1		427			427	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	888	1763	0.503	888	0.8	1.5	5.758	A
		Exit	1	1		766			766	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	399	806	0.494	397	0.6	1.1	9.357	A
		Exit	1	1		247			247	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	402	1000	0.402	401	0.4	0.6	4.799	A
				2	2, 3, 4	471	1000	0.471	470	0.5	0.8	5.278	A
		Exit	1	1		977			976	0.0	0.2	0.634	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	707			707	0.0	0.0	0.070	A
		Exit	1	1		652			652	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	300			300	0.5	0.7	8.618	A
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	302			300	0.1	0.3	2.683	A
		Exit	1	1		458			458	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	652			652	0.0	0.0	0.000	A
				2	B	326			325	0.8	1.2	12.386	B
			2	1	(A, B)	979			978	0.1	0.5	1.367	A
		Exit	1	1		874			873	0.0	0.1	0.342	A

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	317	939	0.338	318	0.3	0.8	8.305	A
		Exit	1	1		518			518	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1085	1719	0.631	1078	1.5	6.5	17.429	C
		Exit	1	1		940			940	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	483	721	0.670	480	1.1	3.4	20.773	C
		Exit	1	1		306			306	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	504	975	0.517	503	0.6	0.9	5.608	A
				2	2, 3, 4	573	975	0.588	573	0.8	1.1	6.484	A
		Exit	1	1		1189			1190	0.2	0.6	1.726	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	865			864	0.0	0.2	0.481	A
		Exit	1	1		792			792	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	372			372	0.7	1.1	11.052	B
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	374			372	0.3	1.4	10.952	B
		Exit	1	1		562			562	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	792			792	0.0	0.0	0.000	A
				2	B	402			403	1.2	1.7	15.516	C
			2	1	(A, B)	1193			1194	0.5	1.0	3.020	A
		Exit	1	1		1076			1076	0.1	0.3	0.948	A

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	318	938	0.340	318	0.8	0.8	9.536	A
		Exit	1	1		521			521	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1098	1719	0.639	1090	6.5	9.2	26.238	D
		Exit	1	1		944			944	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	478	716	0.667	479	3.4	3.8	26.700	D
		Exit	1	1		307			307	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	503	974	0.516	503	0.9	0.8	5.656	A
				2	2, 3, 4	576	974	0.591	575	1.1	1.1	6.672	A
		Exit	1	1		1194			1194	0.6	0.7	2.109	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	862			861	0.2	0.2	0.578	A
		Exit	1	1		792			792	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	378			378	1.1	1.2	11.370	B
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	376			378	1.4	1.6	14.728	B
		Exit	1	1		566			566	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	792			792	0.0	0.0	0.000	A
				2	B	405			405	1.7	1.9	16.291	C
			2	1	(A, B)	1198			1198	1.0	1.2	3.508	A
		Exit	1	1		1078			1077	0.3	0.4	1.047	A

18:00 - 18:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	262	1021	0.256	263	0.8	0.3	5.955	A
		Exit	1	1		434			434	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	889	1761	0.505	892	9.2	1.6	11.085	B
		Exit	1	1		765			765	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	394	804	0.490	396	3.8	1.1	13.211	B
		Exit	1	1		249			249	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	399	998	0.400	400	0.8	0.6	4.985	A
				2	2, 3, 4	476	998	0.477	475	1.1	0.7	5.525	A
		Exit	1	1		977			978	0.7	0.2	1.046	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	705			706	0.2	0.0	0.145	A
		Exit	1	1		651			651	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	302			302	1.2	0.7	9.073	A
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	302			302	1.6	0.3	4.734	A
		Exit	1	1		465			465	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	651			651	0.0	0.0	0.000	A
				2	B	329			331	1.9	1.1	13.551	B
			2	1	(A, B)	981			980	1.2	0.4	1.997	A
		Exit	1	1		873			874	0.4	0.1	0.437	A

18:15 - 18:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	219	1078	0.203	219	0.3	0.3	4.449	A
		Exit	1	1		357			357	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	746	1792	0.416	747	1.6	0.8	4.030	A
		Exit	1	1		646			646	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	326	872	0.374	325	1.1	0.6	7.166	A
		Exit	1	1		213			213	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	337	1020	0.330	336	0.6	0.5	4.389	A
				2	2, 3, 4	401	1020	0.393	401	0.7	0.5	4.832	A
		Exit	1	1		812			813	0.2	0.1	0.327	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	592			592	0.0	0.0	0.024	A
		Exit	1	1		537			537	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	259			258	0.7	0.6	7.863	A
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	259			259	0.3	0.1	1.564	A
		Exit	1	1		391			391	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	537			537	0.0	0.0	0.000	A
				2	B	278			280	1.1	0.7	11.110	B
			2	1	(A, B)	815			815	0.4	0.1	0.831	A
		Exit	1	1		738			738	0.1	0.0	0.180	A

A50-Conjunction - 2030 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	AV-1 - A50-Conjunction [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout		1, 2, 3, 4	6.70	A
2	Poplars Ave/A50	T-Junction	Two-way		43.51	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 DM	AM	ONE HOUR	08:00	09:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A50/Hilden Rd Roundabout	**4 - A50**	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - Poplars Ave/A50	**C - A50 E**	1	4	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A50/Hilden Rd Roundabout	**1 - Hilden Rd**		ONE HOUR	✓	319	100.000
	2 - Orford Rd		ONE HOUR	✓	817	100.000
	3 - Smith Drive		ONE HOUR	✓	254	100.000
	4 - A50	✓				
2 - Poplars Ave/A50	**A - A50 W**		ONE HOUR	✓	438	100.000
	B - Poplars Ave		ONE HOUR	✓	596	100.000
	C - A50 E	✓				

Origin-Destination Data

Demand (PCU/hr)

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	**2 - Orford Rd**	**3 - Smith Drive**	**4 - A50**
From	**1 - Hilden Rd**	0	88	121	110
	2 - Orford Rd	71	0	58	688
	3 - Smith Drive	163	42	0	49
	4 - A50	53	621	225	116

2 - Poplars Ave/A50

Demand (PCU/hr)

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	20	418
	B - Poplars Ave	0	0	596
	C - A50 E	703	320	0

Vehicle Mix

1 - A50/Hilden Rd Roundabout

Heavy Vehicle Percentages

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	0	0	0
	2 - Orford Rd	0	0	0	3
	3 - Smith Drive	0	0	0	0
	4 - A50	0	1	0	0

2 - Poplars Ave/A50

Heavy Vehicle Percentages

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	0	0
	B - Poplars Ave	0	0	1
	C - A50 E	0	7	0

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	7.14	0.7	A	294	441
	2 - Orford Rd	7.53	1.8	A	751	1126
	3 - Smith Drive	7.52	0.6	A	233	350
	4 - A50	5.68	1.8	A	925	1388
2 - Poplars Ave/A50	A - A50 W	0.27	0.0	A	401	602
	B - Poplars Ave	138.11	27.9	F	545	818
	C - A50 E	4.67	1.4	A	882	1323

Main Results for each time segment

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	243	61	750	244	218	0.0	0.3	4.178	A
	2 - Orford Rd	622	155	430	622	564	0.0	0.6	3.319	A
	3 - Smith Drive	195	49	748	196	304	0.0	0.2	4.783	A
	4 - A50	759	190	210	758	735	0.0	0.9	4.492	A
2 - Poplars Ave/A50	A - A50 W	327	82		326	505	0.0	0.0	0.024	A
	B - Poplars Ave	442	110		448	245	0.0	1.6	14.013	B
	C - A50 E	735	184		736	760	0.0	0.6	3.005	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	292	73	897	291	247	0.3	0.4	4.966	A
	2 - Orford Rd	740	185	512	738	677	0.6	1.0	4.162	A
	3 - Smith Drive	224	56	887	223	362	0.2	0.4	5.876	A
	4 - A50	906	227	238	906	872	0.9	1.1	4.904	A
2 - Poplars Ave/A50	A - A50 W	398	99		397	596	0.0	0.0	0.074	A
	B - Poplars Ave	532	133		528	291	1.6	4.1	24.534	C
	C - A50 E	869	217		870	907	0.6	0.9	3.521	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	351	88	1059	353	312	0.4	0.6	6.543	A
	2 - Orford Rd	899	225	610	899	801	1.0	1.8	6.518	A
	3 - Smith Drive	283	71	1070	283	439	0.4	0.6	7.249	A
	4 - A50	1065	266	304	1067	1048	1.1	1.7	5.523	A
2 - Poplars Ave/A50	A - A50 W	478	119		478	724	0.0	0.0	0.192	A
	B - Poplars Ave	660	165		607	344	4.1	18.7	72.958	F
	C - A50 E	1046	261		1046	1065	0.9	1.4	4.445	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	352	88	1075	354	317	0.6	0.7	7.138	A
	2 - Orford Rd	896	224	623	898	806	1.8	1.8	7.533	A
	3 - Smith Drive	283	71	1078	283	443	0.6	0.6	7.524	A
	4 - A50	1083	271	310	1082	1049	1.7	1.8	5.685	A
2 - Poplars Ave/A50	A - A50 W	481	120		481	719	0.0	0.0	0.272	A
	B - Poplars Ave	657	164		623	351	18.7	27.9	138.114	F
	C - A50 E	1049	262		1048	1083	1.4	1.3	4.667	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	286	71	955	286	266	0.7	0.4	5.541	A
	2 - Orford Rd	738	185	536	738	706	1.8	0.8	4.748	A
	3 - Smith Drive	227	57	898	227	375	0.6	0.4	6.162	A
	4 - A50	971	243	250	972	876	1.8	1.4	5.214	A
2 - Poplars Ave/A50	A - A50 W	397	99		397	603	0.0	0.0	0.094	A
	B - Poplars Ave	537	134		594	291	27.9	10.1	103.215	F
	C - A50 E	874	219		875	972	1.3	0.9	3.855	A

09:15 - 09:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	239	60	758	239	215	0.4	0.3	4.574	A
	2 - Orford Rd	608	152	435	610	563	0.8	0.6	3.602	A
	3 - Smith Drive	189	47	736	189	308	0.4	0.3	5.121	A
	4 - A50	766	192	206	768	719	1.4	0.9	4.659	A
2 - Poplars Ave/A50	A - A50 W	326	81		326	493	0.0	0.0	0.039	A
	B - Poplars Ave	443	111		455	239	10.1	1.8	26.810	D
	C - A50 E	717	179		718	766	0.9	0.6	3.102	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	243	1071	0.227	244	0.0	0.3	4.178	A
		Exit	1	1		218			218	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	622	1728	0.360	622	0.0	0.6	3.319	A
		Exit	1	1		564			564	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	195	908	0.214	196	0.0	0.2	4.783	A
		Exit	1	1		304			304	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	308	1061	0.291	309	0.0	0.3	4.049	A
				2	2, 3, 4	451	1061	0.425	450	0.0	0.6	4.794	A
		Exit	1	1		734			735	0.0	0.0	0.112	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	327			326	0.0	0.0	0.024	A
		Exit	1	1		505			505	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	447			448	0.0	1.1	8.362	A
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	442			447	0.0	0.6	5.639	A
		Exit	1	1		245			245	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	505			505	0.0	0.0	0.000	A
				2	B	231			231	0.0	0.6	8.937	A
			2	1	(A, B)	735			736	0.0	0.0	0.360	A
		Exit	1	1		760			760	0.0	0.0	0.181	A

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	292	1010	0.289	291	0.3	0.4	4.966	A
		Exit	1	1		247			247	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	740	1685	0.439	738	0.6	1.0	4.162	A
		Exit	1	1		677			677	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	224	853	0.263	223	0.2	0.4	5.876	A
		Exit	1	1		362			362	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	374	1053	0.355	373	0.3	0.4	4.390	A
				2	2, 3, 4	533	1053	0.506	533	0.6	0.7	5.264	A
		Exit	1	1		872			872	0.0	0.0	0.215	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	398			397	0.0	0.0	0.074	A
		Exit	1	1		596			596	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	529			528	1.1	1.4	9.611	A
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	532			529	0.6	2.7	14.921	B
		Exit	1	1		291			291	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	596			596	0.0	0.0	0.000	A
				2	B	273			273	0.6	0.8	9.816	A
			2	1	(A, B)	869			870	0.0	0.1	0.586	A
		Exit	1	1		907			907	0.0	0.2	0.362	A

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	351	943	0.372	353	0.4	0.6	6.543	A
		Exit	1	1		312			312	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	899	1634	0.550	899	1.0	1.8	6.518	A
		Exit	1	1		801			801	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	283	780	0.363	283	0.4	0.6	7.249	A
		Exit	1	1		439			439	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	450	1034	0.436	451	0.4	0.6	4.809	A
				2	2, 3, 4	615	1034	0.595	615	0.7	1.1	6.044	A
		Exit	1	1		1048			1048	0.0	0.2	0.539	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	478			478	0.0	0.0	0.192	A
		Exit	1	1		724			724	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	607			607	1.4	1.9	10.933	B
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	660			607	2.7	16.8	61.965	F
		Exit	1	1		344			344	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	724			724	0.0	0.0	0.000	A
				2	B	322			322	0.8	1.1	11.169	B
			2	1	(A, B)	1046			1046	0.1	0.3	1.143	A
		Exit	1	1		1064			1065	0.2	0.2	0.687	A

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	352	936	0.376	354	0.6	0.7	7.138	A
		Exit	1	1		317			317	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	896	1627	0.551	898	1.8	1.8	7.533	A
		Exit	1	1		806			806	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	283	777	0.365	283	0.6	0.6	7.524	A
		Exit	1	1		443			443	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	454	1032	0.440	455	0.6	0.5	4.930	A
				2	2, 3, 4	628	1032	0.609	627	1.1	1.2	6.230	A
		Exit	1	1		1050			1049	0.2	0.2	0.624	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	481			481	0.0	0.0	0.272	A
		Exit	1	1		719			719	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	623			623	1.9	2.0	11.255	B
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	657			623	16.8	25.9	126.868	F
		Exit	1	1		351			351	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	719			719	0.0	0.0	0.000	A
				2	B	330			329	1.1	1.0	11.343	B
			2	1	(A, B)	1049			1049	0.3	0.3	1.273	A
		Exit	1	1		1082			1083	0.2	0.3	0.803	A

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	286	986	0.290	286	0.7	0.4	5.541	A
		Exit	1	1		266			266	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	738	1673	0.441	738	1.8	0.8	4.748	A
		Exit	1	1		706			706	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	227	849	0.267	227	0.6	0.4	6.162	A
		Exit	1	1		375			375	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	405	1049	0.386	405	0.5	0.5	4.674	A
				2	2, 3, 4	567	1049	0.540	567	1.2	0.8	5.599	A
		Exit	1	1		875			876	0.2	0.1	0.309	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	397			397	0.0	0.0	0.094	A
		Exit	1	1		603			603	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	593			594	2.0	1.6	10.448	B
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	537			593	25.9	8.5	92.914	F
		Exit	1	1		291			291	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	603			603	0.0	0.0	0.000	A
				2	B	272			272	1.0	0.8	10.355	B
			2	1	(A, B)	874			875	0.3	0.1	0.779	A
		Exit	1	1		973			972	0.3	0.2	0.498	A

09:15 - 09:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	239	1068	0.224	239	0.4	0.3	4.574	A
		Exit	1	1		215			215	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	608	1726	0.353	610	0.8	0.6	3.602	A
		Exit	1	1		563			563	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	189	913	0.207	189	0.4	0.3	5.121	A
		Exit	1	1		308			308	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	309	1062	0.291	310	0.5	0.3	4.253	A
				2	2, 3, 4	457	1062	0.430	458	0.8	0.6	4.937	A
		Exit	1	1		719			719	0.1	0.0	0.124	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	326			326	0.0	0.0	0.039	A
		Exit	1	1		493			493	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	453			455	1.6	1.0	8.962	A
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	443			453	8.5	0.8	17.914	C
		Exit	1	1		239			239	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	493			493	0.0	0.0	0.000	A
				2	B	224			224	0.8	0.5	9.011	A
			2	1	(A, B)	717			717	0.1	0.1	0.400	A
		Exit	1	1		766			766	0.2	0.0	0.254	A

A50-Conjunction - 2030 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	AV-1 - A50-Conjunction [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout		1, 2, 3, 4	9.62	A
2	Poplars Ave/A50	T-Junction	Two-way		4.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 DM	PM	ONE HOUR	17:00	18:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A50/Hilden Rd Roundabout	**4 - A50**	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - Poplars Ave/A50	**C - A50 E**	1	4	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A50/Hilden Rd Roundabout	**1 - Hilden Rd**		ONE HOUR	✓	293	100.000
	2 - Orford Rd		ONE HOUR	✓	895	100.000
	3 - Smith Drive		ONE HOUR	✓	458	100.000
	4 - A50	✓				
2 - Poplars Ave/A50	**A - A50 W**		ONE HOUR	✓	842	100.000
	B - Poplars Ave		ONE HOUR	✓	262	100.000
	C - A50 E	✓				

Origin-Destination Data

Demand (PCU/hr)

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	**2 - Orford Rd**	**3 - Smith Drive**	**4 - A50**
From	**1 - Hilden Rd**	0	105	44	144
	2 - Orford Rd	142	0	61	693
	3 - Smith Drive	212	97	0	150
	4 - A50	80	603	198	28

2 - Poplars Ave/A50

Demand (PCU/hr)

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	158	684
	B - Poplars Ave	0	0	262
	C - A50 E	730	292	0

Vehicle Mix

1 - A50/Hilden Rd Roundabout

Heavy Vehicle Percentages

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	0	0	0
	2 - Orford Rd	0	0	0	1
	3 - Smith Drive	0	0	0	0
	4 - A50	0	2	0	0

2 - Poplars Ave/A50

Heavy Vehicle Percentages

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	0	2
	B - Poplars Ave	0	0	0
	C - A50 E	0	3	0

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	7.22	0.6	A	268	402
	2 - Orford Rd	9.48	2.7	A	821	1232
	3 - Smith Drive	19.16	2.8	C	421	631
	4 - A50	5.89	1.8	A	869	1303
2 - Poplars Ave/A50	A - A50 W	0.36	0.1	A	773	1160
	B - Poplars Ave	15.47	1.3	C	242	362
	C - A50 E	5.83	1.9	A	933	1399

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	218	54	728	218	327	0.0	0.3	4.018	A
	2 - Orford Rd	677	169	321	677	625	0.0	0.7	3.297	A
	3 - Smith Drive	345	86	760	344	237	0.0	0.6	6.015	A
	4 - A50	718	179	337	718	768	0.0	0.9	4.442	A
2 - Poplars Ave/A50	A - A50 W	646	161		646	548	0.0	0.0	0.021	A
	B - Poplars Ave	195	49		196	341	0.0	0.4	7.917	A
	C - A50 E	769	192		768	720	0.0	0.8	3.088	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	266	67	862	266	391	0.3	0.4	4.923	A
	2 - Orford Rd	806	202	383	808	745	0.7	1.0	4.275	A
	3 - Smith Drive	411	103	910	410	280	0.6	1.0	8.558	A
	4 - A50	848	212	404	849	916	0.9	1.2	4.967	A
2 - Poplars Ave/A50	A - A50 W	754	189		754	657	0.0	0.0	0.068	A
	B - Poplars Ave	236	59		236	402	0.4	0.7	10.079	B
	C - A50 E	916	229		918	848	0.8	1.0	3.875	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	321	80	1051	322	479	0.4	0.6	7.221	A
	2 - Orford Rd	980	245	466	976	908	1.0	2.7	8.605	A
	3 - Smith Drive	505	126	1102	504	340	1.0	2.6	16.153	C
	4 - A50	1037	259	494	1036	1112	1.2	1.7	5.792	A
2 - Poplars Ave/A50	A - A50 W	922	231		923	795	0.0	0.1	0.328	A
	B - Poplars Ave	288	72		288	490	0.7	1.3	14.577	B
	C - A50 E	1113	278		1112	1037	1.0	1.9	5.599	A

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	320	80	1063	320	482	0.6	0.6	7.170	A
	2 - Orford Rd	986	246	465	988	917	2.7	2.7	9.477	A
	3 - Smith Drive	502	126	1111	504	343	2.6	2.8	19.160	C
	4 - A50	1046	262	499	1046	1117	1.7	1.8	5.889	A
2 - Poplars Ave/A50	A - A50 W	929	232		929	799	0.1	0.1	0.365	A
	B - Poplars Ave	293	73		292	495	1.3	1.3	15.467	C
	C - A50 E	1119	280		1121	1048	1.9	1.8	5.833	A

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	265	66	854	265	394	0.6	0.3	5.216	A
	2 - Orford Rd	811	203	379	811	740	2.7	0.9	4.829	A
	3 - Smith Drive	412	103	914	412	276	2.8	1.0	9.870	A
	4 - A50	841	210	407	842	920	1.8	1.2	5.041	A
2 - Poplars Ave/A50	A - A50 W	750	188		750	661	0.1	0.0	0.097	A
	B - Poplars Ave	235	59		234	401	1.3	0.7	10.589	B
	C - A50 E	921	230		921	842	1.8	1.0	4.360	A

18:15 - 18:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	219	55	733	219	333	0.3	0.3	4.253	A
	2 - Orford Rd	668	167	319	668	633	0.9	0.6	3.451	A
	3 - Smith Drive	348	87	752	348	235	1.0	0.7	6.833	A
	4 - A50	722	181	343	723	758	1.2	0.9	4.535	A
2 - Poplars Ave/A50	A - A50 W	638	160		638	545	0.0	0.0	0.026	A
	B - Poplars Ave	203	51		203	335	0.7	0.4	8.246	A
	C - A50 E	759	190		760	721	1.0	0.7	3.246	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	218	1080	0.202	218	0.0	0.3	4.018	A
		Exit	1	1		327			327	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	677	1785	0.379	677	0.0	0.7	3.297	A
		Exit	1	1		625			625	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	345	904	0.382	344	0.0	0.6	6.015	A
		Exit	1	1		237			237	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	321	1024	0.313	321	0.0	0.4	4.220	A
				2	2, 3, 4	397	1024	0.388	397	0.0	0.5	4.621	A
		Exit	1	1		768			768	0.0	0.0	0.114	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	646			646	0.0	0.0	0.021	A
		Exit	1	1		548			548	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	196			196	0.0	0.4	7.188	A
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	195			196	0.0	0.0	0.725	A
		Exit	1	1		341			341	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	548			548	0.0	0.0	0.000	A
				2	B	220			220	0.0	0.7	9.826	A
			2	1	(A, B)	769			769	0.0	0.1	0.345	A
		Exit	1	1		720			720	0.0	0.0	0.148	A

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	266	1025	0.260	266	0.3	0.4	4.923	A
		Exit	1	1		391			391	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	806	1753	0.460	808	0.7	1.0	4.275	A
		Exit	1	1		745			745	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	411	844	0.487	410	0.6	1.0	8.558	A
		Exit	1	1		280			280	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	382	1005	0.380	382	0.4	0.5	4.707	A
				2	2, 3, 4	466	1005	0.464	467	0.5	0.7	5.179	A
		Exit	1	1		916			916	0.0	0.1	0.290	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	754			754	0.0	0.0	0.068	A
		Exit	1	1		657			657	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	236			236	0.4	0.6	8.332	A
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	236			236	0.0	0.1	1.741	A
		Exit	1	1		402			402	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	657			657	0.0	0.0	0.000	A
				2	B	259			260	0.7	0.8	11.435	B
			2	1	(A, B)	916			916	0.1	0.2	0.702	A
		Exit	1	1		848			848	0.0	0.1	0.315	A

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	321	946	0.339	322	0.4	0.6	7.221	A
		Exit	1	1		479			479	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	980	1710	0.573	976	1.0	2.7	8.605	A
		Exit	1	1		908			908	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	505	767	0.658	504	1.0	2.6	16.153	C
		Exit	1	1		340			340	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	474	980	0.484	474	0.5	0.8	5.433	A
				2	2, 3, 4	563	980	0.574	562	0.7	1.0	6.095	A
		Exit	1	1		1113			1112	0.1	0.3	0.858	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	922			923	0.0	0.1	0.328	A
		Exit	1	1		795			795	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	289			288	0.6	0.9	10.056	B
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	288			289	0.1	0.4	4.502	A
		Exit	1	1		490			490	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	795			795	0.0	0.0	0.000	A
				2	B	317			317	0.8	1.4	14.121	B
			2	1	(A, B)	1113			1113	0.2	0.6	1.643	A
		Exit	1	1		1037			1037	0.1	0.3	0.781	A

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	320	942	0.340	320	0.6	0.6	7.170	A
		Exit	1	1		482			482	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	986	1710	0.576	988	2.7	2.7	9.477	A
		Exit	1	1		917			917	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	502	764	0.657	504	2.6	2.8	19.160	C
		Exit	1	1		343			343	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	479	978	0.490	479	0.8	0.7	5.473	A
				2	2, 3, 4	567	978	0.580	567	1.0	1.0	6.238	A
		Exit	1	1		1116			1117	0.3	0.3	0.958	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	929			929	0.1	0.1	0.365	A
		Exit	1	1		799			799	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	293			292	0.9	0.9	10.366	B
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	293			293	0.4	0.4	5.099	A
		Exit	1	1		495			495	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	799			799	0.0	0.0	0.000	A
				2	B	321			322	1.4	1.3	14.370	B
			2	1	(A, B)	1119			1120	0.6	0.5	1.803	A
		Exit	1	1		1047			1048	0.3	0.2	0.848	A

18:00 - 18:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	265	1028	0.258	265	0.6	0.3	5.216	A
		Exit	1	1		394			394	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	811	1755	0.462	811	2.7	0.9	4.829	A
		Exit	1	1		740			740	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	412	842	0.489	412	2.8	1.0	9.870	A
		Exit	1	1		276			276	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	383	1004	0.381	384	0.7	0.5	4.757	A
				2	2, 3, 4	458	1004	0.456	458	1.0	0.7	5.275	A
		Exit	1	1		919			920	0.3	0.1	0.429	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	750			750	0.1	0.0	0.097	A
		Exit	1	1		661			661	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	235			234	0.9	0.5	8.630	A
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	235			235	0.4	0.1	1.993	A
		Exit	1	1		401			401	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	661			661	0.0	0.0	0.000	A
				2	B	260			259	1.3	0.9	12.263	B
			2	1	(A, B)	921			921	0.5	0.2	0.957	A
		Exit	1	1		843			842	0.2	0.1	0.352	A

18:15 - 18:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	219	1078	0.203	219	0.3	0.3	4.253	A
		Exit	1	1		333			333	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	668	1786	0.374	668	0.9	0.6	3.451	A
		Exit	1	1		633			633	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	348	907	0.384	348	1.0	0.7	6.833	A
		Exit	1	1		235			235	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	322	1023	0.315	322	0.5	0.4	4.322	A
				2	2, 3, 4	400	1023	0.392	401	0.7	0.5	4.706	A
		Exit	1	1		758			758	0.1	0.0	0.142	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	638			638	0.0	0.0	0.026	A
		Exit	1	1		545			545	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	203			203	0.5	0.4	7.416	A
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	203			203	0.1	0.0	0.844	A
		Exit	1	1		335			335	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	545			545	0.0	0.0	0.000	A
				2	B	214			214	0.9	0.6	10.209	B
			2	1	(A, B)	759			760	0.2	0.0	0.402	A
		Exit	1	1		721			721	0.1	0.0	0.159	A

A50-Conjunction - 2030 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	AV-1 - A50-Conjunction [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout		1, 2, 3, 4	9.14	A
2	Poplars Ave/A50	T-Junction	Two-way		71.34	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2030 DS	AM	ONE HOUR	08:00	09:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A50/Hilden Rd Roundabout	4 - A50	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - Poplars Ave/A50	C - A50 E	1	4	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd		ONE HOUR	✓	378	100.000
	2 - Orford Rd		ONE HOUR	✓	925	100.000
	3 - Smith Drive		ONE HOUR	✓	254	100.000
	4 - A50	✓				
2 - Poplars Ave/A50	A - A50 W		ONE HOUR	✓	480	100.000
	B - Poplars Ave		ONE HOUR	✓	632	100.000
	C - A50 E	✓				

Origin-Destination Data

Demand (PCU/hr)

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	134	123	121
	2 - Orford Rd	122	23	53	727
	3 - Smith Drive	149	55	0	49
	4 - A50	55	708	159	102

2 - Poplars Ave/A50

Demand (PCU/hr)

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	47	433
	B - Poplars Ave	0	0	632
	C - A50 E	647	369	0

Vehicle Mix

1 - A50/Hilden Rd Roundabout

Heavy Vehicle Percentages

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	0	0	0
	2 - Orford Rd	0	0	0	3
	3 - Smith Drive	0	0	0	0
	4 - A50	0	1	0	0

2 - Poplars Ave/A50

Heavy Vehicle Percentages

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	4	0
	B - Poplars Ave	0	0	1
	C - A50 E	4	5	0

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	9.19	1.1	A	347	521
	2 - Orford Rd	12.75	3.9	B	848	1272
	3 - Smith Drive	9.27	0.8	A	231	346
	4 - A50	5.95	1.8	A	971	1456
2 - Poplars Ave/A50	A - A50 W	0.45	0.2	A	441	661
	B - Poplars Ave	227.89	48.5	F	584	876
	C - A50 E	7.25	2.5	A	938	1407

Main Results for each time segment

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	281	70	814	282	244	0.0	0.4	4.507	A
	2 - Orford Rd	696	174	387	698	709	0.0	0.7	3.570	A
	3 - Smith Drive	184	46	825	184	260	0.0	0.3	4.897	A
	4 - A50	799	200	259	799	750	0.0	1.0	4.439	A
2 - Poplars Ave/A50	A - A50 W	359	90		359	490	0.0	0.0	0.014	A
	B - Poplars Ave	478	120		477	317	0.0	2.4	16.458	C
	C - A50 E	768	192		770	799	0.0	0.9	4.059	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	345	86	971	345	293	0.4	0.5	5.965	A
	2 - Orford Rd	825	206	468	827	848	0.7	1.0	5.087	A
	3 - Smith Drive	225	56	988	224	306	0.3	0.4	6.347	A
	4 - A50	951	238	313	952	900	1.0	1.4	5.055	A
2 - Poplars Ave/A50	A - A50 W	429	107		429	584	0.0	0.0	0.089	A
	B - Poplars Ave	572	143		565	377	2.4	6.2	32.213	D
	C - A50 E	919	230		918	950	0.9	1.4	5.022	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	419	105	1127	419	351	0.5	1.1	8.496	A
	2 - Orford Rd	1018	255	550	1013	996	1.0	3.9	10.735	B
	3 - Smith Drive	274	68	1200	274	363	0.4	0.6	8.634	A
	4 - A50	1099	275	379	1099	1095	1.4	1.8	5.771	A
2 - Poplars Ave/A50	A - A50 W	537	134		536	710	0.0	0.2	0.313	A
	B - Poplars Ave	704	176		616	459	6.2	27.7	103.248	F
	C - A50 E	1117	279		1116	1098	1.4	2.5	6.892	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	417	104	1125	419	363	1.1	1.0	9.191	A
	2 - Orford Rd	1023	256	551	1028	993	3.9	3.4	12.748	B
	3 - Smith Drive	280	70	1216	279	362	0.6	0.8	9.272	A
	4 - A50	1096	274	391	1097	1105	1.8	1.7	5.949	A
2 - Poplars Ave/A50	A - A50 W	526	132		527	720	0.2	0.0	0.446	A
	B - Poplars Ave	699	175		618	461	27.7	48.5	227.886	F
	C - A50 E	1129	282		1130	1094	2.5	2.3	7.254	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	339	85	1042	339	298	1.0	0.6	6.679	A
	2 - Orford Rd	824	206	484	823	897	3.4	1.2	6.294	A
	3 - Smith Drive	228	57	986	227	320	0.8	0.4	6.972	A
	4 - A50	1028	257	312	1028	901	1.7	1.5	5.406	A
2 - Poplars Ave/A50	A - A50 W	439	110		439	589	0.0	0.0	0.155	A
	B - Poplars Ave	569	142		630	372	48.5	30.3	218.849	F
	C - A50 E	921	230		919	1027	2.3	1.5	5.573	A

09:15 - 09:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	283	71	871	284	253	0.6	0.3	5.259	A
	2 - Orford Rd	701	175	397	700	757	1.2	0.8	3.892	A
	3 - Smith Drive	194	49	835	193	263	0.4	0.3	5.450	A
	4 - A50	852	213	269	854	759	1.5	1.0	4.829	A
2 - Poplars Ave/A50	A - A50 W	355	89		355	498	0.0	0.0	0.059	A
	B - Poplars Ave	480	120		530	314	30.3	7.3	89.582	F
	C - A50 E	776	194		777	851	1.5	0.9	4.255	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	281	1045	0.269	282	0.0	0.4	4.507	A
		Exit	1	1		244			244	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	696	1751	0.398	698	0.0	0.7	3.570	A
		Exit	1	1		709			709	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	184	878	0.210	184	0.0	0.3	4.897	A
		Exit	1	1		260			260	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	348	1047	0.333	348	0.0	0.4	4.179	A
				2	2, 3, 4	451	1047	0.431	450	0.0	0.6	4.640	A
		Exit	1	1		750			750	0.0	0.1	0.197	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	359			359	0.0	0.0	0.014	A
		Exit	1	1		490			490	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	477			477	0.0	1.2	8.621	A
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	478			477	0.0	1.3	7.819	A
		Exit	1	1		317			317	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	490			490	0.0	0.0	0.000	A
				2	B	279			280	0.0	0.8	9.605	A
			2	1	(A, B)	768			768	0.0	0.1	0.593	A
		Exit	1	1		799			799	0.0	0.0	0.159	A

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	345	980	0.352	345	0.4	0.5	5.965	A
		Exit	1	1		293			293	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	825	1708	0.483	827	0.7	1.0	5.087	A
		Exit	1	1		848			848	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	225	813	0.277	224	0.3	0.4	6.347	A
		Exit	1	1		306			306	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	420	1031	0.407	421	0.4	0.5	4.711	A
				2	2, 3, 4	531	1031	0.515	531	0.6	0.9	5.328	A
		Exit	1	1		900			900	0.1	0.2	0.485	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	429			429	0.0	0.0	0.089	A
		Exit	1	1		584			584	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	565			565	1.2	1.6	9.905	A
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	572			565	1.3	4.5	22.281	C
		Exit	1	1		377			377	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	584			584	0.0	0.0	0.000	A
				2	B	334			334	0.8	1.0	10.839	B
			2	1	(A, B)	919			918	0.1	0.3	1.114	A
		Exit	1	1		951			950	0.0	0.1	0.385	A

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	419	915	0.458	419	0.5	1.1	8.496	A
		Exit	1	1		351			351	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1018	1665	0.611	1013	1.0	3.9	10.735	B
		Exit	1	1		996			996	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	274	728	0.376	274	0.4	0.6	8.634	A
		Exit	1	1		363			363	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	499	1012	0.493	500	0.5	0.7	5.163	A
				2	2, 3, 4	600	1012	0.592	599	0.9	1.1	6.267	A
		Exit	1	1		1095			1095	0.2	0.5	1.156	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	537			536	0.0	0.2	0.313	A
		Exit	1	1		710			710	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	616			616	1.6	2.0	11.264	B
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	704			616	4.5	25.7	91.907	F
		Exit	1	1		459			459	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	710			710	0.0	0.0	0.000	A
				2	B	407			407	1.0	1.6	13.002	B
			2	1	(A, B)	1117			1116	0.3	0.9	2.201	A
		Exit	1	1		1099			1098	0.1	0.3	0.775	A

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	417	916	0.456	419	1.1	1.0	9.191	A
		Exit	1	1		363			363	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1023	1665	0.614	1028	3.9	3.4	12.748	B
		Exit	1	1		993			993	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	280	722	0.388	279	0.6	0.8	9.272	A
		Exit	1	1		362			362	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	496	1009	0.492	497	0.7	0.7	5.262	A
				2	2, 3, 4	599	1009	0.594	600	1.1	1.0	6.516	A
		Exit	1	1		1104			1105	0.5	0.4	1.341	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	526			527	0.2	0.0	0.446	A
		Exit	1	1		720			720	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	618			618	2.0	2.0	11.635	B
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	699			618	25.7	46.4	216.405	F
		Exit	1	1		461			461	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	720			720	0.0	0.0	0.000	A
				2	B	409			410	1.6	1.5	13.234	B
			2	1	(A, B)	1129			1129	0.9	0.8	2.485	A
		Exit	1	1		1093			1094	0.3	0.2	0.887	A

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	339	950	0.357	339	1.0	0.6	6.679	A
		Exit	1	1		298			298	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	824	1700	0.484	823	3.4	1.2	6.294	A
		Exit	1	1		897			897	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	228	813	0.280	227	0.8	0.4	6.972	A
		Exit	1	1		320			320	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	457	1031	0.443	457	0.7	0.6	4.895	A
				2	2, 3, 4	571	1031	0.554	571	1.0	0.9	5.819	A
		Exit	1	1		902			901	0.4	0.2	0.676	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	439			439	0.0	0.0	0.155	A
		Exit	1	1		589			589	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	629			630	2.0	1.9	10.906	B
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	569			629	46.4	28.4	208.036	F
		Exit	1	1		372			372	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	589			589	0.0	0.0	0.000	A
				2	B	331			330	1.5	1.1	11.454	B
			2	1	(A, B)	921			920	0.8	0.4	1.445	A
		Exit	1	1		1026			1027	0.2	0.1	0.548	A

09:15 - 09:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	283	1021	0.277	284	0.6	0.3	5.259	A
		Exit	1	1		253			253	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	701	1745	0.402	700	1.2	0.8	3.892	A
		Exit	1	1		757			757	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	194	874	0.222	193	0.4	0.3	5.450	A
		Exit	1	1		263			263	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	373	1044	0.357	374	0.6	0.4	4.508	A
				2	2, 3, 4	479	1044	0.459	480	0.9	0.6	5.081	A
		Exit	1	1		759			759	0.2	0.0	0.252	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	355			355	0.0	0.0	0.059	A
		Exit	1	1		498			498	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	530			530	1.9	1.4	9.915	A
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	480			530	28.4	5.9	79.547	F
		Exit	1	1		314			314	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	498			498	0.0	0.0	0.000	A
				2	B	278			279	1.1	0.7	9.920	A
			2	1	(A, B)	776			776	0.4	0.1	0.709	A
		Exit	1	1		851			851	0.1	0.0	0.307	A

A50-Conjunction - 2030 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	AV-1 - A50-Conjunction [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout		1, 2, 3, 4	26.14	D
2	Poplars Ave/A50	T-Junction	Two-way		7.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2030 DS	PM	ONE HOUR	17:00	18:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A50/Hilden Rd Roundabout	**4 - A50**	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - Poplars Ave/A50	**C - A50 E**	1	4	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A50/Hilden Rd Roundabout	**1 - Hilden Rd**		ONE HOUR	✓	354	100.000
	2 - Orford Rd		ONE HOUR	✓	967	100.000
	3 - Smith Drive		ONE HOUR	✓	461	100.000
	4 - A50	✓				
2 - Poplars Ave/A50	**A - A50 W**		ONE HOUR	✓	805	100.000
	B - Poplars Ave		ONE HOUR	✓	274	100.000
	C - A50 E	✓				

Origin-Destination Data

Demand (PCU/hr)

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	**2 - Orford Rd**	**3 - Smith Drive**	**4 - A50**
From	**1 - Hilden Rd**	0	115	53	186
	2 - Orford Rd	142	0.94	61	763
	3 - Smith Drive	213	96	0	152
	4 - A50	86	650	168	31

Demand (PCU/hr)

2 - Poplars Ave/A50

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	144	661
	B - Poplars Ave	0	0	274
	C - A50 E	772	371	0

Vehicle Mix

Heavy Vehicle Percentages

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	0	0	0
	2 - Orford Rd	0	0	0	1
	3 - Smith Drive	0	0	0	0
	4 - A50	0	2	0	0

Heavy Vehicle Percentages

2 - Poplars Ave/A50

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	0	5
	B - Poplars Ave	0	0	0
	C - A50 E	4	4	0

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	14.52	1.8	B	326	490
	2 - Orford Rd	40.90	12.7	E	886	1330
	3 - Smith Drive	44.24	6.5	E	420	631
	4 - A50	6.01	1.6	A	840	1260
2 - Poplars Ave/A50	A - A50 W	0.55	0.1	A	738	1108
	B - Poplars Ave	17.96	1.4	C	251	376
	C - A50 E	9.36	3.4	A	1066	1600

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	269	67	696	268	330	0.0	0.4	4.355	A
	2 - Orford Rd	729	182	324	729	640	0.0	0.8	3.833	A
	3 - Smith Drive	348	87	843	348	209	0.0	0.7	6.790	A
	4 - A50	685	171	341	685	850	0.0	0.8	4.363	A
2 - Poplars Ave/A50	A - A50 W	602	150		602	589	0.0	0.0	0.022	A
	B - Poplars Ave	207	52		207	395	0.0	0.5	7.948	A
	C - A50 E	876	219		874	700	0.0	1.3	4.304	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	321	80	830	320	393	0.4	0.6	6.185	A
	2 - Orford Rd	875	219	395	870	755	0.8	2.0	6.634	A
	3 - Smith Drive	408	102	1012	406	254	0.7	1.4	10.805	B
	4 - A50	819	205	403	820	1015	0.8	1.1	4.889	A
2 - Poplars Ave/A50	A - A50 W	724	181		724	706	0.0	0.0	0.065	A
	B - Poplars Ave	241	60		242	470	0.5	0.7	10.065	B
	C - A50 E	1049	262		1048	837	1.3	1.9	5.890	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	393	98	1017	389	470	0.6	1.8	12.321	B
	2 - Orford Rd	1059	265	478	1029	927	2.0	10.1	23.973	C
	3 - Smith Drive	504	126	1201	491	306	1.4	5.7	31.217	D
	4 - A50	1009	252	479	1008	1211	1.1	1.6	5.836	A
2 - Poplars Ave/A50	A - A50 W	888	222		888	838	0.0	0.1	0.347	A
	B - Poplars Ave	298	74		299	566	0.7	1.3	15.197	C
	C - A50 E	1251	313		1247	1030	1.9	3.4	8.711	A

1

7:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	389	97	1030	388	479	1.8	1.5	14.521	B
	2 - Orford Rd	1063	266	479	1056	940	10.1	12.7	40.899	E
	3 - Smith Drive	507	127	1225	508	310	5.7	6.5	44.236	E
	4 - A50	1012	253	496	1013	1236	1.6	1.6	6.005	A
2 - Poplars Ave/A50	A - A50 W	887	222		887	860	0.1	0.1	0.553	A
	B - Poplars Ave	304	76		306	574	1.3	1.4	17.956	C
	C - A50 E	1277	319		1275	1035	3.4	3.4	9.357	A

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	318	79	834	318	396	1.5	0.6	8.385	A
	2 - Orford Rd	863	216	392	876	761	12.7	2.2	19.058	C
	3 - Smith Drive	410	102	1017	416	250	6.5	1.5	22.040	C
	4 - A50	823	206	407	823	1024	1.6	1.2	5.107	A
2 - Poplars Ave/A50	A - A50 W	724	181		724	716	0.1	0.0	0.179	A
	B - Poplars Ave	246	62		247	473	1.4	0.7	11.036	B
	C - A50 E	1061	265		1059	841	3.4	2.0	7.118	A

18:15 - 18:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	269	67	702	269	324	0.6	0.3	4.845	A
	2 - Orford Rd	729	182	329	728	642	2.2	0.9	4.480	A
	3 - Smith Drive	346	87	846	346	211	1.5	0.7	7.830	A
	4 - A50	690	173	336	690	855	1.2	0.9	4.512	A
2 - Poplars Ave/A50	A - A50 W	605	151		605	596	0.0	0.0	0.027	A
	B - Poplars Ave	208	52		208	394	0.7	0.4	8.634	A
	C - A50 E	884	221		883	706	2.0	1.2	4.797	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	269	1094	0.246	268	0.0	0.4	4.355	A
		Exit	1	1		330			330	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	729	1783	0.409	729	0.0	0.8	3.833	A
		Exit	1	1		640			640	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	348	871	0.400	348	0.0	0.7	6.790	A
		Exit	1	1		209			209	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	317	1023	0.310	317	0.0	0.4	4.217	A
				2	2, 3, 4	368	1023	0.360	368	0.0	0.5	4.488	A
		Exit	1	1		850			850	0.0	0.1	0.346	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	602			602	0.0	0.0	0.022	A
		Exit	1	1		589			589	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	207			207	0.0	0.4	7.148	A
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	207			207	0.0	0.1	0.793	A
		Exit	1	1		395			395	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	589			589	0.0	0.0	0.000	A
				2	B	287			286	0.0	1.0	10.753	B
			2	1	(A, B)	876			876	0.0	0.3	0.814	A
		Exit	1	1		700			700	0.0	0.0	0.118	A

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	321	1038	0.309	320	0.4	0.6	6.185	A
		Exit	1	1		393			393	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	875	1746	0.501	870	0.8	2.0	6.634	A
		Exit	1	1		755			755	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	408	803	0.508	406	0.7	1.4	10.805	B
		Exit	1	1		254			254	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	383	1006	0.381	385	0.4	0.5	4.663	A
				2	2, 3, 4	436	1006	0.434	436	0.5	0.6	5.085	A
		Exit	1	1		1016			1015	0.1	0.3	0.880	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	724			724	0.0	0.0	0.065	A
		Exit	1	1		706			706	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	242			242	0.4	0.6	8.270	A
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	241			242	0.1	0.1	1.791	A
		Exit	1	1		470			470	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	706			706	0.0	0.0	0.000	A
				2	B	342			342	1.0	1.3	13.062	B
			2	1	(A, B)	1049			1048	0.3	0.6	1.676	A
		Exit	1	1		838			837	0.0	0.1	0.258	A

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	393	961	0.409	389	0.6	1.8	12.321	B
		Exit	1	1		470			470	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1059	1703	0.622	1029	2.0	10.1	23.973	C
		Exit	1	1		927			927	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	504	728	0.692	491	1.4	5.7	31.217	D
		Exit	1	1		306			306	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	477	984	0.485	477	0.5	0.7	5.411	A
				2	2, 3, 4	531	984	0.540	531	0.6	0.9	6.214	A
		Exit	1	1		1212			1211	0.3	0.8	2.181	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	888			888	0.0	0.1	0.347	A
		Exit	1	1		838			838	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	298			299	0.6	0.9	10.156	B
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	298			298	0.1	0.4	5.021	A
		Exit	1	1		566			566	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	838			838	0.0	0.0	0.000	A
				2	B	411			409	1.3	2.0	16.095	C
			2	1	(A, B)	1251			1249	0.6	1.4	3.456	A
		Exit	1	1		1030			1030	0.1	0.2	0.770	A

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	389	955	0.407	388	1.8	1.5	14.521	B
		Exit	1	1		479			479	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1063	1703	0.625	1056	10.1	12.7	40.899	E
		Exit	1	1		940			940	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	507	718	0.706	508	5.7	6.5	44.236	E
		Exit	1	1		310			310	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	477	979	0.488	478	0.7	0.7	5.504	A
				2	2, 3, 4	535	979	0.546	535	0.9	0.9	6.452	A
		Exit	1	1		1237			1236	0.8	0.9	2.559	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	887			887	0.1	0.1	0.553	A
		Exit	1	1		860			860	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	305			306	0.9	0.8	10.556	B
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	304			305	0.4	0.5	7.406	A
		Exit	1	1		574			574	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	860			860	0.0	0.0	0.000	A
				2	B	416			415	2.0	2.0	16.806	C
			2	1	(A, B)	1277			1276	1.4	1.5	3.920	A
		Exit	1	1		1034			1035	0.2	0.2	0.894	A

18:00 - 18:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	318	1036	0.306	318	1.5	0.6	8.385	A
		Exit	1	1		396			396	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	863	1748	0.494	876	12.7	2.2	19.058	C
		Exit	1	1		761			761	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	410	801	0.511	416	6.5	1.5	22.040	C
		Exit	1	1		250			250	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	385	1004	0.383	385	0.7	0.6	4.820	A
				2	2, 3, 4	439	1004	0.437	439	0.9	0.6	5.359	A
		Exit	1	1		1025			1024	0.9	0.4	1.490	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	724			724	0.1	0.0	0.179	A
		Exit	1	1		716			716	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	247			247	0.8	0.6	8.693	A
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	246			247	0.5	0.1	2.367	A
		Exit	1	1		473			473	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	716			716	0.0	0.0	0.000	A
				2	B	344			343	2.0	1.4	14.277	B
			2	1	(A, B)	1061			1060	1.5	0.6	2.493	A
		Exit	1	1		841			841	0.2	0.1	0.378	A

18:15 - 18:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	269	1091	0.247	269	0.6	0.3	4.845	A
		Exit	1	1		324			324	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	729	1781	0.409	728	2.2	0.9	4.480	A
		Exit	1	1		642			642	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	346	870	0.398	346	1.5	0.7	7.830	A
		Exit	1	1		211			211	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	317	1025	0.309	316	0.6	0.4	4.352	A
				2	2, 3, 4	373	1025	0.364	373	0.6	0.5	4.649	A
		Exit	1	1		856			855	0.4	0.1	0.486	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	605			605	0.0	0.0	0.027	A
		Exit	1	1		596			596	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	208			208	0.6	0.4	7.631	A
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	208			208	0.1	0.0	1.016	A
		Exit	1	1		394			394	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	596			596	0.0	0.0	0.000	A
				2	B	287			287	1.4	0.9	11.483	B
			2	1	(A, B)	884			883	0.6	0.2	1.081	A
		Exit	1	1		706			706	0.1	0.0	0.149	A

A50-Conjunction - 2030 Through Route Scenario, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	AV-1 - A50-Conjunction [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout		1, 2, 3, 4	8.59	A
2	Poplars Ave/A50	T-Junction	Two-way		70.67	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2030 Through Route Scenario	AM	ONE HOUR	08:00	09:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A50/Hilden Rd Roundabout	4 - A50	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - Poplars Ave/A50	C - A50 E	1	4	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd		ONE HOUR	✓	374	100.000
	2 - Orford Rd		ONE HOUR	✓	922	100.000
	3 - Smith Drive		ONE HOUR	✓	255	100.000
	4 - A50	✓				
2 - Poplars Ave/A50	A - A50 W		ONE HOUR	✓	485	100.000
	B - Poplars Ave		ONE HOUR	✓	634	100.000
	C - A50 E	✓				

Origin-Destination Data

Demand (PCU/hr)

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	135	125	114
	2 - Orford Rd	139	33	52	698
	3 - Smith Drive	146	59	0	50
	4 - A50	45	702	159	118

2 - Poplars Ave/A50

Demand (PCU/hr)

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	53	432
	B - Poplars Ave	0	0	634
	C - A50 E	647	360	0

Vehicle Mix

1 - A50/Hilden Rd Roundabout

Heavy Vehicle Percentages

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	0	0	0
	2 - Orford Rd	0	0	0	3
	3 - Smith Drive	0	0	0	0
	4 - A50	0	0	0	0

2 - Poplars Ave/A50

Heavy Vehicle Percentages

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	4	0
	B - Poplars Ave	0	0	0
	C - A50 E	0	6	0

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	9.43	1.0	A	345	517
	2 - Orford Rd	11.15	3.3	B	843	1264
	3 - Smith Drive	8.97	0.9	A	236	354
	4 - A50	5.97	1.9	A	970	1455
2 - Poplars Ave/A50	A - A50 W	0.39	0.1	A	446	669
	B - Poplars Ave	224.34	47.1	F	579	869
	C - A50 E	6.73	2.2	A	902	1353

Main Results for each time segment

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	283	71	842	281	247	0.0	0.5	4.609	A
	2 - Orford Rd	688	172	402	688	722	0.0	0.7	3.658	A
	3 - Smith Drive	193	48	832	193	258	0.0	0.3	4.993	A
	4 - A50	806	201	284	806	742	0.0	1.1	4.475	A
2 - Poplars Ave/A50	A - A50 W	369	92		369	475	0.0	0.0	0.022	A
	B - Poplars Ave	478	119		477	305	0.0	2.4	16.282	C
	C - A50 E	741	185		740	806	0.0	0.9	3.702	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	337	84	997	337	300	0.5	0.6	5.942	A
	2 - Orford Rd	834	208	473	834	861	0.7	1.2	5.245	A
	3 - Smith Drive	231	58	998	230	309	0.3	0.5	6.452	A
	4 - A50	950	238	345	951	882	1.1	1.4	5.099	A
2 - Poplars Ave/A50	A - A50 W	440	110		440	561	0.0	0.0	0.078	A
	B - Poplars Ave	560	140		560	371	2.4	5.5	31.171	D
	C - A50 E	883	221		882	950	0.9	1.3	4.861	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	412	103	1144	412	359	0.6	1.0	8.531	A
	2 - Orford Rd	999	250	563	1003	993	1.2	2.6	9.620	A
	3 - Smith Drive	285	71	1204	283	363	0.5	0.9	8.730	A
	4 - A50	1091	273	413	1090	1075	1.4	1.9	5.824	A
2 - Poplars Ave/A50	A - A50 W	537	134		537	690	0.0	0.1	0.365	A
	B - Poplars Ave	704	176		613	443	5.5	28.6	105.607	F
	C - A50 E	1074	268		1074	1091	1.3	2.2	6.293	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	415	104	1152	417	360	1.0	1.0	9.430	A
	2 - Orford Rd	1008	252	569	1003	1000	2.6	3.3	11.148	B
	3 - Smith Drive	286	71	1204	285	368	0.9	0.8	8.966	A
	4 - A50	1098	274	415	1096	1072	1.9	1.9	5.968	A
2 - Poplars Ave/A50	A - A50 W	530	132		530	684	0.1	0.0	0.393	A
	B - Poplars Ave	692	173		626	444	28.6	47.1	224.340	F
	C - A50 E	1073	268		1070	1098	2.2	2.2	6.734	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	337	84	1069	338	306	1.0	0.6	6.735	A
	2 - Orford Rd	832	208	495	833	912	3.3	1.2	6.128	A
	3 - Smith Drive	233	58	1009	234	319	0.8	0.4	6.800	A
	4 - A50	1031	258	346	1029	897	1.9	1.6	5.386	A
2 - Poplars Ave/A50	A - A50 W	437	109		437	575	0.0	0.0	0.174	A
	B - Poplars Ave	567	142		640	368	47.1	29.0	213.005	F
	C - A50 E	897	224		898	1031	2.2	1.3	5.140	A

09:15 - 09:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	284	71	878	284	256	0.6	0.4	5.347	A
	2 - Orford Rd	697	174	407	696	755	1.2	0.7	3.934	A
	3 - Smith Drive	191	48	839	193	264	0.4	0.2	5.471	A
	4 - A50	844	211	289	845	743	1.6	1.0	4.834	A
2 - Poplars Ave/A50	A - A50 W	363	91		363	474	0.0	0.0	0.047	A
	B - Poplars Ave	474	119		521	308	29.0	6.9	85.637	F
	C - A50 E	743	186		742	844	1.3	0.8	4.083	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	283	1033	0.274	281	0.0	0.5	4.609	A
		Exit	1	1		247			247	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	688	1743	0.395	688	0.0	0.7	3.658	A
		Exit	1	1		722			722	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	193	875	0.220	193	0.0	0.3	4.993	A
		Exit	1	1		258			258	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	345	1040	0.332	345	0.0	0.4	4.155	A
				2	2, 3, 4	461	1040	0.443	461	0.0	0.6	4.712	A
		Exit	1	1		742			742	0.0	0.0	0.162	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	369			369	0.0	0.0	0.022	A
		Exit	1	1		475			475	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	477			477	0.0	1.2	8.692	A
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	478			477	0.0	1.2	7.562	A
		Exit	1	1		305			305	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	475			475	0.0	0.0	0.000	A
				2	B	266			266	0.0	0.8	9.261	A
			2	1	(A, B)	741			740	0.0	0.1	0.496	A
		Exit	1	1		806			806	0.0	0.0	0.168	A

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	337	969	0.347	337	0.5	0.6	5.942	A
		Exit	1	1		300			300	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	834	1706	0.489	834	0.7	1.2	5.245	A
		Exit	1	1		861			861	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	231	809	0.285	230	0.3	0.5	6.452	A
		Exit	1	1		309			309	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	420	1022	0.411	421	0.4	0.5	4.626	A
				2	2, 3, 4	530	1022	0.519	530	0.6	0.8	5.469	A
		Exit	1	1		882			882	0.0	0.1	0.435	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	440			440	0.0	0.0	0.078	A
		Exit	1	1		561			561	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	560			560	1.2	1.6	9.843	A
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	560			560	1.2	3.9	21.312	C
		Exit	1	1		371			371	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	561			561	0.0	0.0	0.000	A
				2	B	321			321	0.8	1.0	10.883	B
			2	1	(A, B)	883			882	0.1	0.3	1.061	A
		Exit	1	1		950			950	0.0	0.1	0.377	A

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	412	908	0.454	412	0.6	1.0	8.531	A
		Exit	1	1		359			359	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	999	1659	0.602	1003	1.2	2.6	9.620	A
		Exit	1	1		993			993	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	285	727	0.392	283	0.5	0.9	8.730	A
		Exit	1	1		363			363	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	485	1003	0.483	484	0.5	0.8	5.156	A
				2	2, 3, 4	606	1003	0.604	607	0.8	1.0	6.356	A
		Exit	1	1		1074			1075	0.1	0.3	0.981	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	537			537	0.0	0.1	0.365	A
		Exit	1	1		690			690	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	613			613	1.6	2.0	11.332	B
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	704			613	3.9	26.7	94.249	F
		Exit	1	1		443			443	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	690			690	0.0	0.0	0.000	A
				2	B	384			384	1.0	1.5	12.641	B
			2	1	(A, B)	1074			1074	0.3	0.7	1.960	A
		Exit	1	1		1090			1091	0.1	0.2	0.777	A

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	415	905	0.459	417	1.0	1.0	9.430	A
		Exit	1	1		360			360	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1008	1656	0.609	1003	2.6	3.3	11.148	B
		Exit	1	1		1000			1000	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	286	727	0.393	285	0.9	0.8	8.966	A
		Exit	1	1		368			368	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	489	1002	0.488	489	0.8	0.7	5.204	A
				2	2, 3, 4	608	1002	0.607	607	1.0	1.2	6.581	A
		Exit	1	1		1073			1072	0.3	0.4	1.130	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	530			530	0.1	0.0	0.393	A
		Exit	1	1		684			684	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	625			626	2.0	2.0	11.512	B
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	692			625	26.7	45.1	212.906	F
		Exit	1	1		444			444	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	684			684	0.0	0.0	0.000	A
				2	B	387			386	1.5	1.4	13.150	B
			2	1	(A, B)	1073			1071	0.7	0.8	2.182	A
		Exit	1	1		1098			1098	0.2	0.3	0.861	A

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	337	939	0.359	338	1.0	0.6	6.735	A
		Exit	1	1		306			306	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	832	1694	0.491	833	3.3	1.2	6.128	A
		Exit	1	1		912			912	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	233	805	0.289	234	0.8	0.4	6.800	A
		Exit	1	1		319			319	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	454	1022	0.444	454	0.7	0.6	4.846	A
				2	2, 3, 4	577	1022	0.564	576	1.2	0.9	5.814	A
		Exit	1	1		897			897	0.4	0.1	0.566	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	437			437	0.0	0.0	0.174	A
		Exit	1	1		575			575	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	639			640	2.0	1.9	10.890	B
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	567			639	45.1	27.1	202.229	F
		Exit	1	1		368			368	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	575			575	0.0	0.0	0.000	A
				2	B	322			323	1.4	1.0	11.254	B
			2	1	(A, B)	897			897	0.8	0.3	1.251	A
		Exit	1	1		1031			1031	0.3	0.1	0.530	A

09:15 - 09:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	284	1018	0.279	284	0.6	0.4	5.347	A
		Exit	1	1		256			256	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	697	1740	0.400	696	1.2	0.7	3.934	A
		Exit	1	1		755			755	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	191	872	0.219	193	0.4	0.2	5.471	A
		Exit	1	1		264			264	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	361	1038	0.348	362	0.6	0.4	4.459	A
				2	2, 3, 4	483	1038	0.465	483	0.9	0.6	5.119	A
		Exit	1	1		743			743	0.1	0.0	0.258	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	363			363	0.0	0.0	0.047	A
		Exit	1	1		474			474	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	520			521	1.9	1.4	9.872	A
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	474			520	27.1	5.5	75.629	F
		Exit	1	1		308			308	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	474			474	0.0	0.0	0.000	A
				2	B	268			268	1.0	0.7	9.842	A
			2	1	(A, B)	743			742	0.3	0.1	0.696	A
		Exit	1	1		844			844	0.1	0.1	0.298	A

A50-Conjunction - 2030 Through Route Scenario, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	AV-1 - A50-Conjunction [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout		1, 2, 3, 4	17.36	C
2	Poplars Ave/A50	T-Junction	Two-way		8.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2030 Through Route Scenario	PM	ONE HOUR	17:00	18:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A50/Hilden Rd Roundabout	4 - A50	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - Poplars Ave/A50	C - A50 E	1	4	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd		ONE HOUR	✓	280	100.000
	2 - Orford Rd		ONE HOUR	✓	976	100.000
	3 - Smith Drive		ONE HOUR	✓	461	100.000
	4 - A50	✓				
2 - Poplars Ave/A50	A - A50 W		ONE HOUR	✓	785	100.000
	B - Poplars Ave		ONE HOUR	✓	355	100.000
	C - A50 E	✓				

Origin-Destination Data

Demand (PCU/hr)

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	100	43	137
	2 - Orford Rd	140	2	66	767
	3 - Smith Drive	255	79	0	126
	4 - A50	50	665	174	47

Demand (PCU/hr)

2 - Poplars Ave/A50

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	205	580
	B - Poplars Ave	0	0	355
	C - A50 E	741	371	0

Vehicle Mix

Heavy Vehicle Percentages

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	0	0	0
	2 - Orford Rd	0	0	0	1
	3 - Smith Drive	0	0	0	0
	4 - A50	0	0	0	0

Heavy Vehicle Percentages

2 - Poplars Ave/A50

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	0	0
	B - Poplars Ave	0	0	0
	C - A50 E	0	2	0

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	8.87	0.8	A	256	384
	2 - Orford Rd	24.94	7.3	C	897	1345
	3 - Smith Drive	29.42	4.1	D	421	632
	4 - A50	6.04	1.7	A	858	1288
2 - Poplars Ave/A50	A - A50 W	0.44	0.1	A	720	1080
	B - Poplars Ave	23.58	2.6	C	325	488
	C - A50 E	8.67	2.9	A	987	1480

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand	Junction Arrivals	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue	End queue	Delay (s)	LOS

		(PCU/hr)	(PCU)				(PCU)	(PCU)		
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	208	52	724	208	336	0.0	0.2	4.001	A
	2 - Orford Rd	738	185	300	738	632	0.0	0.8	3.640	A
	3 - Smith Drive	344	86	827	344	211	0.0	0.7	6.482	A
	4 - A50	703	176	356	703	814	0.0	0.8	4.383	A
2 - Poplars Ave/A50	A - A50 W	591	148		591	544	0.0	0.0	0.015	A
	B - Poplars Ave	267	67		267	427	0.0	0.7	8.917	A
	C - A50 E	813	203		815	703	0.0	0.9	4.031	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	252	63	871	252	402	0.2	0.3	5.159	A
	2 - Orford Rd	880	220	360	879	763	0.8	1.3	5.220	A
	3 - Smith Drive	413	103	987	414	253	0.7	1.0	9.381	A
	4 - A50	839	210	433	840	969	0.8	1.1	4.868	A
2 - Poplars Ave/A50	A - A50 W	704	176		705	646	0.0	0.0	0.045	A
	B - Poplars Ave	313	78		314	502	0.7	1.0	11.555	B
	C - A50 E	969	242		967	839	0.9	1.6	5.289	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	309	77	1056	309	482	0.3	0.8	8.498	A
	2 - Orford Rd	1077	269	441	1064	924	1.3	7.0	17.754	C
	3 - Smith Drive	503	126	1193	498	312	1.0	3.9	22.244	C
	4 - A50	1024	256	515	1023	1175	1.1	1.7	5.803	A
2 - Poplars Ave/A50	A - A50 W	865	216		866	778	0.0	0.1	0.387	A
	B - Poplars Ave	390	97		388	625	1.0	2.6	21.043	C
	C - A50 E	1174	294		1174	1024	1.6	2.9	8.166	A

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	307	77	1067	307	497	0.8	0.7	8.869	A
	2 - Orford Rd	1077	269	441	1081	933	7.0	7.3	24.944	C
	3 - Smith Drive	504	126	1210	507	312	3.9	4.1	29.425	D
	4 - A50	1033	258	530	1035	1187	1.7	1.6	6.043	A
2 - Poplars Ave/A50	A - A50 W	863	216		864	791	0.1	0.1	0.439	A
	B - Poplars Ave	392	98		396	619	2.6	2.3	23.577	C
	C - A50 E	1187	297		1184	1033	2.9	2.9	8.673	A

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	249	62	876	250	403	0.7	0.3	5.973	A
	2 - Orford Rd	875	219	359	878	767	7.3	1.4	9.388	A
	3 - Smith Drive	416	104	983	417	254	4.1	1.1	13.433	B
	4 - A50	847	212	431	848	969	1.6	1.1	5.087	A
2 - Poplars Ave/A50	A - A50 W	707	177		707	645	0.1	0.0	0.079	A
	B - Poplars Ave	320	80		322	506	2.3	1.0	13.231	B
	C - A50 E	969	242		969	847	2.9	1.6	6.236	A

18:15 - 18:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	212	53	729	213	337	0.3	0.2	4.351	A
	2 - Orford Rd	734	184	302	736	639	1.4	0.7	4.073	A
	3 - Smith Drive	347	87	823	347	215	1.1	0.6	7.299	A
	4 - A50	704	176	361	705	808	1.1	0.9	4.498	A
2 - Poplars Ave/A50	A - A50 W	588	147		588	536	0.0	0.0	0.014	A
	B - Poplars Ave	269	67		269	423	1.0	0.7	9.611	A
	C - A50 E	808	202		807	704	1.6	1.0	4.295	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	208	1082	0.192	208	0.0	0.2	4.001	A
		Exit	1	1		336			336	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	738	1796	0.411	738	0.0	0.8	3.640	A
		Exit	1	1		632			632	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	344	877	0.392	344	0.0	0.7	6.482	A
		Exit	1	1		211			211	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	312	1019	0.307	313	0.0	0.3	4.136	A
				2	2, 3, 4	390	1019	0.383	391	0.0	0.5	4.579	A
		Exit	1	1		814			814	0.0	0.1	0.213	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	591			591	0.0	0.0	0.015	A
		Exit	1	1		544			544	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	267			267	0.0	0.6	7.516	A
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	267			267	0.0	0.1	1.391	A
		Exit	1	1		427			427	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	544			544	0.0	0.0	0.000	A
				2	B	270			271	0.0	0.8	10.285	B
			2	1	(A, B)	813			814	0.0	0.2	0.617	A
		Exit	1	1		703			703	0.0	0.0	0.104	A

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	252	1021	0.247	252	0.2	0.3	5.159	A
		Exit	1	1		402			402	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	880	1765	0.498	879	0.8	1.3	5.220	A
		Exit	1	1		763			763	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	413	813	0.508	414	0.7	1.0	9.381	A
		Exit	1	1		253			253	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	376	997	0.377	376	0.3	0.5	4.591	A
				2	2, 3, 4	463	997	0.464	464	0.5	0.6	5.093	A
		Exit	1	1		968			969	0.1	0.2	0.571	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	704			705	0.0	0.0	0.045	A
		Exit	1	1		646			646	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	314			314	0.6	0.8	8.626	A
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	313			314	0.1	0.3	2.925	A
		Exit	1	1		502			502	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	646			646	0.0	0.0	0.000	A
				2	B	323			322	0.8	1.2	12.246	B
			2	1	(A, B)	969			969	0.2	0.4	1.262	A
		Exit	1	1		838			839	0.0	0.0	0.233	A

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	309	944	0.327	309	0.3	0.8	8.498	A
		Exit	1	1		482			482	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1077	1722	0.625	1064	1.3	7.0	17.754	C
		Exit	1	1		924			924	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	503	731	0.688	498	1.0	3.9	22.244	C
		Exit	1	1		312			312	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	467	973	0.479	467	0.5	0.6	5.211	A
				2	2, 3, 4	557	973	0.572	556	0.6	1.0	6.299	A
		Exit	1	1		1176			1175	0.2	0.7	1.733	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	865			866	0.0	0.1	0.387	A
		Exit	1	1		778			778	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	389			388	0.8	1.2	10.537	B
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	390			389	0.3	1.4	10.465	B
		Exit	1	1		625			625	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	778			778	0.0	0.0	0.000	A
				2	B	396			396	1.2	1.7	15.570	C
			2	1	(A, B)	1174			1174	0.4	1.1	3.004	A
		Exit	1	1		1024			1024	0.0	0.3	0.728	A

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	307	940	0.326	307	0.8	0.7	8.869	A
		Exit	1	1		497			497	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1077	1722	0.625	1081	7.0	7.3	24.944	C
		Exit	1	1		933			933	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	504	724	0.696	507	3.9	4.1	29.425	D
		Exit	1	1		312			312	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	474	969	0.489	475	0.6	0.6	5.481	A
				2	2, 3, 4	560	969	0.577	560	1.0	0.9	6.517	A
		Exit	1	1		1187			1187	0.7	0.7	1.983	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	863			864	0.1	0.1	0.439	A
		Exit	1	1		791			791	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	395			396	1.2	1.1	10.927	B
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	392			395	1.4	1.2	12.665	B
		Exit	1	1		619			619	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	791			791	0.0	0.0	0.000	A
				2	B	394			393	1.7	1.8	16.076	C
			2	1	(A, B)	1187			1185	1.1	1.2	3.364	A
		Exit	1	1		1033			1033	0.3	0.2	0.842	A

18:00 - 18:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	249	1019	0.244	250	0.7	0.3	5.973	A
		Exit	1	1		403			403	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	875	1765	0.496	878	7.3	1.4	9.388	A
		Exit	1	1		767			767	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	416	815	0.511	417	4.1	1.1	13.433	B
		Exit	1	1		254			254	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	381	998	0.382	381	0.6	0.5	4.718	A
				2	2, 3, 4	466	998	0.467	467	0.9	0.6	5.390	A
		Exit	1	1		969			969	0.7	0.2	0.941	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	707			707	0.1	0.0	0.079	A
		Exit	1	1		645			645	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	321			322	1.1	0.7	9.050	A
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	320			321	1.2	0.2	4.229	A
		Exit	1	1		506			506	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	645			645	0.0	0.0	0.000	A
				2	B	323			324	1.8	1.1	13.365	B
			2	1	(A, B)	969			968	1.2	0.4	1.839	A
		Exit	1	1		847			847	0.2	0.0	0.319	A

18:15 - 18:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	212	1080	0.197	213	0.3	0.2	4.351	A
		Exit	1	1		337			337	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	734	1795	0.409	736	1.4	0.7	4.073	A
		Exit	1	1		639			639	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	347	879	0.394	347	1.1	0.6	7.299	A
		Exit	1	1		215			215	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2	310	1018	0.304	310	0.5	0.4	4.258	A
				2	2, 3, 4	395	1018	0.388	395	0.6	0.5	4.688	A
		Exit	1	1		809			808	0.2	0.1	0.305	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	588			588	0.0	0.0	0.014	A
		Exit	1	1		536			536	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	C	269			269	0.7	0.6	7.923	A
				2	A	0			0	0.0	0.0	0.000	A
			2	1	(A, C)	269			269	0.2	0.1	1.705	A
		Exit	1	1		423			423	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	536			536	0.0	0.0	0.000	A
				2	B	271			270	1.1	0.8	10.887	B
			2	1	(A, B)	808			808	0.4	0.2	0.754	A
		Exit	1	1		704			704	0.0	0.0	0.123	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947
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Filename: Capesthorne Road_Poplars Avenue with Mitigation 240118.j9
Report generation date: 30/01/2018 12:05:21

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2025 Do Minimum								
1 - Capesthorne Road (W)	0.4	4.04	0.30	A	0.5	5.08	0.35	A
2 - Poplars Avenue (N)	0.6	4.38	0.36	A	0.3	3.70	0.24	A
3 - Capesthorne Road (E)	0.5	3.03	0.32	A	0.7	3.32	0.41	A
4 - Poplars Avenue (S)	0.3	3.73	0.22	A	0.7	6.16	0.41	A
A1 - 2025 Do Something								
1 - Capesthorne Road (W)	0.5	4.53	0.33	A	0.7	6.71	0.42	A
2 - Poplars Avenue (N)	0.8	5.24	0.46	A	0.7	4.82	0.42	A
3 - Capesthorne Road (E)	0.6	3.33	0.37	A	1.2	4.54	0.55	A
4 - Poplars Avenue (S)	0.4	4.30	0.30	A	1.4	9.70	0.58	A
A1 - 2030 Do Minimum								
1 - Capesthorne Road (W)	0.5	4.18	0.32	A	0.6	5.38	0.37	A
2 - Poplars Avenue (N)	0.6	4.63	0.38	A	0.3	3.82	0.26	A
3 - Capesthorne Road (E)	0.5	3.07	0.33	A	0.9	3.65	0.46	A
4 - Poplars Avenue (S)	0.3	3.84	0.24	A	0.8	6.60	0.43	A
A1 - 2030 Do Something								
1 - Capesthorne Road (W)	0.6	5.20	0.37	A	0.8	7.21	0.45	A
2 - Poplars Avenue (N)	1.2	6.29	0.54	A	0.7	5.01	0.43	A
3 - Capesthorne Road (E)	0.9	3.87	0.46	A	1.3	4.61	0.56	A
4 - Poplars Avenue (S)	0.5	4.91	0.34	A	1.4	10.32	0.59	B
A1 - 2030 Through-Route								
1 - Capesthorne Road (W)	0.6	4.99	0.36	A	0.6	5.74	0.39	A
2 - Poplars Avenue (N)	0.7	5.07	0.42	A	0.3	3.95	0.23	A
3 - Capesthorne Road (E)	0.8	3.72	0.45	A	0.9	3.71	0.47	A
4 - Poplars Avenue (S)	0.5	4.70	0.33	A	1.3	8.12	0.56	A

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

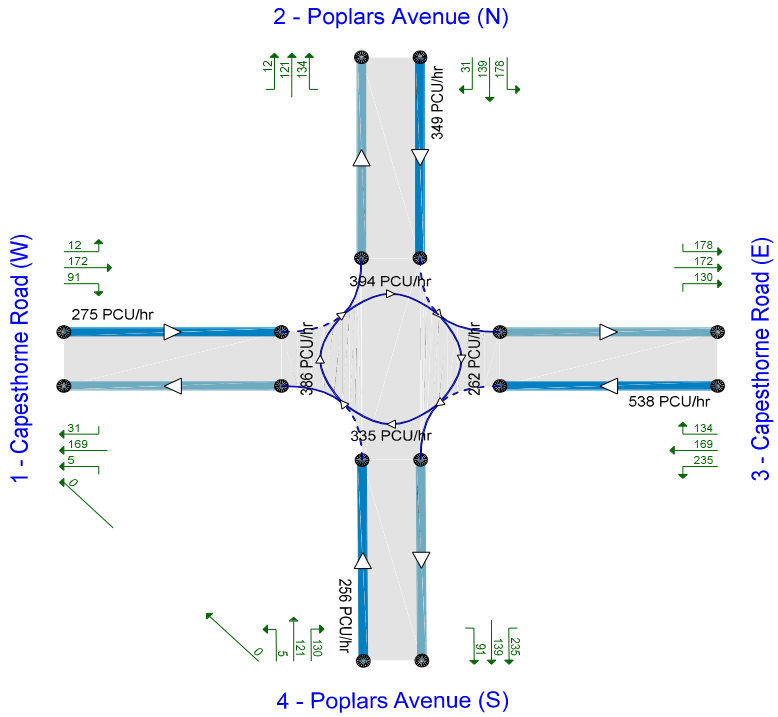
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	12/07/2017
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Units

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



Flows show modelled flow through junction (PCU/hr).
Time Segment: 08:00-08:15

The junction diagram reflects the last run of Junctions.

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	2025 Do Minimum	AM	ONE HOUR	08:00	09:30	15
D2	2025 Do Minimum	PM	ONE HOUR	17:00	18:30	15
D3	2025 Do Something	AM	ONE HOUR	08:00	09:30	15
D4	2025 Do Something	PM	ONE HOUR	17:00	18:30	15
D5	2030 Do Minimum	AM	ONE HOUR	08:00	09:30	15
D6	2030 Do Minimum	PM	ONE HOUR	17:00	18:30	15
D7	2030 Do Something	AM	ONE HOUR	08:00	09:30	15
D8	2030 Do Something	PM	ONE HOUR	17:00	18:30	15
D9	2030 Through-Route	AM	ONE HOUR	08:00	09:30	15
D10	2030 Through-Route	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	(Default Analysis Set)	100.000

(Default Analysis Set) - 2025 Do Minimum, AM

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Capesthorne Road/Poplars Avenue RBT	Standard Roundabout	1, 2, 3, 4	3.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Capesthorne Road (W)	Eastbound
2	Poplars Avenue (N)	Southbound
3	Capesthorne Road (E)	Westbound
4	Poplars Avenue (S)	Northbound

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Capesthorne Road (W)	3.25	6.40	9.6	17.9	45.7	28.0	
2 - Poplars Avenue (N)	4.17	5.57	10.7	16.1	45.7	25.0	
3 - Capesthorne Road (E)	2.59	7.40	50.0	25.0	45.7	13.0	
4 - Poplars Avenue (S)	3.94	4.93	5.3	11.6	45.7	10.0	

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Capesthorne Road (W)		
2 - Poplars Avenue (N)		
3 - Capesthorne Road (E)		
4 - Poplars Avenue (S)	✓	0

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Capesthorne Road (W)	0.578	1453
2 - Poplars Avenue (N)	0.602	1570
3 - Capesthorne Road (E)	0.710	2030
4 - Poplars Avenue (S)	0.583	1429

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	2025 Do Minimum	AM	ONE HOUR	08:00	09:30	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 (%)
1 - Capesthorne Road (W)		✓	346	100.000
2 - Poplars Avenue (N)		✓	413	100.000
3 - Capesthorne Road (E)		✓	518	100.000
4 - Poplars Avenue (S)		✓	247	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Capesthorne Road (W)	2 - Poplars Avenue (N)	3 - Capesthorne Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorne Road (W)	0	10	215	121
	2 - Poplars Avenue (N)	40	0	186	187
	3 - Capesthorne Road (E)	214	45	0	259
	4 - Poplars Avenue (S)	7	132	108	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Capesthorne Road (W)	2 - Poplars Avenue (N)	3 - Capesthorne Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorne Road (W)	0	0	0	0
	2 - Poplars Avenue (N)	0	0	0	0
	3 - Capesthorne Road (E)	0	0	0	0
	4 - Poplars Avenue (S)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Capesthorne Road (W)	0.30	4.04	0.4	A
2 - Poplars Avenue (N)	0.36	4.38	0.6	A
3 - Capesthorne Road (E)	0.32	3.03	0.5	A
4 - Poplars Avenue (S)	0.22	3.73	0.3	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	260	0	214	1329	0.196	260	0.2	3.362	A
2 - Poplars Avenue (N)	311	0	333	1370	0.227	310	0.3	3.393	A
3 - Capesthorne Road (E)	390	0	261	1845	0.211	389	0.3	2.471	A
4 - Poplars Avenue (S)	186	0	224	1298	0.143	185	0.2	3.234	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	311	0	256	1305	0.238	311	0.3	3.622	A
2 - Poplars Avenue (N)	371	0	399	1330	0.279	371	0.4	3.749	A
3 - Capesthorne Road (E)	466	0	313	1808	0.258	465	0.3	2.680	A
4 - Poplars Avenue (S)	222	0	269	1272	0.175	222	0.2	3.427	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	381	0	313	1271	0.300	380	0.4	4.039	A
2 - Poplars Avenue (N)	455	0	488	1277	0.356	454	0.5	4.373	A
3 - Capesthorne Road (E)	570	0	383	1759	0.324	570	0.5	3.026	A
4 - Poplars Avenue (S)	272	0	329	1237	0.220	272	0.3	3.729	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	381	0	314	1271	0.300	381	0.4	4.043	A
2 - Poplars Avenue (N)	455	0	489	1276	0.356	455	0.6	4.382	A
3 - Capesthorne Road (E)	570	0	383	1758	0.324	570	0.5	3.029	A
4 - Poplars Avenue (S)	272	0	329	1237	0.220	272	0.3	3.729	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	311	0	257	1304	0.238	311	0.3	3.626	A
2 - Poplars Avenue (N)	371	0	400	1330	0.279	372	0.4	3.762	A
3 - Capesthorne Road (E)	466	0	313	1808	0.258	466	0.3	2.685	A
4 - Poplars Avenue (S)	222	0	269	1272	0.175	222	0.2	3.430	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	260	0	215	1329	0.196	261	0.2	3.374	A
2 - Poplars Avenue (N)	311	0	335	1369	0.227	311	0.3	3.406	A
3 - Capesthorne Road (E)	390	0	262	1844	0.211	390	0.3	2.476	A
4 - Poplars Avenue (S)	186	0	225	1297	0.143	186	0.2	3.239	A

(Default Analysis Set) - 2025 Do Minimum, PM

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Capesthorne Road/Poplars Avenue RBT	Standard Roundabout	1, 2, 3, 4	4.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025 Do Minimum	PM	ONE HOUR	17:00	18:30	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 (%)
1 - Capesthorne Road (W)		✓	349	100.000
2 - Poplars Avenue (N)		✓	273	100.000
3 - Capesthorne Road (E)		✓	691	100.000
4 - Poplars Avenue (S)		✓	371	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Capesthorne Road (W)	2 - Poplars Avenue (N)	3 - Capesthorne Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorne Road (W)	0	57	222	70
	2 - Poplars Avenue (N)	75	0	106	92
	3 - Capesthorne Road (E)	356	248	0	87
	4 - Poplars Avenue (S)	53	161	157	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Capesthorne Road (W)	2 - Poplars Avenue (N)	3 - Capesthorne Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorne Road (W)	0	0	0	0
	2 - Poplars Avenue (N)	0	0	0	0
	3 - Capesthorne Road (E)	0	0	0	0
	4 - Poplars Avenue (S)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Capesthorne Road (W)	0.35	5.08	0.5	A
2 - Poplars Avenue (N)	0.24	3.70	0.3	A
3 - Capesthorne Road (E)	0.41	3.32	0.7	A
4 - Poplars Avenue (S)	0.41	6.16	0.7	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	263	0	424	1207	0.218	262	0.3	3.804	A
2 - Poplars Avenue (N)	206	0	337	1368	0.150	205	0.2	3.094	A
3 - Capesthorne Road (E)	520	0	178	1904	0.273	519	0.4	2.596	A
4 - Poplars Avenue (S)	279	0	510	1132	0.247	278	0.3	4.211	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	314	0	508	1159	0.271	313	0.4	4.255	A
2 - Poplars Avenue (N)	245	0	403	1328	0.185	245	0.2	3.325	A
3 - Capesthorne Road (E)	621	0	213	1879	0.331	621	0.5	2.861	A
4 - Poplars Avenue (S)	334	0	610	1073	0.311	333	0.4	4.860	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	384	0	622	1093	0.351	384	0.5	5.069	A
2 - Poplars Avenue (N)	301	0	493	1273	0.236	300	0.3	3.699	A
3 - Capesthorne Road (E)	761	0	261	1845	0.412	760	0.7	3.316	A
4 - Poplars Avenue (S)	408	0	747	994	0.411	408	0.7	6.133	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	384	0	623	1093	0.352	384	0.5	5.081	A
2 - Poplars Avenue (N)	301	0	494	1273	0.236	301	0.3	3.701	A
3 - Capesthorne Road (E)	761	0	261	1845	0.412	761	0.7	3.319	A
4 - Poplars Avenue (S)	408	0	748	993	0.411	408	0.7	6.157	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	314	0	510	1158	0.271	314	0.4	4.270	A
2 - Poplars Avenue (N)	245	0	405	1327	0.185	246	0.2	3.330	A
3 - Capesthorne Road (E)	621	0	213	1879	0.331	622	0.5	2.865	A
4 - Poplars Avenue (S)	334	0	611	1073	0.311	334	0.5	4.883	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	263	0	427	1206	0.218	263	0.3	3.818	A
2 - Poplars Avenue (N)	206	0	339	1367	0.150	206	0.2	3.100	A
3 - Capesthorne Road (E)	520	0	179	1903	0.273	521	0.4	2.605	A
4 - Poplars Avenue (S)	279	0	512	1131	0.247	280	0.3	4.233	A

(Default Analysis Set) - 2025 Do Something, AM

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Capesthorne Road/Poplars Avenue RBT	Standard Roundabout	1, 2, 3, 4	4.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2025 Do Something	AM	ONE HOUR	08:00	09:30	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 (%)
1 - Capesthorne Road (W)		✓	350	100.000
2 - Poplars Avenue (N)		✓	524	100.000
3 - Capesthorne Road (E)		✓	588	100.000
4 - Poplars Avenue (S)		✓	322	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Capesthorne Road (W)	2 - Poplars Avenue (N)	3 - Capesthorne Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorne Road (W)	0	12	217	121
	2 - Poplars Avenue (N)	41	0	257	226
	3 - Capesthorne Road (E)	215	114	0	259
	4 - Poplars Avenue (S)	7	190	125	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Capesthorne Road (W)	2 - Poplars Avenue (N)	3 - Capesthorne Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorne Road (W)	0	0	0	0
	2 - Poplars Avenue (N)	0	0	0	0
	3 - Capesthorne Road (E)	0	0	0	0
	4 - Poplars Avenue (S)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Capesthorne Road (W)	0.33	4.53	0.5	A
2 - Poplars Avenue (N)	0.46	5.24	0.8	A
3 - Capesthorne Road (E)	0.37	3.33	0.6	A
4 - Poplars Avenue (S)	0.30	4.30	0.4	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	263	0	322	1267	0.208	262	0.3	3.582	A
2 - Poplars Avenue (N)	394	0	347	1361	0.290	393	0.4	3.710	A
3 - Capesthorne Road (E)	443	0	291	1824	0.243	441	0.3	2.602	A
4 - Poplars Avenue (S)	242	0	278	1267	0.191	241	0.2	3.507	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	315	0	385	1230	0.256	314	0.3	3.931	A
2 - Poplars Avenue (N)	471	0	416	1320	0.357	470	0.6	4.234	A
3 - Capesthorne Road (E)	529	0	348	1783	0.296	528	0.4	2.869	A
4 - Poplars Avenue (S)	289	0	332	1235	0.234	289	0.3	3.806	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	385	0	472	1180	0.327	385	0.5	4.524	A
2 - Poplars Avenue (N)	577	0	509	1264	0.456	576	0.8	5.222	A
3 - Capesthorne Road (E)	647	0	426	1728	0.375	647	0.6	3.329	A
4 - Poplars Avenue (S)	355	0	407	1192	0.298	354	0.4	4.297	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	385	0	472	1180	0.327	385	0.5	4.531	A
2 - Poplars Avenue (N)	577	0	510	1264	0.457	577	0.8	5.242	A
3 - Capesthorne Road (E)	647	0	427	1727	0.375	647	0.6	3.333	A
4 - Poplars Avenue (S)	355	0	407	1191	0.298	355	0.4	4.301	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	315	0	386	1229	0.256	315	0.3	3.941	A
2 - Poplars Avenue (N)	471	0	417	1319	0.357	472	0.6	4.255	A
3 - Capesthorne Road (E)	529	0	350	1782	0.297	529	0.4	2.876	A
4 - Poplars Avenue (S)	289	0	333	1235	0.234	290	0.3	3.814	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	263	0	323	1266	0.208	264	0.3	3.595	A
2 - Poplars Avenue (N)	394	0	349	1360	0.290	395	0.4	3.730	A
3 - Capesthorne Road (E)	443	0	293	1823	0.243	443	0.3	2.611	A
4 - Poplars Avenue (S)	242	0	279	1266	0.191	243	0.2	3.520	A

(Default Analysis Set) - 2025 Do Something, PM

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Capesthorne Road/Poplars Avenue RBT	Standard Roundabout	1, 2, 3, 4	6.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2025 Do Something	PM	ONE HOUR	17:00	18:30	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 (%)
1 - Capesthorne Road (W)		✓	353	100.000
2 - Poplars Avenue (N)		✓	486	100.000
3 - Capesthorne Road (E)		✓	875	100.000
4 - Poplars Avenue (S)		✓	465	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Capesthorne Road (W)	2 - Poplars Avenue (N)	3 - Capesthorne Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorne Road (W)	0	58	227	68
	2 - Poplars Avenue (N)	78	0	204	204
	3 - Capesthorne Road (E)	365	408	0	102
	4 - Poplars Avenue (S)	43	281	141	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Capesthorne Road (W)	2 - Poplars Avenue (N)	3 - Capesthorne Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorne Road (W)	0	0	0	0
	2 - Poplars Avenue (N)	0	0	0	0
	3 - Capesthorne Road (E)	0	0	0	0
	4 - Poplars Avenue (S)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Capesthorne Road (W)	0.42	6.71	0.7	A
2 - Poplars Avenue (N)	0.42	4.82	0.7	A
3 - Capesthorne Road (E)	0.55	4.54	1.2	A
4 - Poplars Avenue (S)	0.58	9.70	1.4	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	266	0	622	1093	0.243	264	0.3	4.338	A
2 - Poplars Avenue (N)	366	0	327	1374	0.266	364	0.4	3.562	A
3 - Capesthorne Road (E)	659	0	262	1844	0.357	657	0.6	3.027	A
4 - Poplars Avenue (S)	350	0	638	1057	0.331	348	0.5	5.066	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	317	0	745	1022	0.310	317	0.4	5.100	A
2 - Poplars Avenue (N)	437	0	391	1335	0.327	436	0.5	4.005	A
3 - Capesthorne Road (E)	787	0	314	1807	0.435	786	0.8	3.521	A
4 - Poplars Avenue (S)	418	0	764	983	0.425	417	0.7	6.346	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	389	0	911	926	0.420	388	0.7	6.667	A
2 - Poplars Avenue (N)	535	0	478	1282	0.417	534	0.7	4.805	A
3 - Capesthorne Road (E)	963	0	385	1757	0.548	962	1.2	4.515	A
4 - Poplars Avenue (S)	512	0	935	884	0.579	510	1.3	9.559	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	389	0	914	925	0.420	389	0.7	6.714	A
2 - Poplars Avenue (N)	535	0	480	1281	0.418	535	0.7	4.822	A
3 - Capesthorne Road (E)	963	0	385	1757	0.548	963	1.2	4.537	A
4 - Poplars Avenue (S)	512	0	937	883	0.580	512	1.4	9.703	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	317	0	749	1020	0.311	318	0.5	5.139	A
2 - Poplars Avenue (N)	437	0	394	1334	0.328	438	0.5	4.022	A
3 - Capesthorne Road (E)	787	0	315	1806	0.435	788	0.8	3.541	A
4 - Poplars Avenue (S)	418	0	767	982	0.426	420	0.8	6.438	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	266	0	626	1091	0.244	266	0.3	4.370	A
2 - Poplars Avenue (N)	366	0	329	1372	0.267	366	0.4	3.579	A
3 - Capesthorne Road (E)	659	0	264	1843	0.357	660	0.6	3.043	A
4 - Poplars Avenue (S)	350	0	642	1055	0.332	351	0.5	5.121	A

(Default Analysis Set) - 2030 Do Minimum, AM

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Capesthorne Road/Poplars Avenue RBT	Standard Roundabout	1, 2, 3, 4	3.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2030 Do Minimum	AM	ONE HOUR	08:00	09:30	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 (%)
1 - Capesthorne Road (W)		✓	360	100.000
2 - Poplars Avenue (N)		✓	438	100.000
3 - Capesthorne Road (E)		✓	528	100.000
4 - Poplars Avenue (S)		✓	267	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Capesthorne Road (W)	2 - Poplars Avenue (N)	3 - Capesthorne Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorne Road (W)	0	11	223	126
	2 - Poplars Avenue (N)	41	0	208	189
	3 - Capesthorne Road (E)	220	48	0	260
	4 - Poplars Avenue (S)	7	141	119	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Capesthorne Road (W)	2 - Poplars Avenue (N)	3 - Capesthorne Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorne Road (W)	0	0	0	0
	2 - Poplars Avenue (N)	0	0	0	0
	3 - Capesthorne Road (E)	0	0	0	0
	4 - Poplars Avenue (S)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Capesthorne Road (W)	0.32	4.18	0.5	A
2 - Poplars Avenue (N)	0.38	4.63	0.6	A
3 - Capesthorne Road (E)	0.33	3.07	0.5	A
4 - Poplars Avenue (S)	0.24	3.84	0.3	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	271	0	231	1319	0.205	270	0.3	3.428	A
2 - Poplars Avenue (N)	330	0	351	1359	0.243	328	0.3	3.488	A
3 - Capesthorne Road (E)	398	0	267	1841	0.216	396	0.3	2.492	A
4 - Poplars Avenue (S)	201	0	232	1294	0.155	200	0.2	3.291	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	324	0	277	1293	0.250	323	0.3	3.713	A
2 - Poplars Avenue (N)	394	0	420	1317	0.299	393	0.4	3.894	A
3 - Capesthorne Road (E)	475	0	320	1803	0.263	474	0.4	2.709	A
4 - Poplars Avenue (S)	240	0	278	1267	0.189	240	0.2	3.504	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	396	0	339	1257	0.315	396	0.5	4.178	A
2 - Poplars Avenue (N)	482	0	515	1261	0.383	481	0.6	4.615	A
3 - Capesthorne Road (E)	581	0	391	1752	0.332	581	0.5	3.071	A
4 - Poplars Avenue (S)	294	0	340	1231	0.239	294	0.3	3.841	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	396	0	339	1257	0.315	396	0.5	4.184	A
2 - Poplars Avenue (N)	482	0	515	1260	0.383	482	0.6	4.626	A
3 - Capesthorne Road (E)	581	0	392	1752	0.332	581	0.5	3.074	A
4 - Poplars Avenue (S)	294	0	340	1230	0.239	294	0.3	3.843	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	324	0	277	1292	0.250	324	0.3	3.721	A
2 - Poplars Avenue (N)	394	0	421	1317	0.299	395	0.4	3.907	A
3 - Capesthorne Road (E)	475	0	321	1803	0.263	475	0.4	2.712	A
4 - Poplars Avenue (S)	240	0	278	1267	0.190	240	0.2	3.507	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	271	0	232	1319	0.206	271	0.3	3.438	A
2 - Poplars Avenue (N)	330	0	353	1358	0.243	330	0.3	3.502	A
3 - Capesthorne Road (E)	398	0	268	1840	0.216	398	0.3	2.498	A
4 - Poplars Avenue (S)	201	0	233	1293	0.155	201	0.2	3.299	A

(Default Analysis Set) - 2030 Do Minimum, PM

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Capesthorne Road/Poplars Avenue RBT	Standard Roundabout	1, 2, 3, 4	4.64	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2030 Do Minimum	PM	ONE HOUR	17:00	18:30	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 (%)
1 - Capesthorne Road (W)		✓	362	100.000
2 - Poplars Avenue (N)		✓	294	100.000
3 - Capesthorne Road (E)		✓	776	100.000
4 - Poplars Avenue (S)		✓	378	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Capesthorne Road (W)	2 - Poplars Avenue (N)	3 - Capesthorne Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorne Road (W)	0	59	231	72
	2 - Poplars Avenue (N)	77	0	122	95
	3 - Capesthorne Road (E)	369	282	0	125
	4 - Poplars Avenue (S)	54	166	158	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Capesthorne Road (W)	2 - Poplars Avenue (N)	3 - Capesthorne Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorne Road (W)	0	0	0	0
	2 - Poplars Avenue (N)	0	0	0	0
	3 - Capesthorne Road (E)	0	0	0	0
	4 - Poplars Avenue (S)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Capesthorne Road (W)	0.37	5.38	0.6	A
2 - Poplars Avenue (N)	0.26	3.82	0.3	A
3 - Capesthorne Road (E)	0.46	3.65	0.9	A
4 - Poplars Avenue (S)	0.43	6.60	0.8	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	273	0	454	1190	0.229	271	0.3	3.914	A
2 - Poplars Avenue (N)	221	0	346	1362	0.162	221	0.2	3.151	A
3 - Capesthorne Road (E)	584	0	183	1900	0.307	582	0.4	2.728	A
4 - Poplars Avenue (S)	285	0	546	1110	0.256	283	0.3	4.345	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	325	0	544	1138	0.286	325	0.4	4.425	A
2 - Poplars Avenue (N)	264	0	414	1321	0.200	264	0.2	3.405	A
3 - Capesthorne Road (E)	698	0	219	1875	0.372	697	0.6	3.055	A
4 - Poplars Avenue (S)	340	0	654	1048	0.324	339	0.5	5.079	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	399	0	666	1068	0.373	398	0.6	5.367	A
2 - Poplars Avenue (N)	324	0	506	1266	0.256	323	0.3	3.818	A
3 - Capesthorne Road (E)	854	0	268	1840	0.464	853	0.9	3.646	A
4 - Poplars Avenue (S)	416	0	801	962	0.433	415	0.8	6.566	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	399	0	667	1067	0.373	399	0.6	5.383	A
2 - Poplars Avenue (N)	324	0	508	1265	0.256	324	0.3	3.823	A
3 - Capesthorne Road (E)	854	0	269	1840	0.464	854	0.9	3.653	A
4 - Poplars Avenue (S)	416	0	802	962	0.433	416	0.8	6.599	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	325	0	546	1137	0.286	326	0.4	4.443	A
2 - Poplars Avenue (N)	264	0	416	1320	0.200	265	0.3	3.413	A
3 - Capesthorne Road (E)	698	0	220	1874	0.372	699	0.6	3.064	A
4 - Poplars Avenue (S)	340	0	655	1047	0.325	341	0.5	5.107	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	273	0	457	1189	0.229	273	0.3	3.934	A
2 - Poplars Avenue (N)	221	0	348	1361	0.163	222	0.2	3.158	A
3 - Capesthorne Road (E)	584	0	184	1900	0.308	585	0.4	2.740	A
4 - Poplars Avenue (S)	285	0	549	1109	0.257	285	0.3	4.372	A

(Default Analysis Set) - 2030 Do Something, AM

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Capesthorne Road/Poplars Avenue RBT	Standard Roundabout	1, 2, 3, 4	5.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2030 Do Something	AM	ONE HOUR	08:00	09:30	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 (%)
1 - Capesthorne Road (W)		✓	366	100.000
2 - Poplars Avenue (N)		✓	605	100.000
3 - Capesthorne Road (E)		✓	723	100.000
4 - Poplars Avenue (S)		✓	345	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Capesthorne Road (W)	2 - Poplars Avenue (N)	3 - Capesthorne Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorne Road (W)	0	17	227	122
	2 - Poplars Avenue (N)	43	0	338	224
	3 - Capesthorne Road (E)	226	224	0	273
	4 - Poplars Avenue (S)	7	186	152	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Capesthorne Road (W)	2 - Poplars Avenue (N)	3 - Capesthorne Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorne Road (W)	0	0	0	0
	2 - Poplars Avenue (N)	0	0	0	0
	3 - Capesthorne Road (E)	0	0	0	0
	4 - Poplars Avenue (S)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Capesthorne Road (W)	0.37	5.20	0.6	A
2 - Poplars Avenue (N)	0.54	6.29	1.2	A
3 - Capesthorne Road (E)	0.46	3.87	0.9	A
4 - Poplars Avenue (S)	0.34	4.91	0.5	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	276	0	422	1209	0.228	274	0.3	3.847	A
2 - Poplars Avenue (N)	455	0	376	1344	0.339	453	0.5	4.032	A
3 - Capesthorne Road (E)	544	0	292	1823	0.299	543	0.4	2.807	A
4 - Poplars Avenue (S)	260	0	370	1213	0.214	259	0.3	3.769	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	329	0	505	1161	0.283	329	0.4	4.323	A
2 - Poplars Avenue (N)	544	0	450	1300	0.418	543	0.7	4.753	A
3 - Capesthorne Road (E)	650	0	349	1782	0.365	649	0.6	3.175	A
4 - Poplars Avenue (S)	310	0	443	1171	0.265	310	0.4	4.179	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	403	0	618	1096	0.368	402	0.6	5.186	A
2 - Poplars Avenue (N)	666	0	551	1239	0.538	664	1.1	6.246	A
3 - Capesthorne Road (E)	796	0	427	1727	0.461	795	0.8	3.858	A
4 - Poplars Avenue (S)	380	0	542	1113	0.341	379	0.5	4.903	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	403	0	619	1095	0.368	403	0.6	5.200	A
2 - Poplars Avenue (N)	666	0	552	1238	0.538	666	1.2	6.289	A
3 - Capesthorne Road (E)	796	0	428	1726	0.461	796	0.9	3.870	A
4 - Poplars Avenue (S)	380	0	543	1112	0.341	380	0.5	4.913	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	329	0	506	1160	0.284	330	0.4	4.340	A
2 - Poplars Avenue (N)	544	0	451	1299	0.419	546	0.7	4.792	A
3 - Capesthorne Road (E)	650	0	351	1781	0.365	651	0.6	3.187	A
4 - Poplars Avenue (S)	310	0	444	1170	0.265	311	0.4	4.192	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	276	0	424	1208	0.228	276	0.3	3.864	A
2 - Poplars Avenue (N)	455	0	378	1343	0.339	456	0.5	4.065	A
3 - Capesthorne Road (E)	544	0	293	1822	0.299	545	0.4	2.821	A
4 - Poplars Avenue (S)	260	0	372	1212	0.214	260	0.3	3.781	A

(Default Analysis Set) - 2030 Do Something, PM

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Capesthorne Road/Poplars Avenue RBT	Standard Roundabout	1, 2, 3, 4	6.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2030 Do Something	PM	ONE HOUR	17:00	18:30	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 (%)
1 - Capesthorne Road (W)		✓	370	100.000
2 - Poplars Avenue (N)		✓	490	100.000
3 - Capesthorne Road (E)		✓	919	100.000
4 - Poplars Avenue (S)		✓	449	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Capesthorne Road (W)	2 - Poplars Avenue (N)	3 - Capesthorne Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorne Road (W)	0	61	238	71
	2 - Poplars Avenue (N)	80	0	258	152
	3 - Capesthorne Road (E)	370	463	0	86
	4 - Poplars Avenue (S)	53	233	163	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Capesthorne Road (W)	2 - Poplars Avenue (N)	3 - Capesthorne Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorne Road (W)	0	0	0	0
	2 - Poplars Avenue (N)	0	0	0	0
	3 - Capesthorne Road (E)	0	0	0	0
	4 - Poplars Avenue (S)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Capesthorne Road (W)	0.45	7.21	0.8	A
2 - Poplars Avenue (N)	0.43	5.01	0.7	A
3 - Capesthorne Road (E)	0.56	4.61	1.3	A
4 - Poplars Avenue (S)	0.59	10.32	1.4	B

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	279	0	644	1081	0.258	277	0.3	4.473	A
2 - Poplars Avenue (N)	369	0	353	1358	0.272	367	0.4	3.631	A
3 - Capesthorne Road (E)	692	0	227	1869	0.370	690	0.6	3.045	A
4 - Poplars Avenue (S)	338	0	685	1030	0.328	336	0.5	5.176	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	333	0	771	1007	0.330	332	0.5	5.327	A
2 - Poplars Avenue (N)	440	0	423	1316	0.335	440	0.5	4.109	A
3 - Capesthorne Road (E)	826	0	272	1837	0.450	825	0.8	3.554	A
4 - Poplars Avenue (S)	404	0	820	951	0.424	403	0.7	6.553	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	407	0	943	908	0.449	406	0.8	7.154	A
2 - Poplars Avenue (N)	540	0	518	1259	0.429	539	0.7	4.992	A
3 - Capesthorne Road (E)	1012	0	333	1794	0.564	1010	1.3	4.581	A
4 - Poplars Avenue (S)	494	0	1003	844	0.586	492	1.4	10.144	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	407	0	946	906	0.450	407	0.8	7.214	A
2 - Poplars Avenue (N)	540	0	520	1258	0.429	539	0.7	5.012	A
3 - Capesthorne Road (E)	1012	0	334	1793	0.564	1012	1.3	4.605	A
4 - Poplars Avenue (S)	494	0	1005	843	0.586	494	1.4	10.318	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	333	0	775	1005	0.331	334	0.5	5.378	A
2 - Poplars Avenue (N)	440	0	426	1314	0.335	441	0.5	4.130	A
3 - Capesthorne Road (E)	826	0	273	1836	0.450	828	0.8	3.578	A
4 - Poplars Avenue (S)	404	0	823	949	0.425	406	0.7	6.658	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	279	0	648	1078	0.258	279	0.4	4.508	A
2 - Poplars Avenue (N)	369	0	356	1356	0.272	369	0.4	3.652	A
3 - Capesthorne Road (E)	692	0	228	1868	0.370	693	0.6	3.067	A
4 - Poplars Avenue (S)	338	0	688	1028	0.329	339	0.5	5.237	A

(Default Analysis Set) - 2030 Through-Route, AM

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Capesthorne Road/Poplars Avenue RBT	Standard Roundabout	1, 2, 3, 4	4.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2030 Through-Route	AM	ONE HOUR	08:00	09:30	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 (%)
1 - Capesthorne Road (W)		✓	367	100.000
2 - Poplars Avenue (N)		✓	466	100.000
3 - Capesthorne Road (E)		✓	717	100.000
4 - Poplars Avenue (S)		✓	342	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Capesthorne Road (W)	2 - Poplars Avenue (N)	3 - Capesthorne Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorne Road (W)	0	16	229	122
	2 - Poplars Avenue (N)	42	0	238	186
	3 - Capesthorne Road (E)	225	179	0	313
	4 - Poplars Avenue (S)	7	161	174	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Capesthorne Road (W)	2 - Poplars Avenue (N)	3 - Capesthorne Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorne Road (W)	0	0	0	0
	2 - Poplars Avenue (N)	0	0	0	0
	3 - Capesthorne Road (E)	0	0	0	0
	4 - Poplars Avenue (S)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Capesthorne Road (W)	0.36	4.99	0.6	A
2 - Poplars Avenue (N)	0.42	5.07	0.7	A
3 - Capesthorne Road (E)	0.45	3.72	0.8	A
4 - Poplars Avenue (S)	0.33	4.70	0.5	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	276	0	386	1230	0.225	275	0.3	3.765	A
2 - Poplars Avenue (N)	351	0	394	1333	0.263	349	0.4	3.654	A
3 - Capesthorne Road (E)	540	0	262	1844	0.293	538	0.4	2.753	A
4 - Poplars Avenue (S)	257	0	335	1234	0.209	256	0.3	3.681	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	330	0	462	1186	0.278	330	0.4	4.202	A
2 - Poplars Avenue (N)	419	0	471	1287	0.326	418	0.5	4.145	A
3 - Capesthorne Road (E)	645	0	314	1807	0.357	644	0.6	3.093	A
4 - Poplars Avenue (S)	307	0	401	1195	0.257	307	0.3	4.052	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	404	0	565	1126	0.359	403	0.6	4.977	A
2 - Poplars Avenue (N)	513	0	577	1223	0.420	512	0.7	5.058	A
3 - Capesthorne Road (E)	789	0	385	1757	0.449	788	0.8	3.713	A
4 - Poplars Avenue (S)	377	0	490	1143	0.329	376	0.5	4.691	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	404	0	566	1126	0.359	404	0.6	4.988	A
2 - Poplars Avenue (N)	513	0	578	1223	0.420	513	0.7	5.073	A
3 - Capesthorne Road (E)	789	0	385	1757	0.449	789	0.8	3.720	A
4 - Poplars Avenue (S)	377	0	491	1143	0.330	377	0.5	4.699	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	330	0	463	1185	0.278	331	0.4	4.215	A
2 - Poplars Avenue (N)	419	0	473	1286	0.326	420	0.5	4.163	A
3 - Capesthorne Road (E)	645	0	315	1806	0.357	646	0.6	3.105	A
4 - Poplars Avenue (S)	307	0	402	1195	0.257	308	0.3	4.064	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	276	0	387	1229	0.225	277	0.3	3.781	A
2 - Poplars Avenue (N)	351	0	396	1332	0.263	351	0.4	3.671	A
3 - Capesthorne Road (E)	540	0	264	1843	0.293	540	0.4	2.766	A
4 - Poplars Avenue (S)	257	0	336	1233	0.209	258	0.3	3.695	A

(Default Analysis Set) - 2030 Through-Route, PM

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Capesthorne Road/Poplars Avenue RBT	Standard Roundabout	1, 2, 3, 4	5.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2030 Through-Route	PM	ONE HOUR	17:00	18:30	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 (%)
1 - Capesthorne Road (W)		✓	370	100.000
2 - Poplars Avenue (N)		✓	252	100.000
3 - Capesthorne Road (E)		✓	773	100.000
4 - Poplars Avenue (S)		✓	520	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Capesthorne Road (W)	2 - Poplars Avenue (N)	3 - Capesthorne Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorne Road (W)	0	60	238	72
	2 - Poplars Avenue (N)	79	0	57	116
	3 - Capesthorne Road (E)	373	192	0	208
	4 - Poplars Avenue (S)	54	200	266	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Capesthorne Road (W)	2 - Poplars Avenue (N)	3 - Capesthorne Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorne Road (W)	0	0	0	0
	2 - Poplars Avenue (N)	0	0	0	0
	3 - Capesthorne Road (E)	0	0	0	0
	4 - Poplars Avenue (S)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Capesthorne Road (W)	0.39	5.74	0.6	A
2 - Poplars Avenue (N)	0.23	3.95	0.3	A
3 - Capesthorne Road (E)	0.47	3.71	0.9	A
4 - Poplars Avenue (S)	0.56	8.12	1.3	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	279	0	493	1168	0.239	277	0.3	4.037	A
2 - Poplars Avenue (N)	190	0	432	1311	0.145	189	0.2	3.208	A
3 - Capesthorne Road (E)	582	0	200	1888	0.308	580	0.4	2.749	A
4 - Poplars Avenue (S)	391	0	483	1147	0.341	389	0.5	4.739	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	333	0	591	1111	0.299	332	0.4	4.618	A
2 - Poplars Avenue (N)	227	0	517	1259	0.180	226	0.2	3.485	A
3 - Capesthorne Road (E)	695	0	240	1860	0.374	694	0.6	3.086	A
4 - Poplars Avenue (S)	467	0	578	1092	0.428	467	0.7	5.751	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	407	0	722	1035	0.393	407	0.6	5.716	A
2 - Poplars Avenue (N)	277	0	632	1190	0.233	277	0.3	3.944	A
3 - Capesthorne Road (E)	851	0	294	1822	0.467	850	0.9	3.701	A
4 - Poplars Avenue (S)	573	0	708	1016	0.563	570	1.3	8.040	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	407	0	724	1034	0.394	407	0.6	5.743	A
2 - Poplars Avenue (N)	277	0	634	1189	0.233	277	0.3	3.950	A
3 - Capesthorne Road (E)	851	0	294	1822	0.467	851	0.9	3.708	A
4 - Poplars Avenue (S)	573	0	709	1016	0.564	572	1.3	8.122	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	333	0	594	1110	0.300	333	0.4	4.644	A
2 - Poplars Avenue (N)	227	0	520	1258	0.180	227	0.2	3.492	A
3 - Capesthorne Road (E)	695	0	240	1860	0.374	696	0.6	3.096	A
4 - Poplars Avenue (S)	467	0	580	1091	0.429	470	0.8	5.815	A

18:15 - 18:30

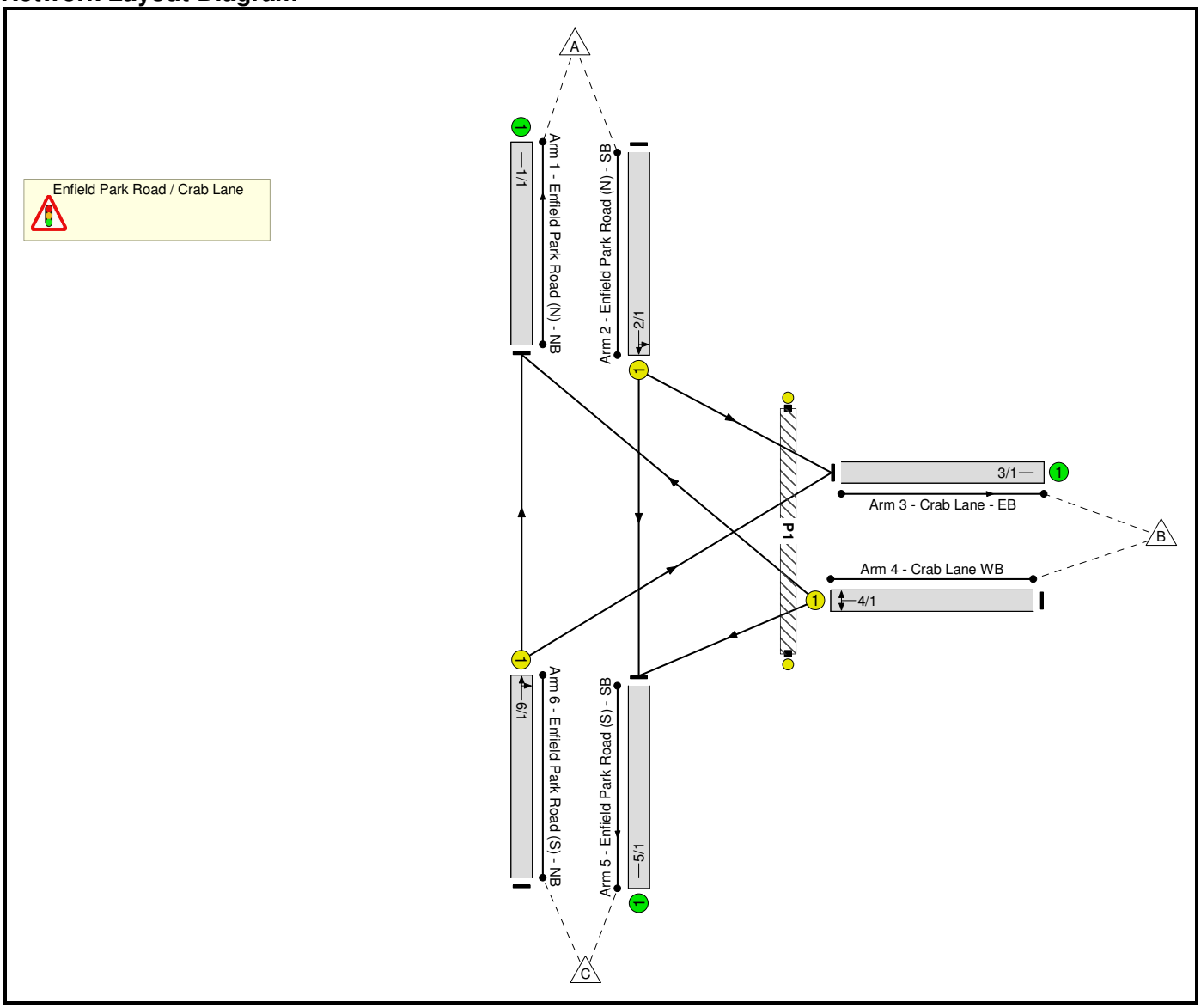
Arm	Total Demand (PCU/hr)	Bypass demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Capesthorne Road (W)	279	0	496	1166	0.239	279	0.3	4.061	A
2 - Poplars Avenue (N)	190	0	435	1309	0.145	190	0.2	3.219	A
3 - Capesthorne Road (E)	582	0	201	1887	0.308	583	0.4	2.761	A
4 - Poplars Avenue (S)	391	0	485	1146	0.342	392	0.5	4.785	A

Full Input Data And Results

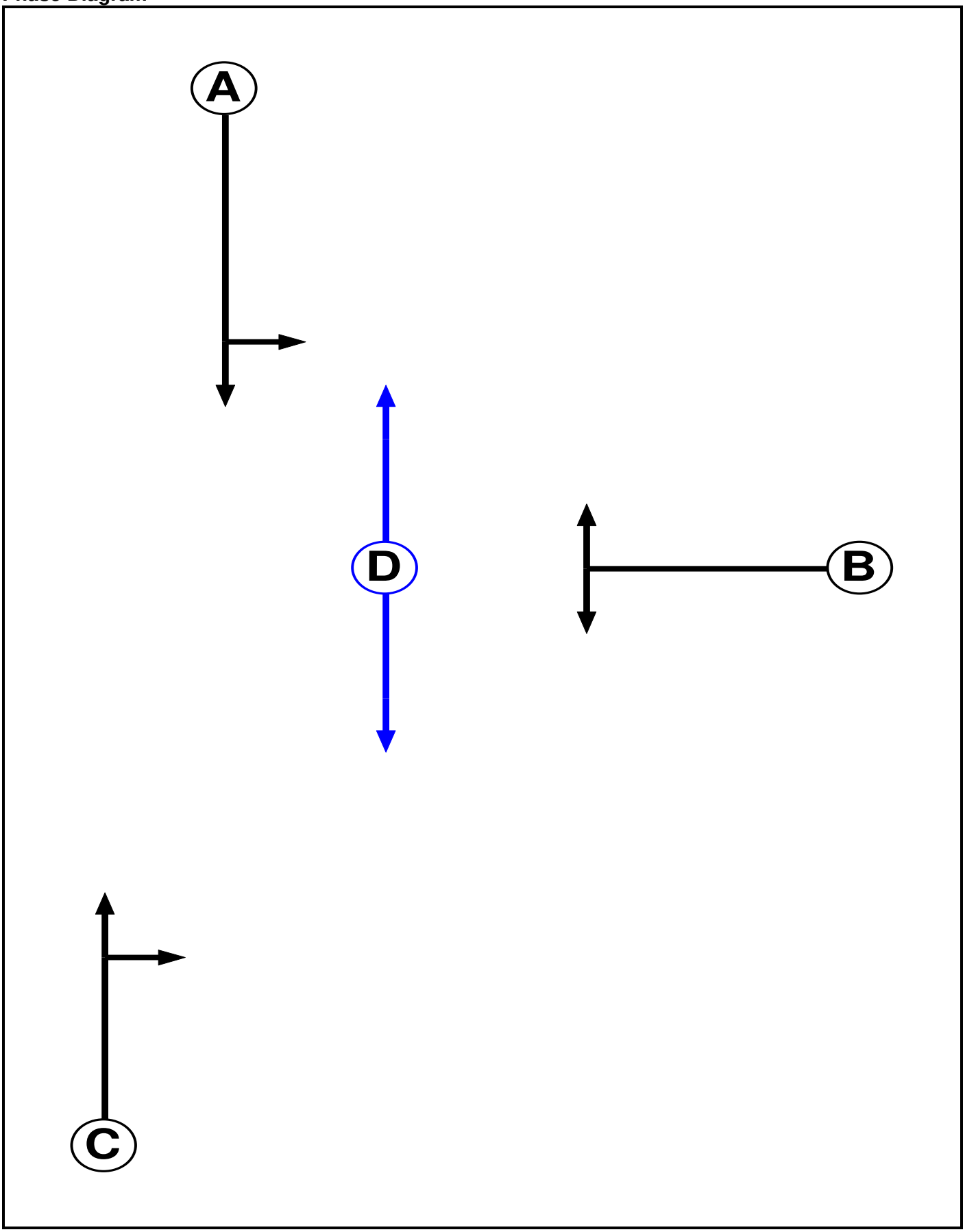
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Enfield Park Road . Crab Lane.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		7	7

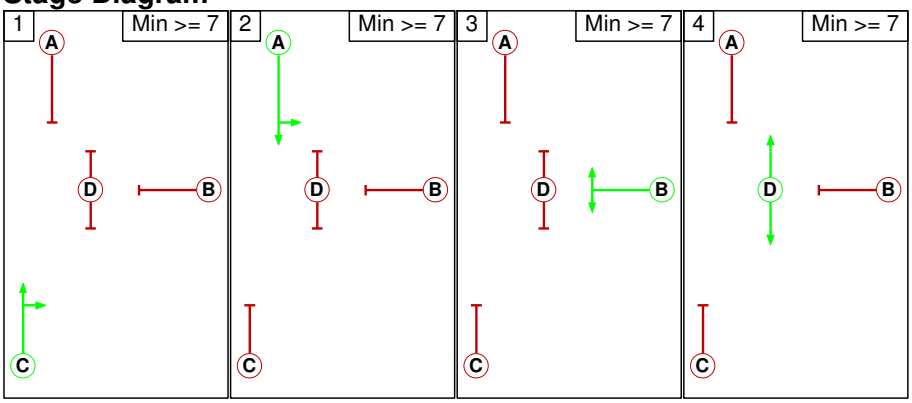
Phase Intergreens Matrix

		Starting Phase			
Terminating Phase		A	B	C	D
	A		6	6	6
	B	6		6	6
	C	6	6		6
	D	6	6	6	

Phases in Stage

Stage No.	Phases in Stage
1	C
2	A
3	B
4	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	4
From Stage	1		6	6	6
	2	6		6	6
	3	6	6		6
	4	6	6	6	

Give-Way Lane Input Data

Junction: Enfield Park Road / Crab Lane
There are no Opposed Lanes in this Junction

Lane Input Data

Junction: Enfield Park Road / Crab Lane												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Enfield Park Road (N) - NB)	U		2	3	60.0	Inf	-	-	-	-	-	-
2/1 (Enfield Park Road (N) - SB)	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 3 Left	20.00
											Arm 5 Ahead	Inf
3/1 (Crab Lane - EB)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (Crab Lane WB)	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 1 Right	12.00
											Arm 5 Left	8.00
5/1 (Enfield Park Road (S) - SB)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Enfield Park Road (S) - NB)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 1 Ahead	Inf
											Arm 3 Right	25.00

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'MCC Base Traffic Flows AM'	08:00	09:00	01:00	
2: 'MCC Base Traffic Flows PM'	17:00	18:00	01:00	
3: '2025 Do Something AM'	08:00	09:00	01:00	
4: '2025 Do Something PM'	17:00	18:00	01:00	
5: '2030 Do Something AM'	08:00	09:00	01:00	
6: '2030 Do Something PM'	17:00	18:00	01:00	
7: '2030 Do Something Through Route AM'	08:00	09:00	01:00	
8: '2030 Do Something Through Route PM'	17:00	18:00	01:00	

Full Input Data And Results

Scenario 1: 'Base Scenario AM' (FG1: 'MCC Base Traffic Flows AM', Plan 1: 'Ped every cycle')

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	286	13	299
	B	58	0	202	260
	C	48	437	0	485
	Tot.	106	723	215	1044

Traffic Lane Flows

Lane	Scenario 1: Base Scenario AM
Junction: Enfield Park Road / Crab Lane	
1/1	106
2/1	299
3/1	723
4/1	260
5/1	215
6/1	485

Lane Saturation Flows

Junction: Enfield Park Road / Crab Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Enfield Park Road (N) - NB Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (Enfield Park Road (N) - SB)	3.25	0.00	Y	Arm 3 Left	20.00	95.7 %	1810	1810
				Arm 5 Ahead	Inf	4.3 %		
3/1 (Crab Lane - EB Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Crab Lane WB)	3.25	0.00	Y	Arm 1 Right	12.00	22.3 %	1653	1653
				Arm 5 Left	8.00	77.7 %		
5/1 (Enfield Park Road (S) - SB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Enfield Park Road (S) - NB)	3.25	0.00	Y	Arm 1 Ahead	Inf	9.9 %	1840	1840
				Arm 3 Right	25.00	90.1 %		

Scenario 2: 'Base Scenario PM' (FG2: 'MCC Base Traffic Flows PM', Plan 1: 'Ped every cycle')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	84	28	112
	B	186	0	361	547
	C	33	179	0	212
	Tot.	219	263	389	871

Traffic Lane Flows

Lane	Scenario 2: Base Scenario PM
Junction: Enfield Park Road / Crab Lane	
1/1	219
2/1	112
3/1	263
4/1	547
5/1	389
6/1	212

Lane Saturation Flows

Junction: Enfield Park Road / Crab Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Enfield Park Road (N) - NB Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (Enfield Park Road (N) - SB)	3.25	0.00	Y	Arm 3 Left	20.00	75.0 %	1837	1837
				Arm 5 Ahead	Inf	25.0 %		
3/1 (Crab Lane - EB Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Crab Lane WB)	3.25	0.00	Y	Arm 1 Right	12.00	34.0 %	1663	1663
				Arm 5 Left	8.00	66.0 %		
5/1 (Enfield Park Road (S) - SB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Enfield Park Road (S) - NB)	3.25	0.00	Y	Arm 1 Ahead	Inf	15.6 %	1846	1846
				Arm 3 Right	25.00	84.4 %		

Scenario 3: '2025 Do Something AM' (FG3: '2025 Do Something AM', Plan 1: 'Ped every cycle')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	286	14	300
	B	54	0	200	254
	C	47	531	0	578
	Tot.	101	817	214	1132

Traffic Lane Flows

Lane	Scenario 3: 2025 Do Something AM
Junction: Enfield Park Road / Crab Lane	
1/1	101
2/1	300
3/1	817
4/1	254
5/1	214
6/1	578

Lane Saturation Flows

Junction: Enfield Park Road / Crab Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Enfield Park Road (N) - NB Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (Enfield Park Road (N) - SB)	3.25	0.00	Y	Arm 3 Left	20.00	95.3 %	1811	1811
				Arm 5 Ahead	Inf	4.7 %		
3/1 (Crab Lane - EB Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Crab Lane WB)	3.25	0.00	Y	Arm 1 Right	12.00	21.3 %	1652	1652
				Arm 5 Left	8.00	78.7 %		
5/1 (Enfield Park Road (S) - SB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Enfield Park Road (S) - NB)	3.25	0.00	Y	Arm 1 Ahead	Inf	8.1 %	1839	1839
				Arm 3 Right	25.00	91.9 %		

Scenario 4: '2025 Do Something PM' (FG4: '2025 Do Something PM', Plan 1: 'Ped every cycle')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	84	28	112
	B	155	0	379	534
	C	33	233	0	266
	Tot.	188	317	407	912

Traffic Lane Flows

Lane	Scenario 4: 2025 Do Something PM
Junction: Enfield Park Road / Crab Lane	
1/1	188
2/1	112
3/1	317
4/1	534
5/1	407
6/1	266

Lane Saturation Flows

Junction: Enfield Park Road / Crab Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Enfield Park Road (N) - NB Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (Enfield Park Road (N) - SB)	3.25	0.00	Y	Arm 3 Left	20.00	75.0 %	1837	1837
				Arm 5 Ahead	Inf	25.0 %		
3/1 (Crab Lane - EB Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Crab Lane WB)	3.25	0.00	Y	Arm 1 Right	12.00	29.0 %	1659	1659
				Arm 5 Left	8.00	71.0 %		
5/1 (Enfield Park Road (S) - SB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Enfield Park Road (S) - NB)	3.25	0.00	Y	Arm 1 Ahead	Inf	12.4 %	1843	1843
				Arm 3 Right	25.00	87.6 %		

Scenario 5: '2030 Do Something AM' (FG5: '2030 Do Something AM', Plan 1: 'Ped every cycle')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	286	15	301
	B	51	0	158	209
	C	47	597	0	644
	Tot.	98	883	173	1154

Traffic Lane Flows

Lane	Scenario 5: 2030 Do Something AM
Junction: Enfield Park Road / Crab Lane	
1/1	98
2/1	301
3/1	883
4/1	209
5/1	173
6/1	644

Lane Saturation Flows

Junction: Enfield Park Road / Crab Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Enfield Park Road (N) - NB Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (Enfield Park Road (N) - SB)	3.25	0.00	Y	Arm 3 Left	20.00	95.0 %	1811	1811
				Arm 5 Ahead	Inf	5.0 %		
3/1 (Crab Lane - EB Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Crab Lane WB)	3.25	0.00	Y	Arm 1 Right	12.00	24.4 %	1655	1655
				Arm 5 Left	8.00	75.6 %		
5/1 (Enfield Park Road (S) - SB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Enfield Park Road (S) - NB)	3.25	0.00	Y	Arm 1 Ahead	Inf	7.3 %	1838	1838
				Arm 3 Right	25.00	92.7 %		

Scenario 6: '2030 Do Something PM' (FG6: '2030 Do Something PM', Plan 1: 'Ped every cycle')
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	84	28	112
	B	153	0	374	527
	C	33	242	0	275
	Tot.	186	326	402	914

Traffic Lane Flows

Lane	Scenario 6: 2030 Do Something PM
Junction: Enfield Park Road / Crab Lane	
1/1	186
2/1	112
3/1	326
4/1	527
5/1	402
6/1	275

Lane Saturation Flows

Junction: Enfield Park Road / Crab Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Enfield Park Road (N) - NB Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (Enfield Park Road (N) - SB)	3.25	0.00	Y	Arm 3 Left	20.00	75.0 %	1837	1837
				Arm 5 Ahead	Inf	25.0 %		
3/1 (Crab Lane - EB Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Crab Lane WB)	3.25	0.00	Y	Arm 1 Right	12.00	29.0 %	1659	1659
				Arm 5 Left	8.00	71.0 %		
5/1 (Enfield Park Road (S) - SB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Enfield Park Road (S) - NB)	3.25	0.00	Y	Arm 1 Ahead	Inf	12.0 %	1843	1843
				Arm 3 Right	25.00	88.0 %		

Scenario 7: '2030 Do Something Through Route AM' (FG7: '2030 Do Something Through Route AM', Plan 1: 'Ped every cycle')

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	286	14	300
	B	51	0	170	221
	C	46	612	0	658
	Tot.	97	898	184	1179

Traffic Lane Flows

Lane	Scenario 7: 2030 Do Something Through Route AM
Junction: Enfield Park Road / Crab Lane	
1/1	97
2/1	300
3/1	898
4/1	221
5/1	184
6/1	658

Lane Saturation Flows

Junction: Enfield Park Road / Crab Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Enfield Park Road (N) - NB Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (Enfield Park Road (N) - SB)	3.25	0.00	Y	Arm 3 Left	20.00	95.3 %	1811	1811
				Arm 5 Ahead	Inf	4.7 %		
3/1 (Crab Lane - EB Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Crab Lane WB)	3.25	0.00	Y	Arm 1 Right	12.00	23.1 %	1654	1654
				Arm 5 Left	8.00	76.9 %		
5/1 (Enfield Park Road (S) - SB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Enfield Park Road (S) - NB)	3.25	0.00	Y	Arm 1 Ahead	Inf	7.0 %	1837	1837
				Arm 3 Right	25.00	93.0 %		

Scenario 8: '2030 Do Something Through Route PM' (FG8: '2030 Do Something Through Route PM', Plan 1: 'Ped every cycle')

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	84	28	112
	B	155	0	361	516
	C	33	265	0	298
	Tot.	188	349	389	926

Traffic Lane Flows

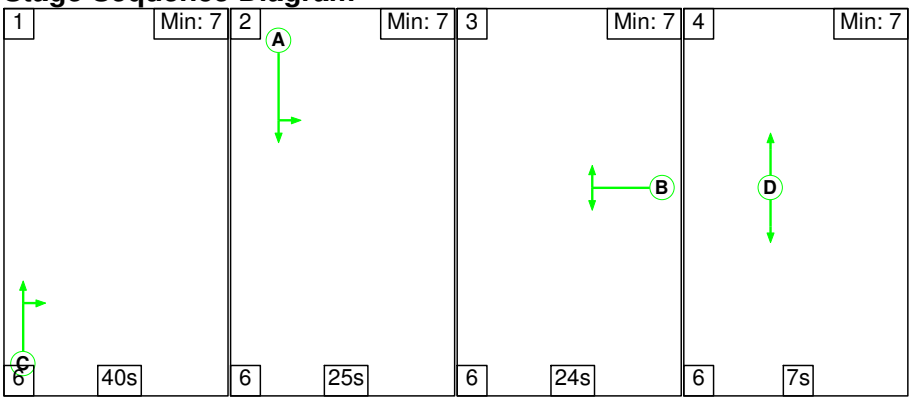
Lane	Scenario 8: 2030 Do Something Through Route PM
Junction: Enfield Park Road / Crab Lane	
1/1	188
2/1	112
3/1	349
4/1	516
5/1	389
6/1	298

Lane Saturation Flows

Junction: Enfield Park Road / Crab Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Enfield Park Road (N) - NB Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (Enfield Park Road (N) - SB)	3.25	0.00	Y	Arm 3 Left	20.00	75.0 %	1837	1837
				Arm 5 Ahead	Inf	25.0 %		
3/1 (Crab Lane - EB Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Crab Lane WB)	3.25	0.00	Y	Arm 1 Right	12.00	30.0 %	1660	1660
				Arm 5 Left	8.00	70.0 %		
5/1 (Enfield Park Road (S) - SB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Enfield Park Road (S) - NB)	3.25	0.00	Y	Arm 1 Ahead	Inf	11.1 %	1842	1842
				Arm 3 Right	25.00	88.9 %		

Scenario 1: 'Base Scenario AM' (FG1: 'MCC Base Traffic Flows AM', Plan 1: 'Ped every cycle')

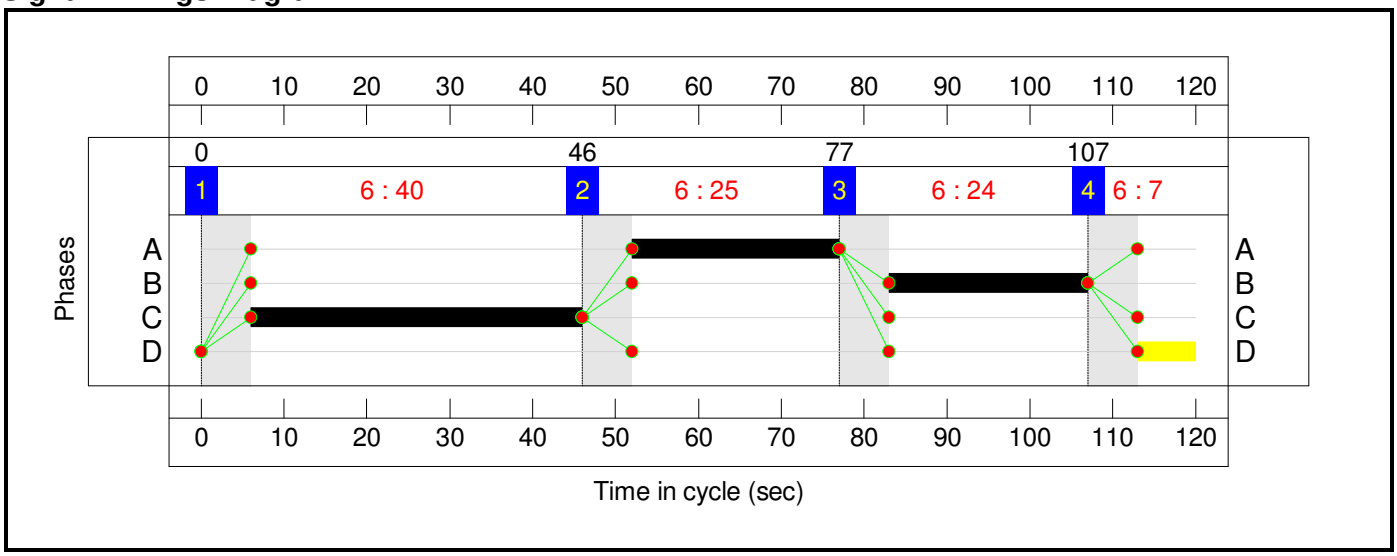
Stage Sequence Diagram



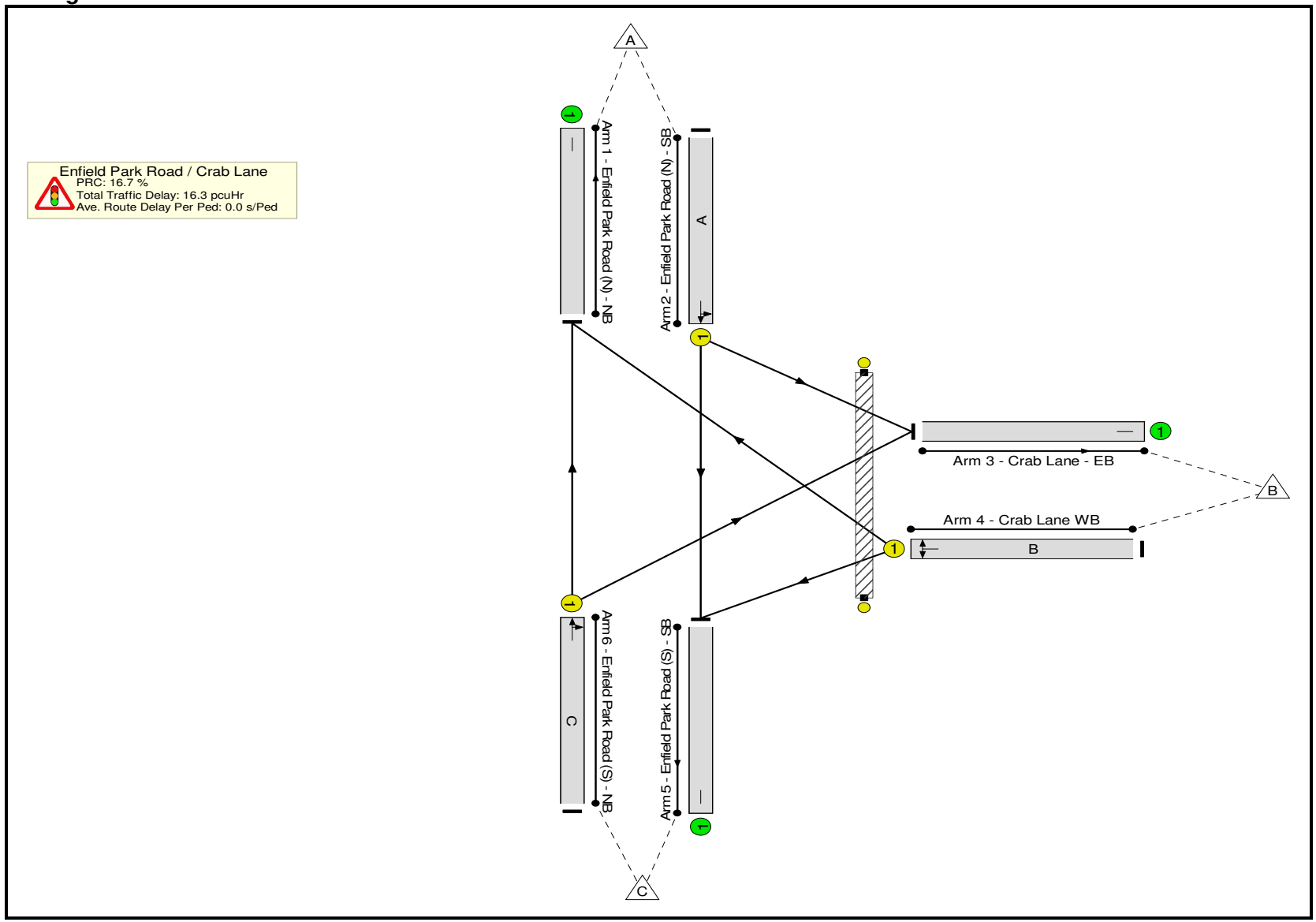
Stage Timings

Stage	1	2	3	4
Duration	40	25	24	7
Change Point	0	46	77	107

Signal Timings Diagram



Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.1%**
Enfield Park Road / Crab Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.1%**
1/1	Enfield Park Road (N) - NB	U	N/A	N/A	-		-	-	-	106	Inf	Inf	0.0%
2/1	Enfield Park Road (N) - SB Left Ahead	U	N/A	N/A	A		1	25	-	299	1810	392	76.2%
3/1	Crab Lane - EB	U	N/A	N/A	-		-	-	-	723	Inf	Inf	0.0%
4/1	Crab Lane WB Right Left	U	N/A	N/A	B		1	24	-	260	1653	344	75.5%
5/1	Enfield Park Road (S) - SB	U	N/A	N/A	-		-	-	-	215	Inf	Inf	0.0%
6/1	Enfield Park Road (S) - NB Ahead Right	U	N/A	N/A	C		1	40	-	485	1840	629	77.1%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	0.0%

Full Input Data And Results

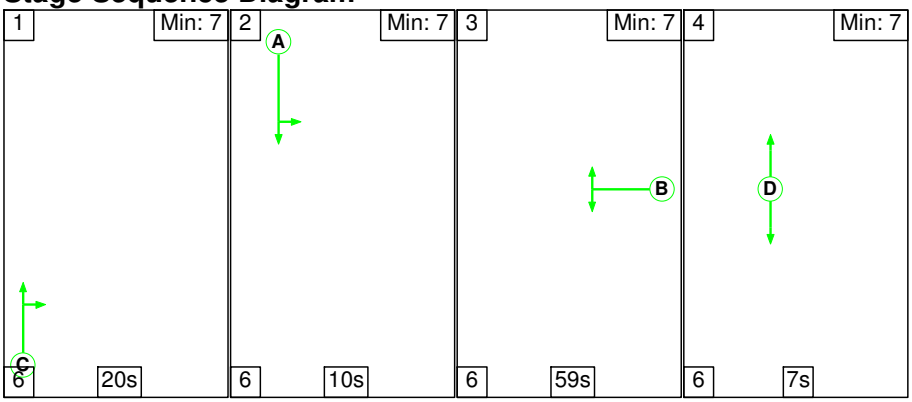
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**11.6**	**4.7**	**0.0**	**16.3**	**-**	**-**	**-**	**-**
Enfield Park Road / Crab Lane	**-**	**-**	**0**	**0**	**0**	**11.6**	**4.7**	**0.0**	**16.3**	**-**	**-**	**-**	**-**
1/1	106	106	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	299	299	-	-	-	3.7	1.6	-	5.2	62.8	9.3	1.6	10.9
3/1	723	723	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	260	260	-	-	-	3.2	1.5	-	4.7	65.2	8.1	1.5	9.6
5/1	215	215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	485	485	-	-	-	4.8	1.7	-	6.4	47.6	14.4	1.7	16.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 16.7 Total Delay for Signalled Lanes (pcuHr): 16.34 Cycle Time (s): 120
PRC Over All Lanes (%): 16.7 Total Delay Over All Lanes(pcuHr): 16.34

Full Input Data And Results

Scenario 2: 'Base Scenario PM' (FG2: 'MCC Base Traffic Flows PM', Plan 1: 'Ped every cycle')

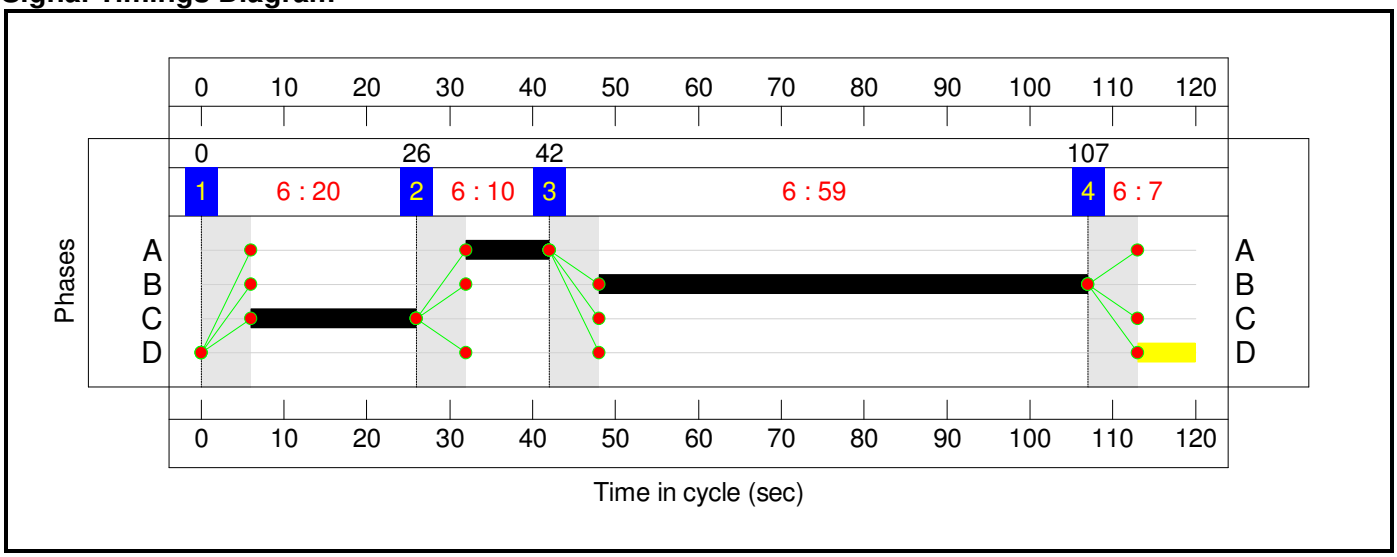
Stage Sequence Diagram



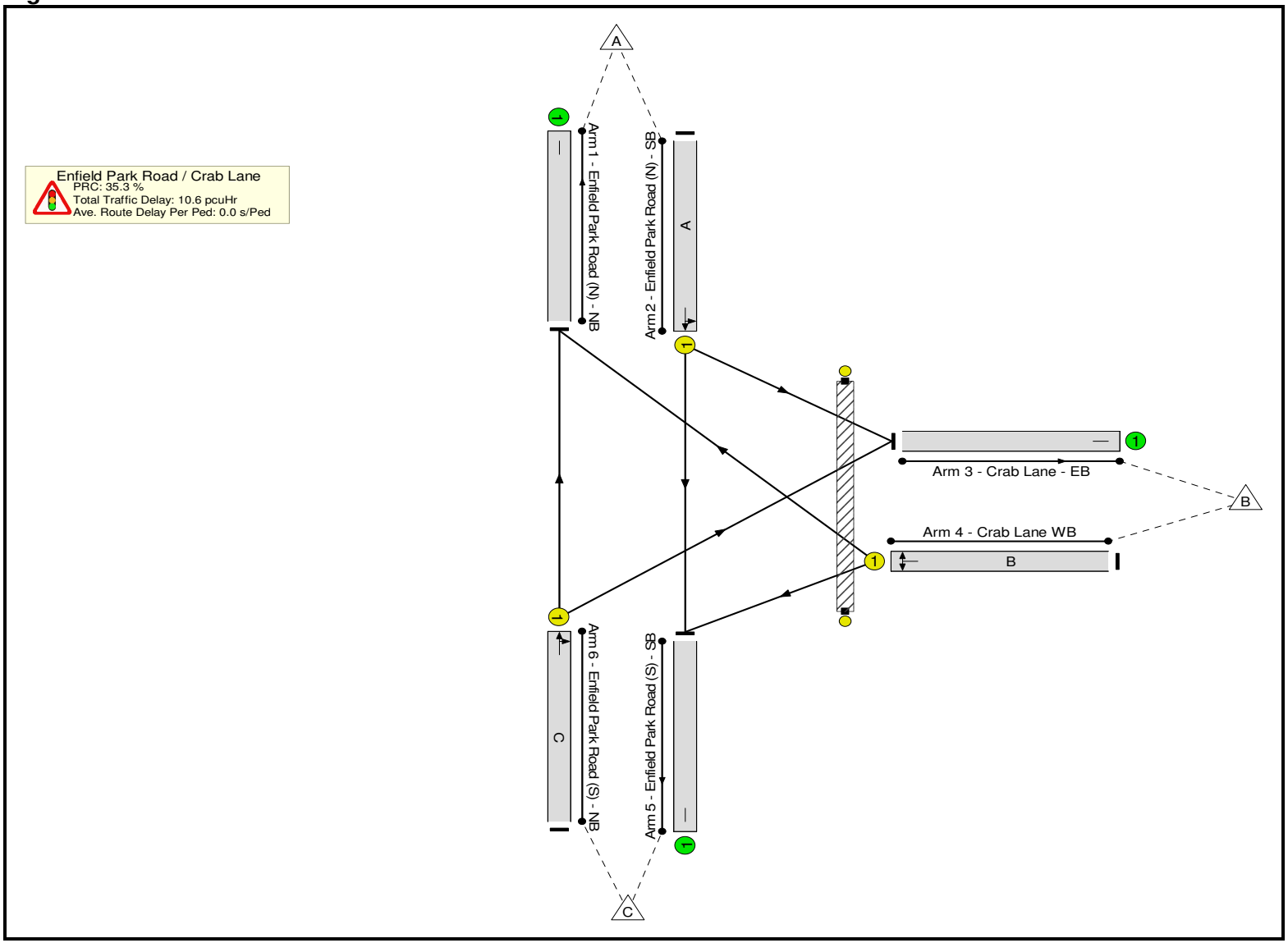
Stage Timings

Stage	1	2	3	4
Duration	20	10	59	7
Change Point	0	26	42	107

Signal Timings Diagram



Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.5%**
Enfield Park Road / Crab Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.5%**
1/1	Enfield Park Road (N) - NB	U	N/A	N/A	-		-	-	-	219	Inf	Inf	0.0%
2/1	Enfield Park Road (N) - SB Left Ahead	U	N/A	N/A	A		1	10	-	112	1837	168	66.5%
3/1	Crab Lane - EB	U	N/A	N/A	-		-	-	-	263	Inf	Inf	0.0%
4/1	Crab Lane WB Right Left	U	N/A	N/A	B		1	59	-	547	1663	831	65.8%
5/1	Enfield Park Road (S) - SB	U	N/A	N/A	-		-	-	-	389	Inf	Inf	0.0%
6/1	Enfield Park Road (S) - NB Ahead Right	U	N/A	N/A	C		1	20	-	212	1846	323	65.6%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	0.0%

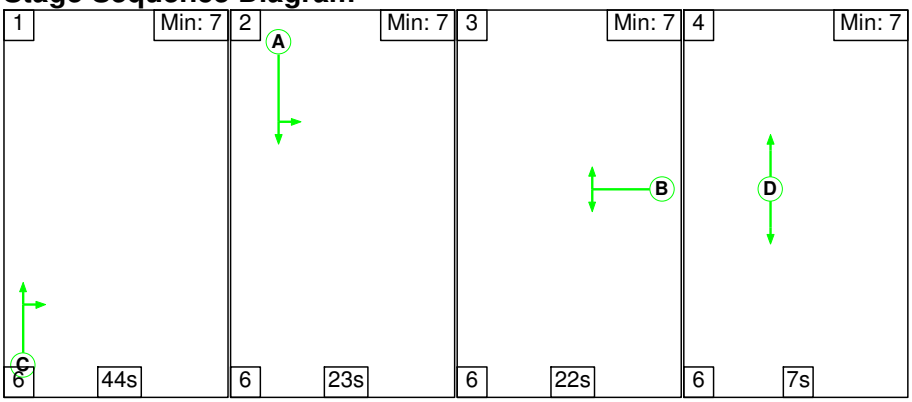
Full Input Data And Results

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	**-**	**-**	**0**	**0**	**0**	**7.8**	**2.9**	**0.0**	**10.6**	**-**	**-**	**-**	**-**
Enfield Park Road / Crab Lane	**-**	**-**	**0**	**0**	**0**	**7.8**	**2.9**	**0.0**	**10.6**	**-**	**-**	**-**	**-**
1/1	219	219	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	112	112	-	-	-	1.6	1.0	-	2.6	83.6	3.6	1.0	4.6
3/1	263	263	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	547	547	-	-	-	3.4	1.0	-	4.4	28.6	13.5	1.0	14.5
5/1	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	212	212	-	-	-	2.7	0.9	-	3.7	62.1	6.5	0.9	7.5
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 35.3 Total Delay for Signalled Lanes (pcuHr): 10.61 Cycle Time (s): 120
PRC Over All Lanes (%): 35.3 Total Delay Over All Lanes(pcuHr): 10.61

Scenario 3: '2025 Do Something AM' (FG3: '2025 Do Something AM', Plan 1: 'Ped every cycle')

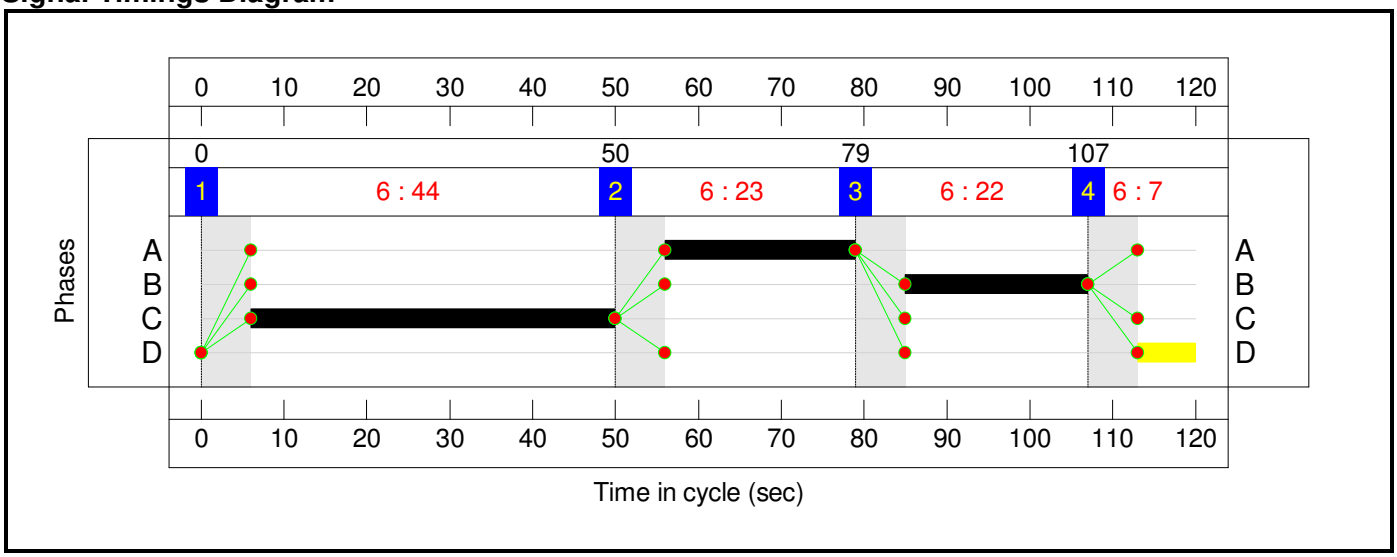
Stage Sequence Diagram



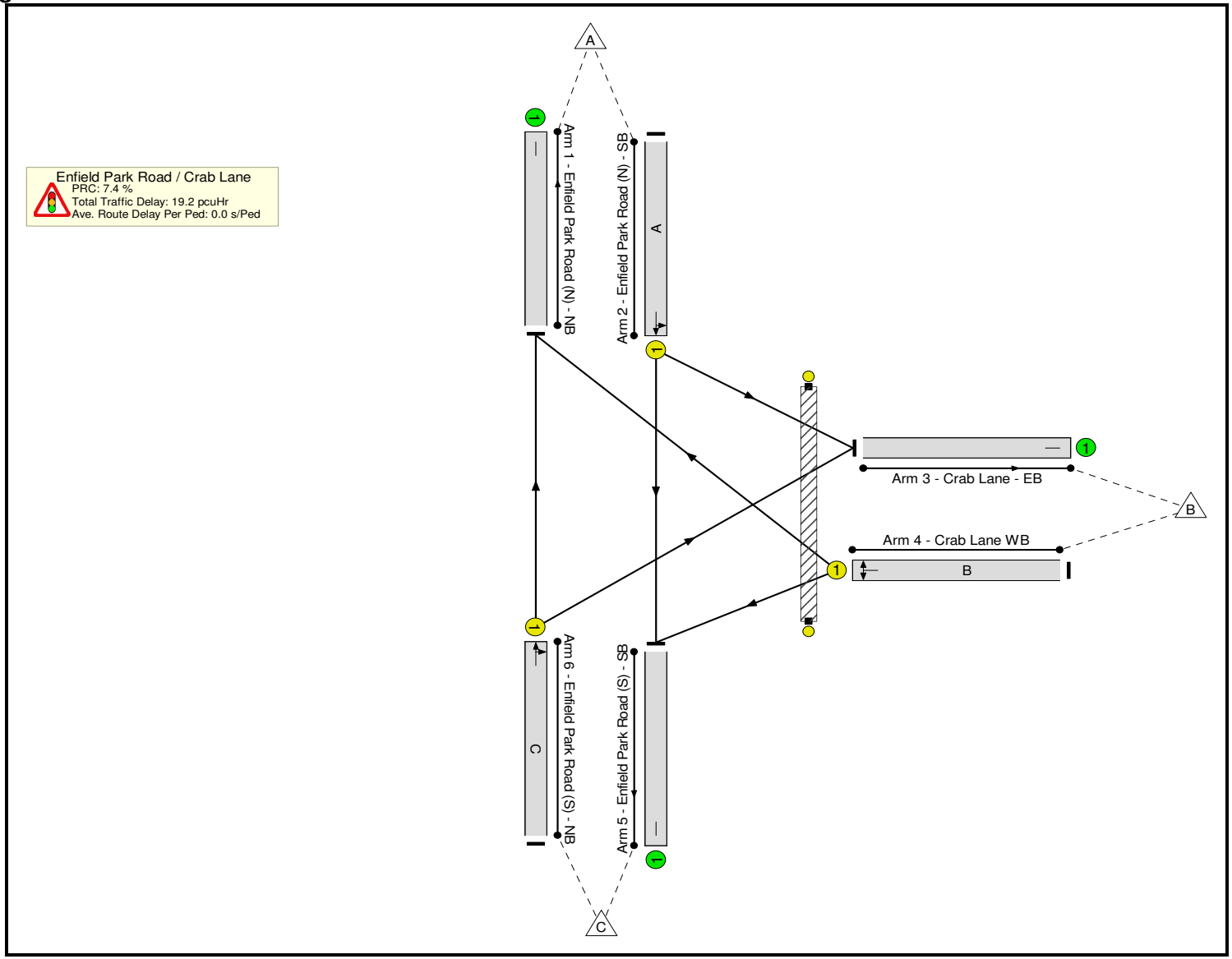
Stage Timings

Stage	1	2	3	4
Duration	44	23	22	7
Change Point	0	50	79	107

Signal Timings Diagram



Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.8%**
Enfield Park Road / Crab Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.8%**
1/1	Enfield Park Road (N) - NB	U	N/A	N/A	-		-	-	-	101	Inf	Inf	0.0%
2/1	Enfield Park Road (N) - SB Left Ahead	U	N/A	N/A	A		1	23	-	300	1811	362	82.8%
3/1	Crab Lane - EB	U	N/A	N/A	-		-	-	-	817	Inf	Inf	0.0%
4/1	Crab Lane WB Right Left	U	N/A	N/A	B		1	22	-	254	1652	317	80.2%
5/1	Enfield Park Road (S) - SB	U	N/A	N/A	-		-	-	-	214	Inf	Inf	0.0%
6/1	Enfield Park Road (S) - NB Ahead Right	U	N/A	N/A	C		1	44	-	578	1839	690	83.8%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	0.0%

Full Input Data And Results

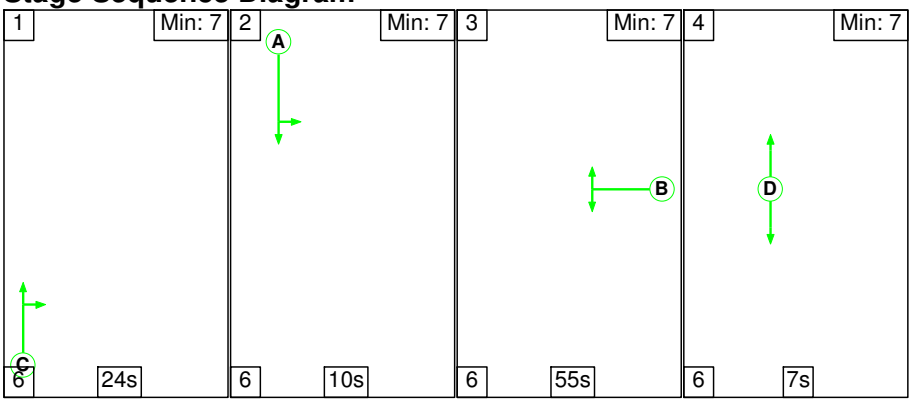
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**12.6**	**6.6**	**0.0**	**19.2**	**-**	**-**	**-**	**-**
Enfield Park Road / Crab Lane	**-**	**-**	**0**	**0**	**0**	**12.6**	**6.6**	**0.0**	**19.2**	**-**	**-**	**-**	**-**
1/1	101	101	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	300	300	-	-	-	3.8	2.2	-	6.1	73.0	9.6	2.2	11.8
3/1	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	254	254	-	-	-	3.3	1.9	-	5.2	73.4	8.0	1.9	10.0
5/1	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	578	578	-	-	-	5.5	2.5	-	8.0	49.6	17.5	2.5	20.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 7.4 Total Delay for Signalled Lanes (pcuHr): 19.23 Cycle Time (s): 120
PRC Over All Lanes (%): 7.4 Total Delay Over All Lanes(pcuHr): 19.23

Full Input Data And Results

Scenario 4: '2025 Do Something PM' (FG4: '2025 Do Something PM', Plan 1: 'Ped every cycle')

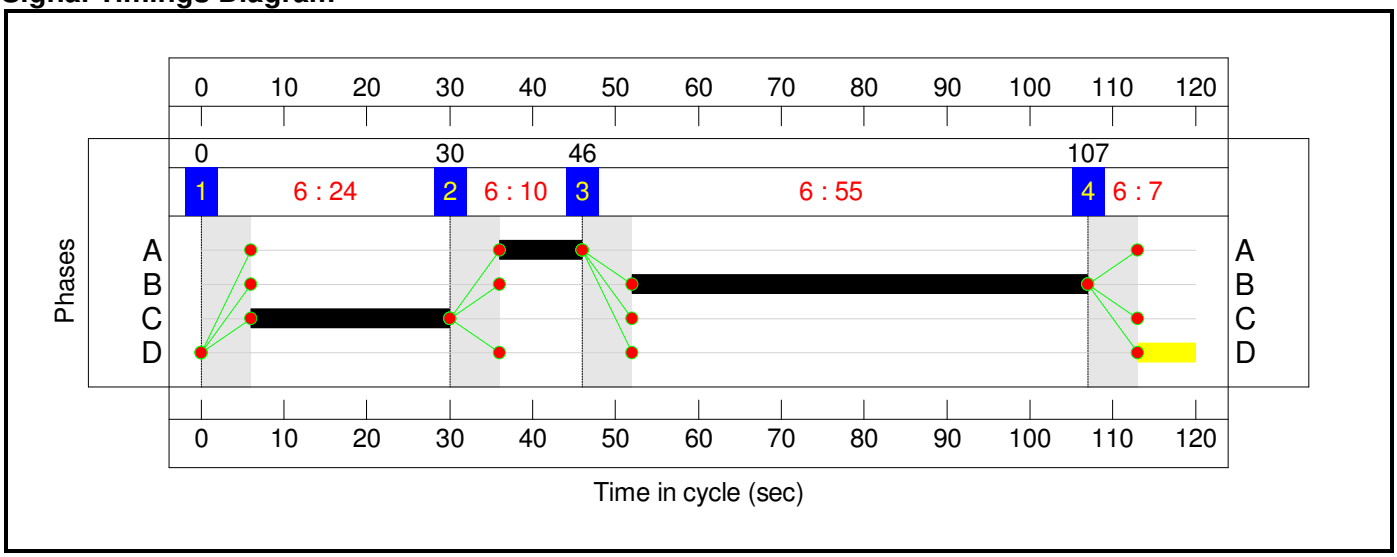
Stage Sequence Diagram



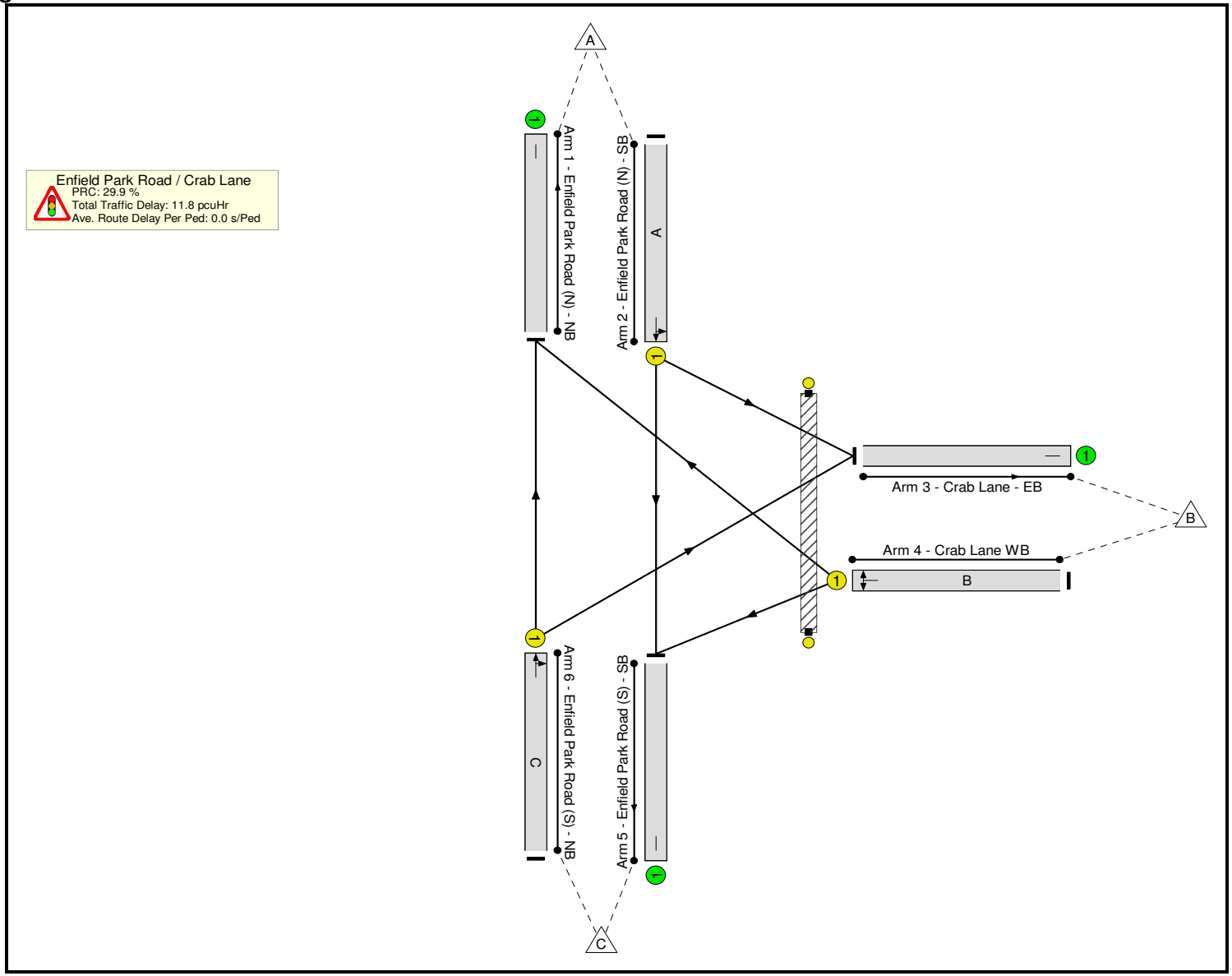
Stage Timings

Stage	1	2	3	4
Duration	24	10	55	7
Change Point	0	30	46	107

Signal Timings Diagram



Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.3%**
Enfield Park Road / Crab Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.3%**
1/1	Enfield Park Road (N) - NB	U	N/A	N/A	-		-	-	-	188	Inf	Inf	0.0%
2/1	Enfield Park Road (N) - SB Left Ahead	U	N/A	N/A	A		1	10	-	112	1837	168	66.5%
3/1	Crab Lane - EB	U	N/A	N/A	-		-	-	-	317	Inf	Inf	0.0%
4/1	Crab Lane WB Right Left	U	N/A	N/A	B		1	55	-	534	1659	774	69.0%
5/1	Enfield Park Road (S) - SB	U	N/A	N/A	-		-	-	-	407	Inf	Inf	0.0%
6/1	Enfield Park Road (S) - NB Ahead Right	U	N/A	N/A	C		1	24	-	266	1843	384	69.3%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	0.0%

Full Input Data And Results

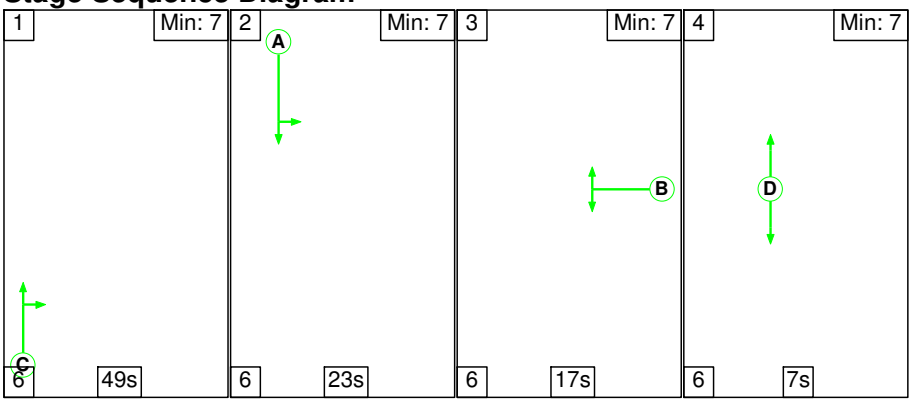
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**8.6**	**3.2**	**0.0**	**11.8**	**-**	**-**	**-**	**-**
Enfield Park Road / Crab Lane	**-**	**-**	**0**	**0**	**0**	**8.6**	**3.2**	**0.0**	**11.8**	**-**	**-**	**-**	**-**
1/1	188	188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	112	112	-	-	-	1.6	1.0	-	2.6	83.6	3.6	1.0	4.6
3/1	317	317	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	534	534	-	-	-	3.7	1.1	-	4.8	32.6	13.9	1.1	15.0
5/1	407	407	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	266	266	-	-	-	3.2	1.1	-	4.4	58.9	8.2	1.1	9.3
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 29.9 Total Delay for Signalled Lanes (pcuHr): 11.79 Cycle Time (s): 120
PRC Over All Lanes (%): 29.9 Total Delay Over All Lanes(pcuHr): 11.79

Full Input Data And Results

Scenario 5: '2030 Do Something AM' (FG5: '2030 Do Something AM', Plan 1: 'Ped every cycle')

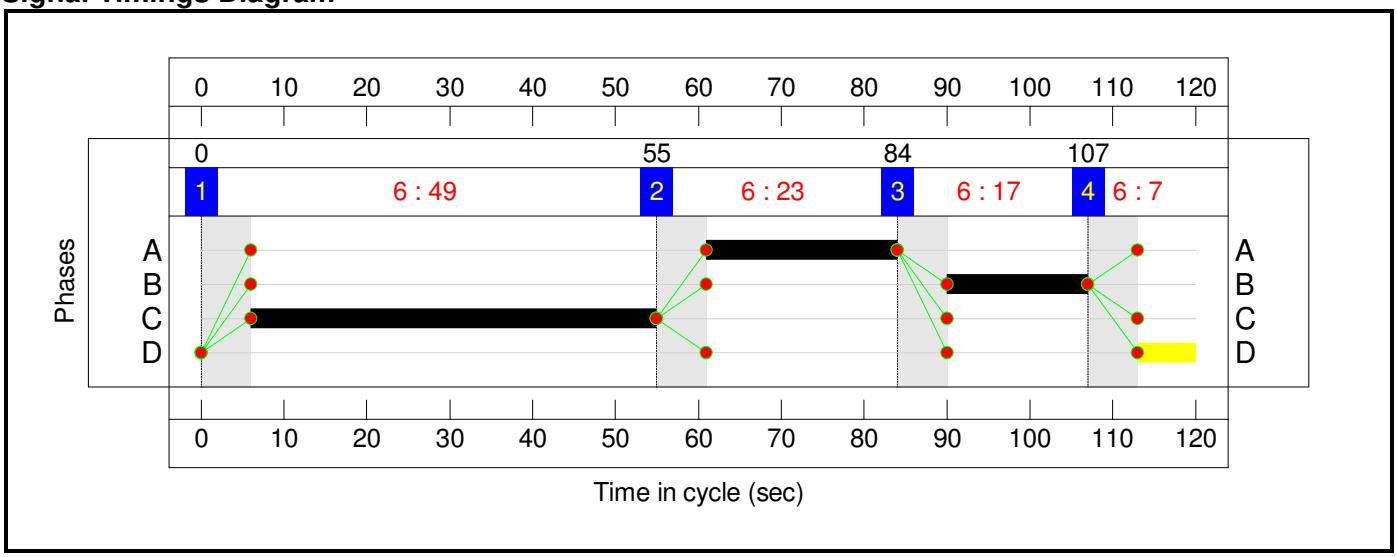
Stage Sequence Diagram



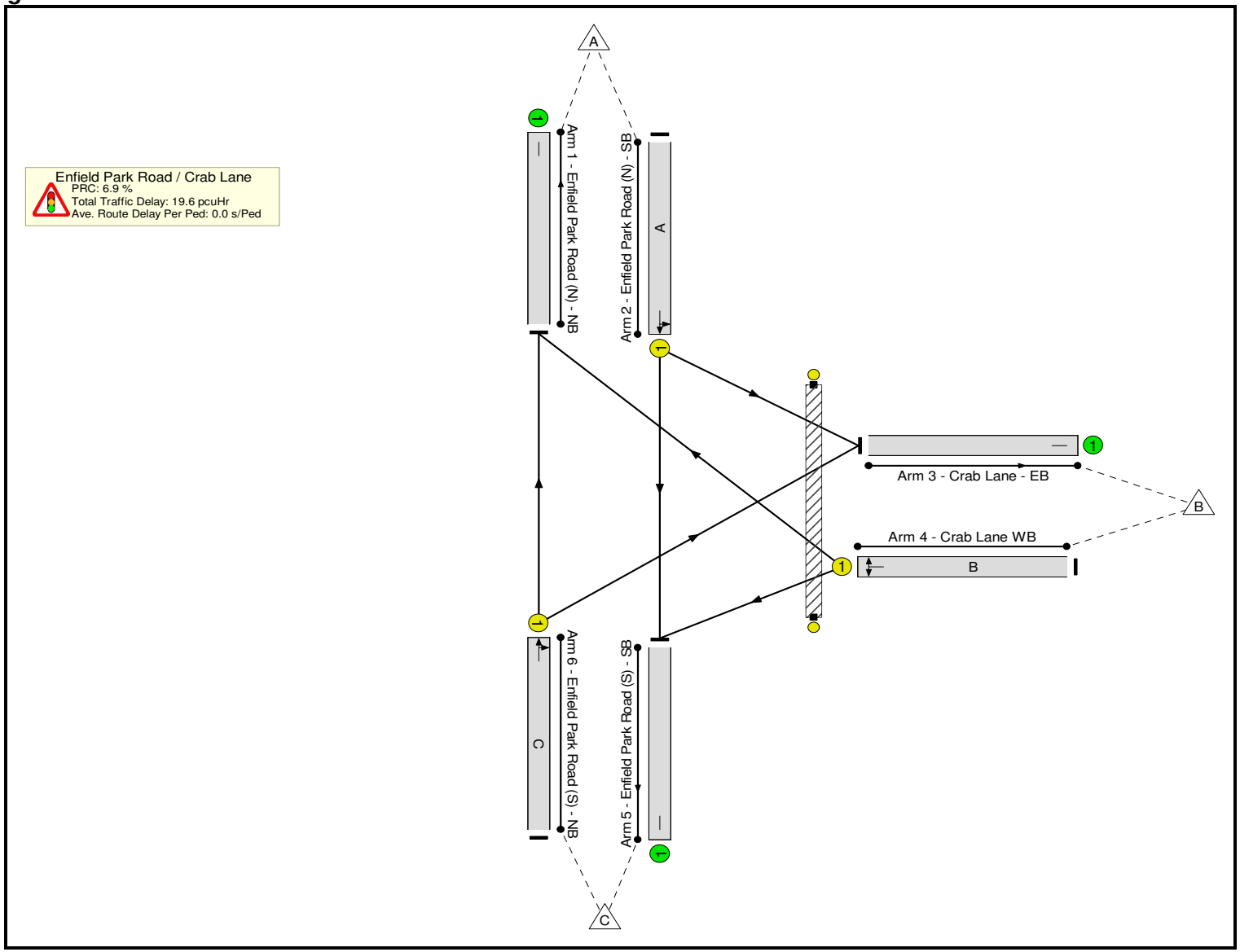
Stage Timings

Stage	1	2	3	4
Duration	49	23	17	7
Change Point	0	55	84	107

Signal Timings Diagram



Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.2%**
Enfield Park Road / Crab Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.2%**
1/1	Enfield Park Road (N) - NB	U	N/A	N/A	-		-	-	-	98	Inf	Inf	0.0%
2/1	Enfield Park Road (N) - SB Left Ahead	U	N/A	N/A	A		1	23	-	301	1811	362	83.1%
3/1	Crab Lane - EB	U	N/A	N/A	-		-	-	-	883	Inf	Inf	0.0%
4/1	Crab Lane WB Right Left	U	N/A	N/A	B		1	17	-	209	1655	248	84.2%
5/1	Enfield Park Road (S) - SB	U	N/A	N/A	-		-	-	-	173	Inf	Inf	0.0%
6/1	Enfield Park Road (S) - NB Ahead Right	U	N/A	N/A	C		1	49	-	644	1838	766	84.1%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	0.0%

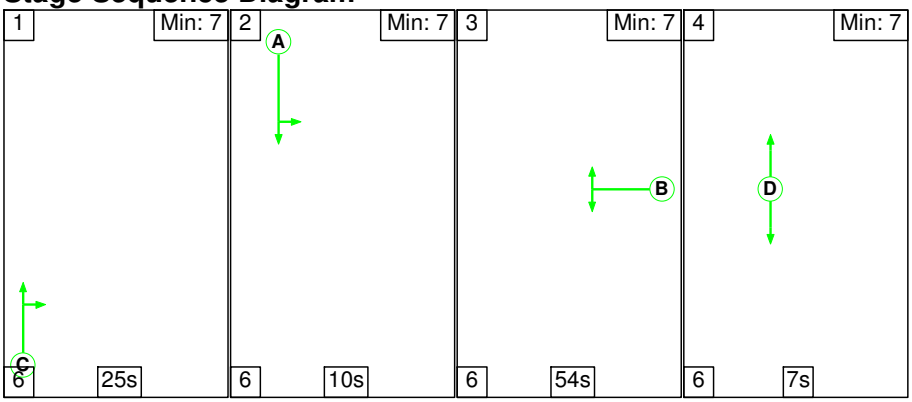
Full Input Data And Results

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	**-**	**-**	**0**	**0**	**0**	**12.4**	**7.2**	**0.0**	**19.6**	**-**	**-**	**-**	**-**
Enfield Park Road / Crab Lane	**-**	**-**	**0**	**0**	**0**	**12.4**	**7.2**	**0.0**	**19.6**	**-**	**-**	**-**	**-**
1/1	98	98	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	301	301	-	-	-	3.9	2.3	-	6.1	73.4	9.6	2.3	11.9
3/1	883	883	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	209	209	-	-	-	2.9	2.4	-	5.3	90.5	6.7	2.4	9.1
5/1	173	173	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	644	644	-	-	-	5.6	2.5	-	8.2	45.6	19.1	2.5	21.7
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 6.9 Total Delay for Signalled Lanes (pcuHr): 19.55 Cycle Time (s): 120
PRC Over All Lanes (%): 6.9 Total Delay Over All Lanes(pcuHr): 19.55

Scenario 6: '2030 Do Something PM' (FG6: '2030 Do Something PM', Plan 1: 'Ped every cycle')

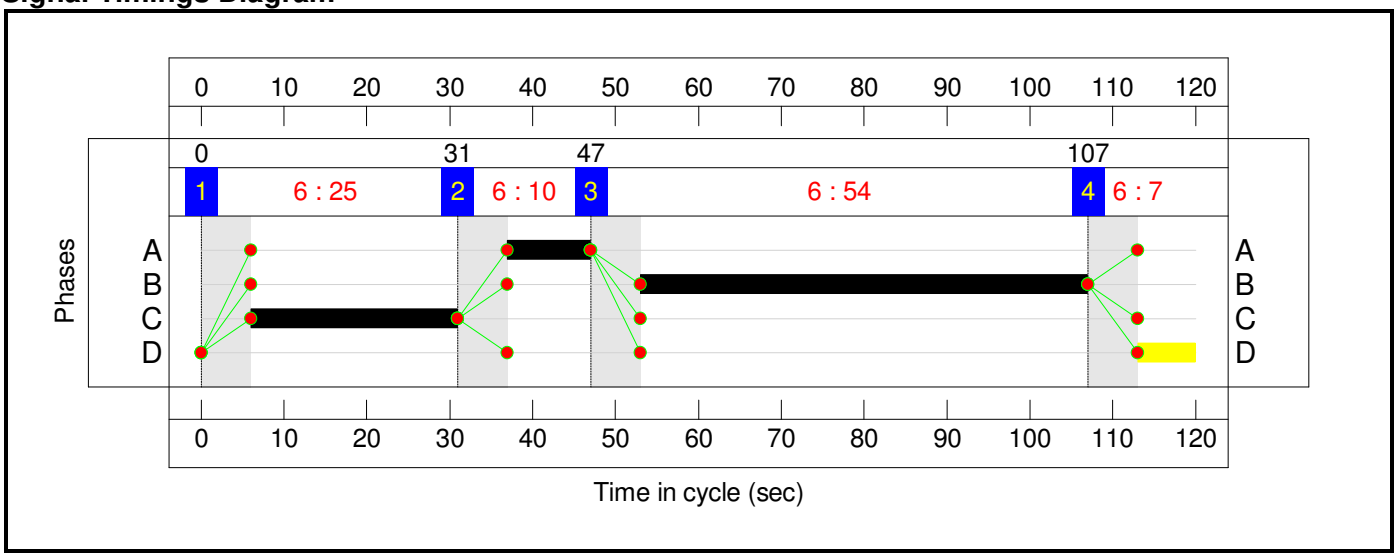
Stage Sequence Diagram



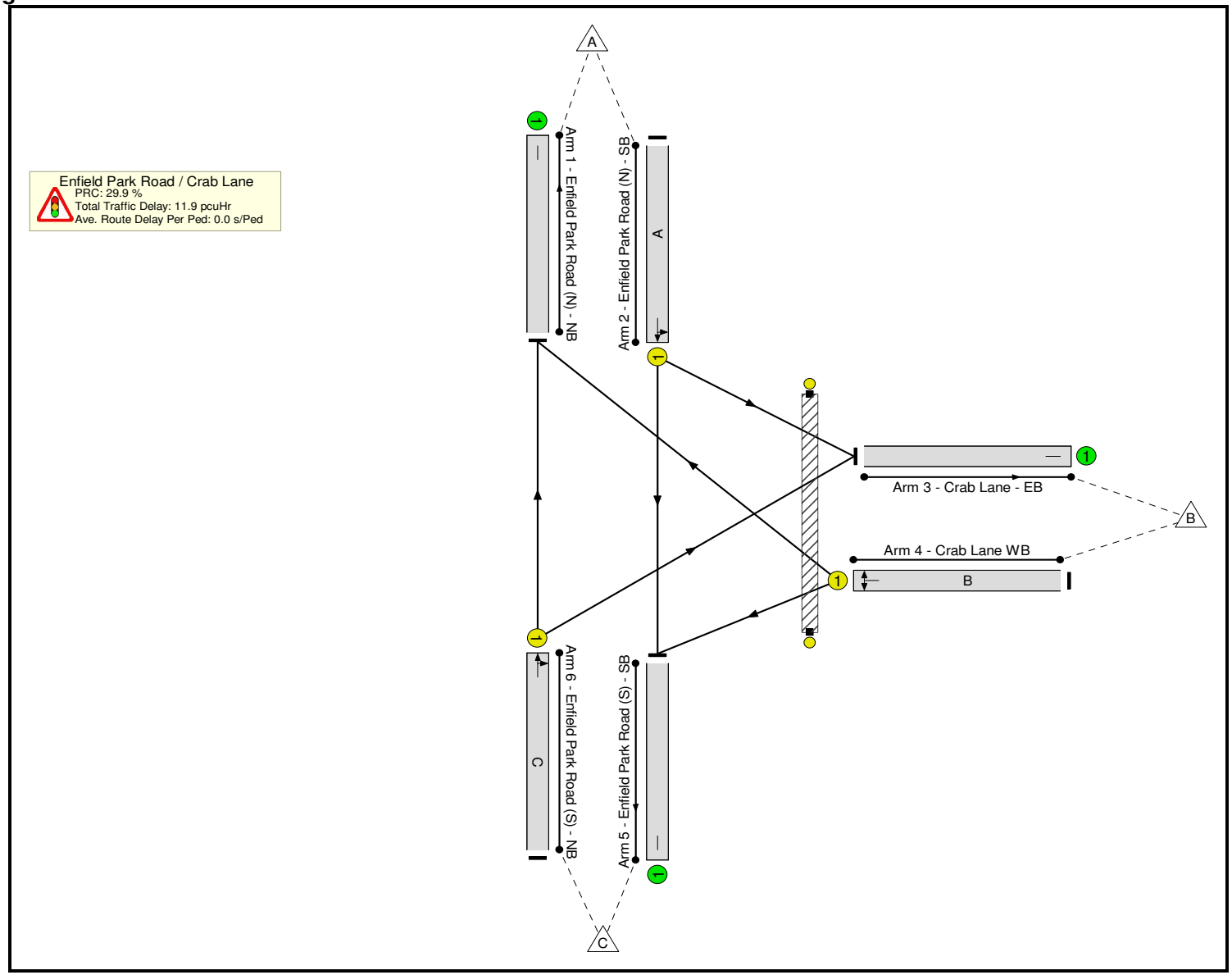
Stage Timings

Stage	1	2	3	4
Duration	25	10	54	7
Change Point	0	31	47	107

Signal Timings Diagram



Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.3%**
Enfield Park Road / Crab Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.3%**
1/1	Enfield Park Road (N) - NB	U	N/A	N/A	-		-	-	-	186	Inf	Inf	0.0%
2/1	Enfield Park Road (N) - SB Left Ahead	U	N/A	N/A	A		1	10	-	112	1837	168	66.5%
3/1	Crab Lane - EB	U	N/A	N/A	-		-	-	-	326	Inf	Inf	0.0%
4/1	Crab Lane WB Right Left	U	N/A	N/A	B		1	54	-	527	1659	760	69.3%
5/1	Enfield Park Road (S) - SB	U	N/A	N/A	-		-	-	-	402	Inf	Inf	0.0%
6/1	Enfield Park Road (S) - NB Ahead Right	U	N/A	N/A	C		1	25	-	275	1843	399	68.9%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	0.0%

Full Input Data And Results

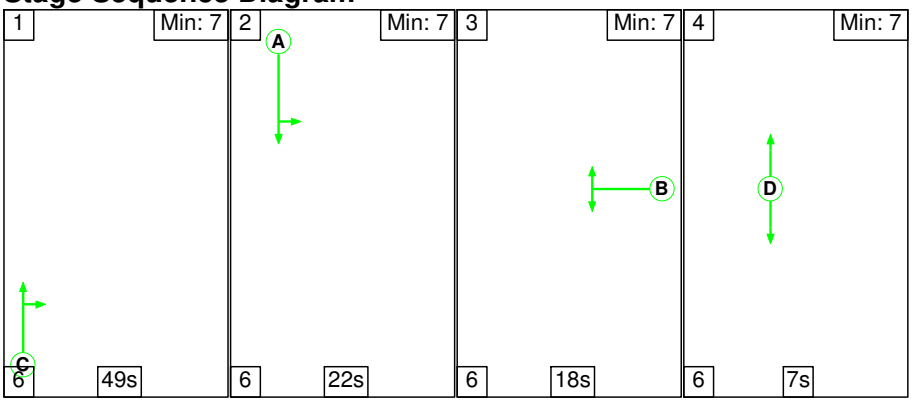
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**8.7**	**3.2**	**0.0**	**11.9**	**-**	**-**	**-**	**-**
Enfield Park Road / Crab Lane	**-**	**-**	**0**	**0**	**0**	**8.7**	**3.2**	**0.0**	**11.9**	**-**	**-**	**-**	**-**
1/1	186	186	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	112	112	-	-	-	1.6	1.0	-	2.6	83.6	3.6	1.0	4.6
3/1	326	326	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	527	527	-	-	-	3.8	1.1	-	4.9	33.4	13.9	1.1	15.0
5/1	402	402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	275	275	-	-	-	3.3	1.1	-	4.4	57.5	8.4	1.1	9.5
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 29.9 Total Delay for Signalled Lanes (pcuHr): 11.89 Cycle Time (s): 120
PRC Over All Lanes (%): 29.9 Total Delay Over All Lanes(pcuHr): 11.89

Full Input Data And Results

Scenario 7: '2030 Do Something Through Route AM' (FG7: '2030 Do Something Through Route AM', Plan 1: 'Ped every cycle')

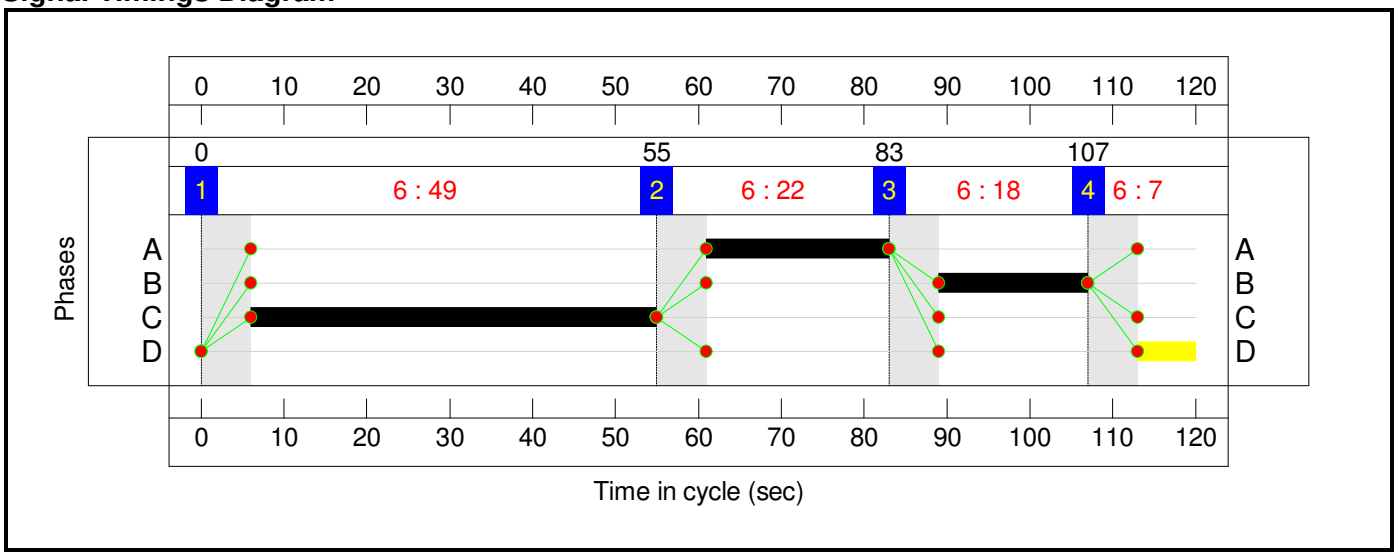
Stage Sequence Diagram



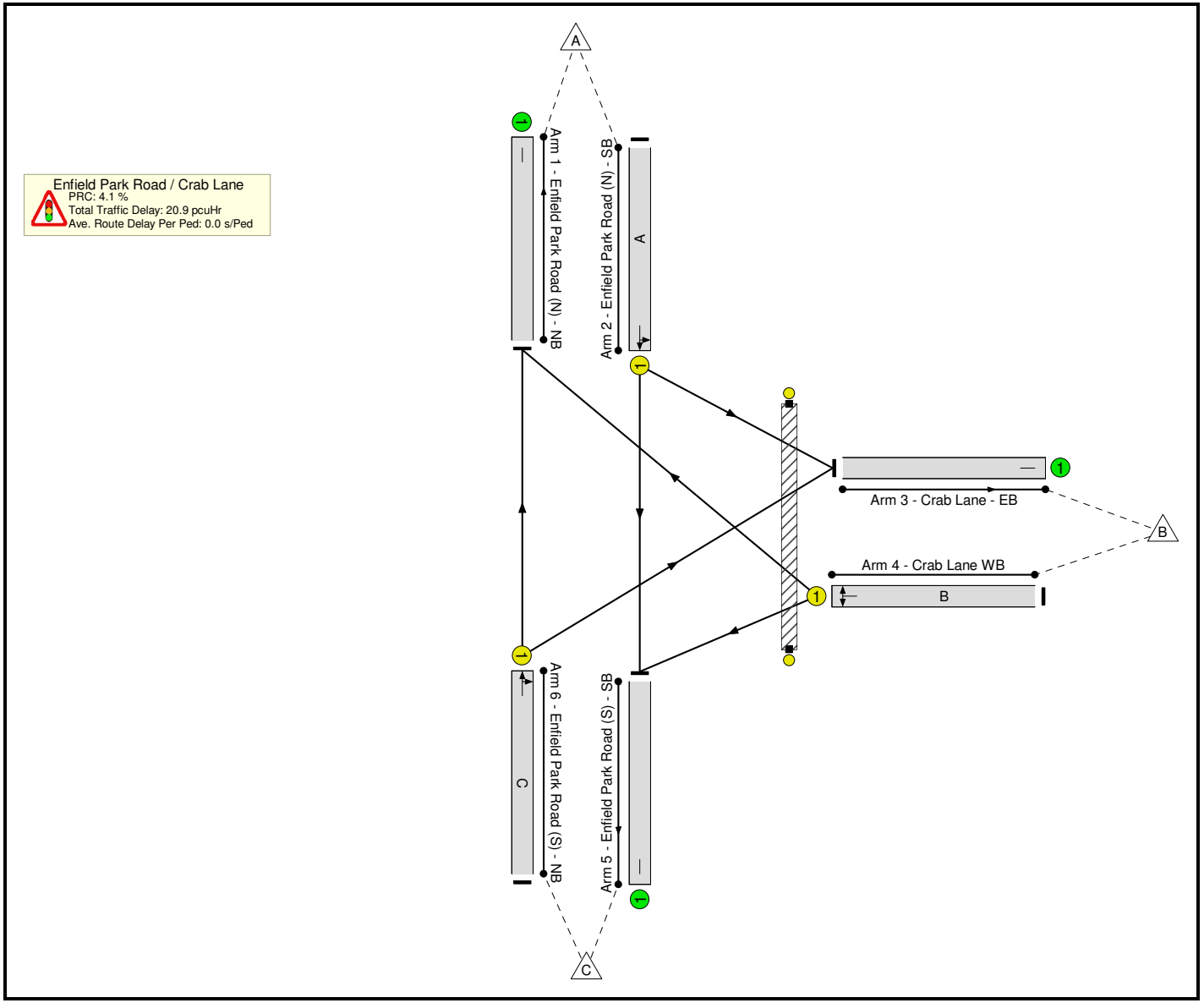
Stage Timings

Stage	1	2	3	4
Duration	49	22	18	7
Change Point	0	55	83	107

Signal Timings Diagram



Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.4%**
Enfield Park Road / Crab Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.4%**
1/1	Enfield Park Road (N) - NB	U	N/A	N/A	-		-	-	-	97	Inf	Inf	0.0%
2/1	Enfield Park Road (N) - SB Left Ahead	U	N/A	N/A	A		1	22	-	300	1811	347	86.4%
3/1	Crab Lane - EB	U	N/A	N/A	-		-	-	-	898	Inf	Inf	0.0%
4/1	Crab Lane WB Right Left	U	N/A	N/A	B		1	18	-	221	1654	262	84.4%
5/1	Enfield Park Road (S) - SB	U	N/A	N/A	-		-	-	-	184	Inf	Inf	0.0%
6/1	Enfield Park Road (S) - NB Ahead Right	U	N/A	N/A	C		1	49	-	658	1837	765	86.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	0.0%

Full Input Data And Results

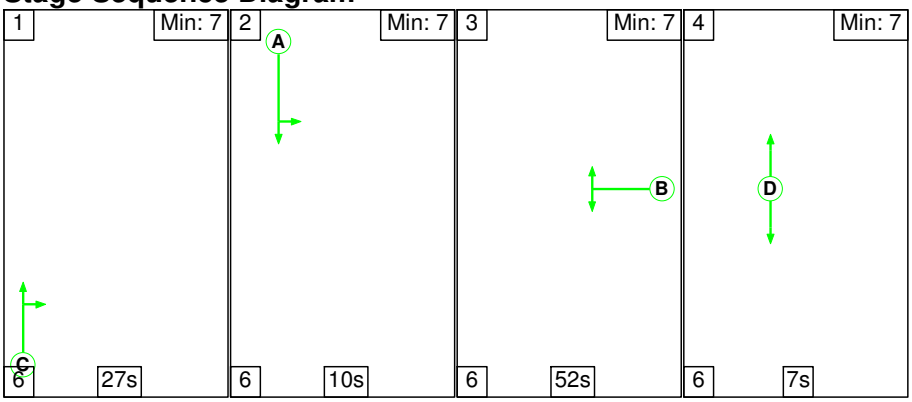
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**12.7**	**8.2**	**0.0**	**20.9**	**-**	**-**	**-**	**-**
Enfield Park Road / Crab Lane	**-**	**-**	**0**	**0**	**0**	**12.7**	**8.2**	**0.0**	**20.9**	**-**	**-**	**-**	**-**
1/1	97	97	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	300	300	-	-	-	3.9	2.8	-	6.8	81.1	9.7	2.8	12.5
3/1	898	898	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	221	221	-	-	-	3.0	2.4	-	5.4	88.4	7.1	2.4	9.5
5/1	184	184	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	658	658	-	-	-	5.8	2.9	-	8.7	47.7	19.9	2.9	22.8
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 4.1 Total Delay for Signalled Lanes (pcuHr): 20.91 Cycle Time (s): 120
PRC Over All Lanes (%): 4.1 Total Delay Over All Lanes(pcuHr): 20.91

Full Input Data And Results

Scenario 8: '2030 Do Something Through Route PM' (FG8: '2030 Do Something Through Route PM', Plan 1: 'Ped every cycle')

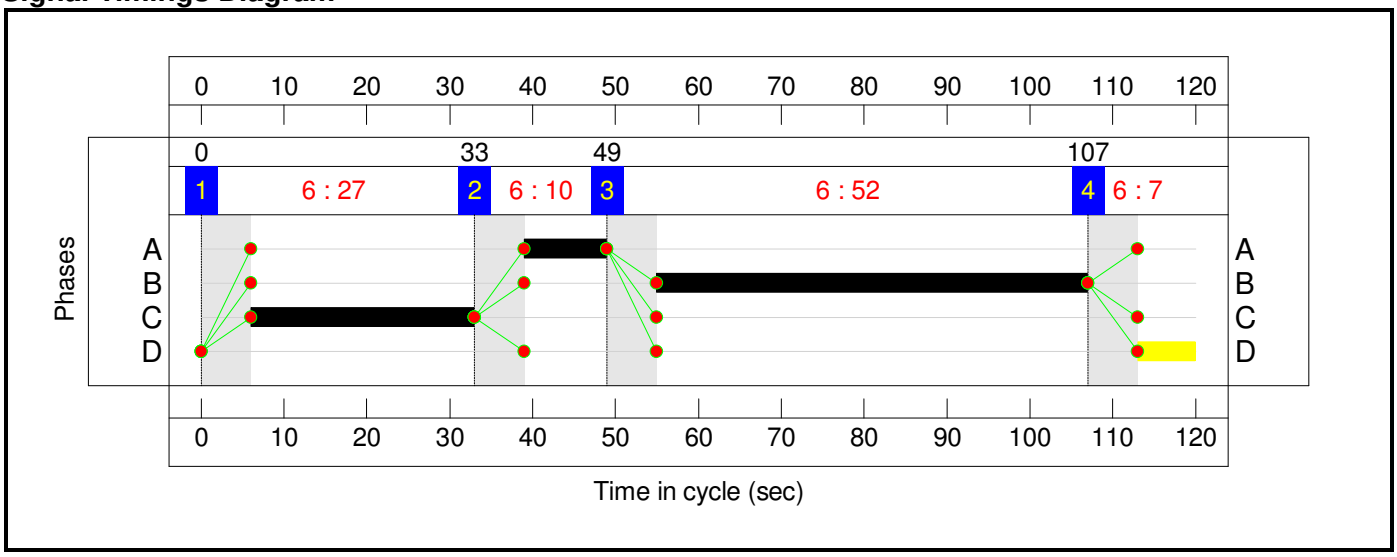
Stage Sequence Diagram



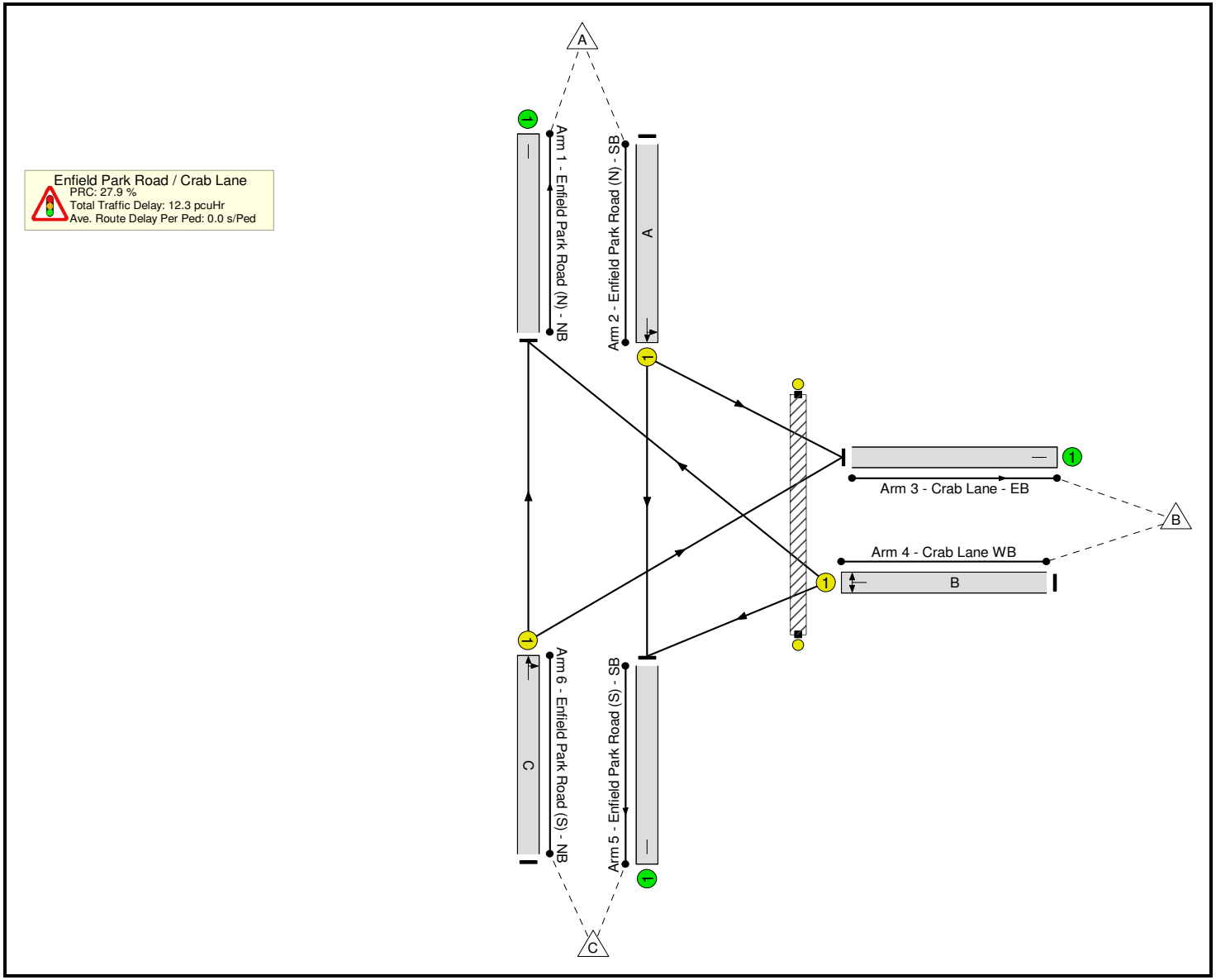
Stage Timings

Stage	1	2	3	4
Duration	27	10	52	7
Change Point	0	33	49	107

Signal Timings Diagram



Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.4%**
Enfield Park Road / Crab Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.4%**
1/1	Enfield Park Road (N) - NB	U	N/A	N/A	-		-	-	-	188	Inf	Inf	0.0%
2/1	Enfield Park Road (N) - SB Left Ahead	U	N/A	N/A	A		1	10	-	112	1837	168	66.5%
3/1	Crab Lane - EB	U	N/A	N/A	-		-	-	-	349	Inf	Inf	0.0%
4/1	Crab Lane WB Right Left	U	N/A	N/A	B		1	52	-	516	1660	733	70.4%
5/1	Enfield Park Road (S) - SB	U	N/A	N/A	-		-	-	-	389	Inf	Inf	0.0%
6/1	Enfield Park Road (S) - NB Ahead Right	U	N/A	N/A	C		1	27	-	298	1842	430	69.3%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	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	**-**	**-**	**0**	**0**	**0**	**9.0**	**3.2**	**0.0**	**12.3**	**-**	**-**	**-**	**-**
Enfield Park Road / Crab Lane	**-**	**-**	**0**	**0**	**0**	**9.0**	**3.2**	**0.0**	**12.3**	**-**	**-**	**-**	**-**
1/1	188	188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	112	112	-	-	-	1.6	1.0	-	2.6	83.6	3.6	1.0	4.6
3/1	349	349	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	516	516	-	-	-	3.9	1.2	-	5.1	35.3	13.9	1.2	15.1
5/1	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	298	298	-	-	-	3.5	1.1	-	4.6	55.5	9.0	1.1	10.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

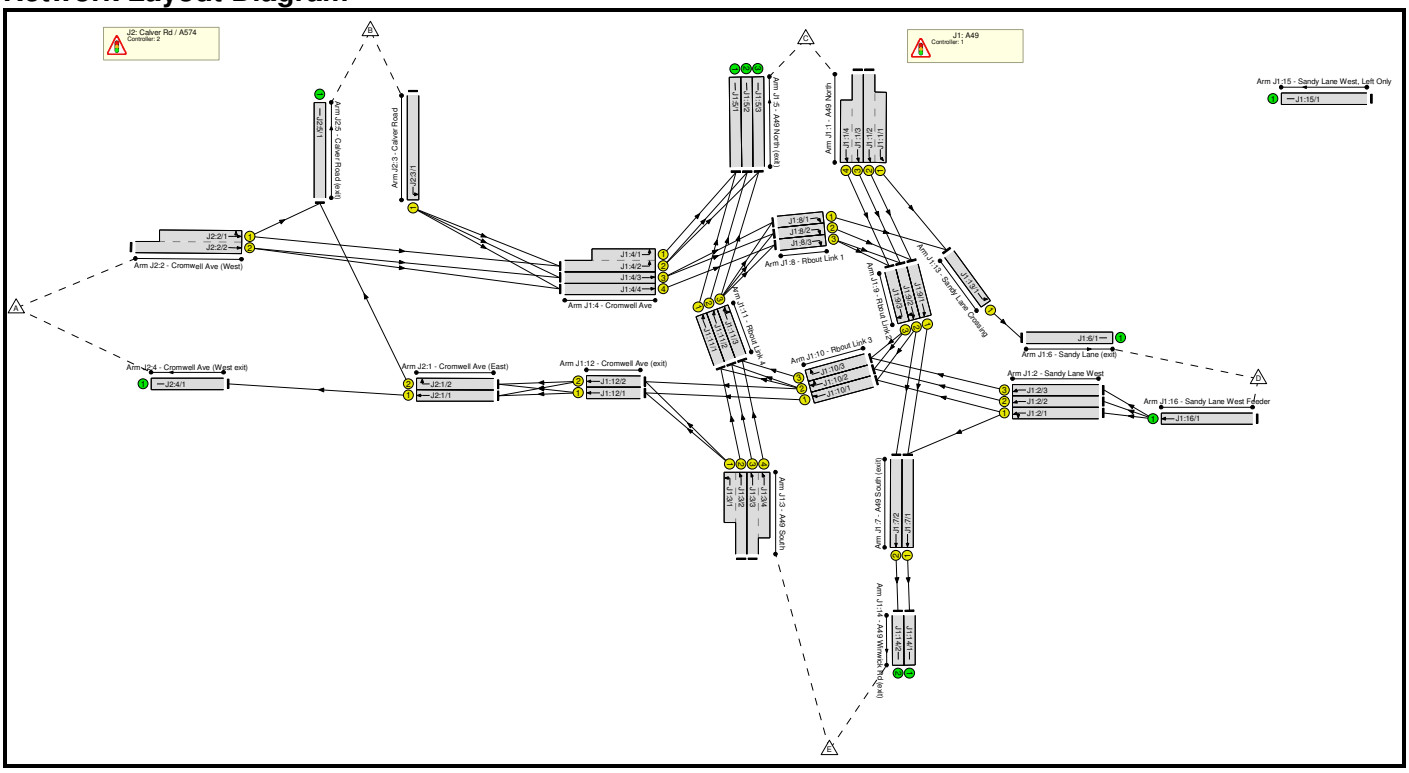
C1 PRC for Signalled Lanes (%): 27.9 Total Delay for Signalled Lanes (pcuHr): 12.26 Cycle Time (s): 120
PRC Over All Lanes (%): 27.9 Total Delay Over All Lanes(pcuHr): 12.26

Full Input Data And Results

User and Project Details

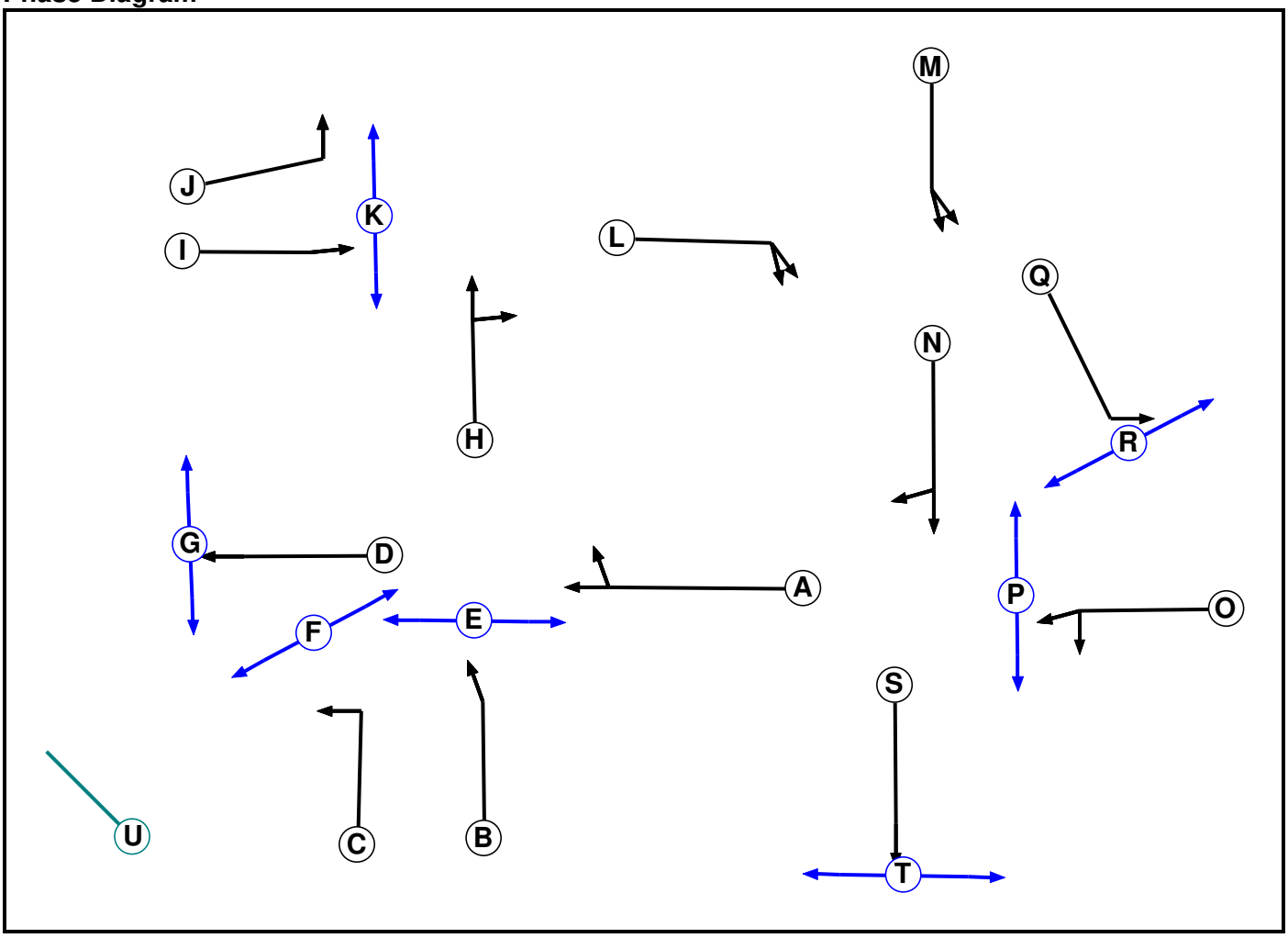
Project:	
Title:	
Location:	
Additional detail:	
File name:	LINSIG A49_Sandy Lane_v2 - Mitigation.lsg3x
Author:	
Company:	
Address:	

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	1		7	7
D	Traffic	7		7	7
E	Pedestrian	1		6	6
F	Pedestrian	1		6	6
G	Pedestrian	7		7	7
H	Traffic	2		7	7
I	Traffic	2		7	7
J	Traffic	2		7	7
K	Pedestrian	2		9	9
L	Traffic	3		7	7
M	Traffic	3		7	7
N	Traffic	4		7	7
O	Traffic	4		7	7
P	Pedestrian	4		7	7
Q	Traffic	5		7	7
R	Pedestrian	5		6	6
S	Traffic	6		7	7
T	Pedestrian	6		6	6
U	Dummy	1		0	0

Full Input Data And Results

Phase Intergreens Matrix

		Starting Phase																				
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U
Terminating Phase	A		5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	B	7		-	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7
	C	6	-		-	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6
	D	-	-	-		-	-	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	E	-	9	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	F	-	-	7	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	G	-	-	-	8	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-
	H	-	-	-	-	-	-	-		6	6	-	-	-	-	-	-	-	-	-	-	-
	I	-	-	-	-	-	-	-	6		-	5	-	-	-	-	-	-	-	-	-	-
	J	-	-	-	-	-	-	-	6	-		5	-	-	-	-	-	-	-	-	-	-
	K	-	-	-	-	-	-	-	-	12	12		-	-	-	-	-	-	-	-	-	-
	L	-	-	-	-	-	-	-	-	-	-	-		5	-	-	-	-	-	-	-	-
	M	-	-	-	-	-	-	-	-	-	-	-	7		-	-	-	-	-	-	-	-
	N	-	-	-	-	-	-	-	-	-	-	-	-	-		5	-	-	-	-	-	-
	O	-	-	-	-	-	-	-	-	-	-	-	-	-	5		5	-	-	-	-	-
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	S	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0	-
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0		-
	U	-	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

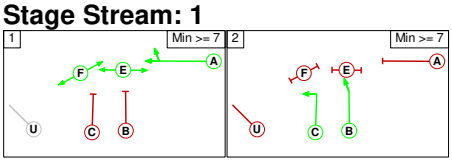
Full Input Data And Results

Phases in Stage

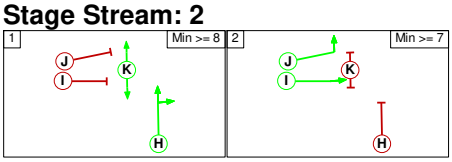
Stream	Stage No.	Phases in Stage
1	1	A E F
1	2	B C
2	1	H K
2	2	I J
3	1	L
3	2	M
4	1	N P
4	2	O
5	1	Q
5	2	R
6	1	S
6	2	T
7	1	D
7	2	G

Stage Diagram

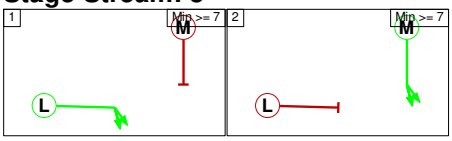
Stage Stream: 1



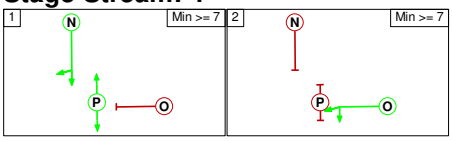
Stage Stream: 2



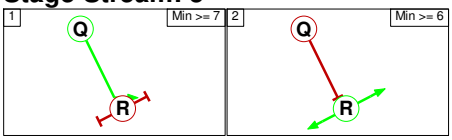
Stage Stream: 3



Stage Stream: 4

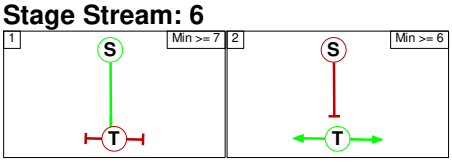


Stage Stream: 5

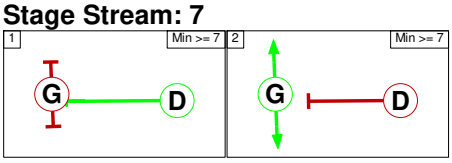


Full Input Data And Results

Stage Stream: 6

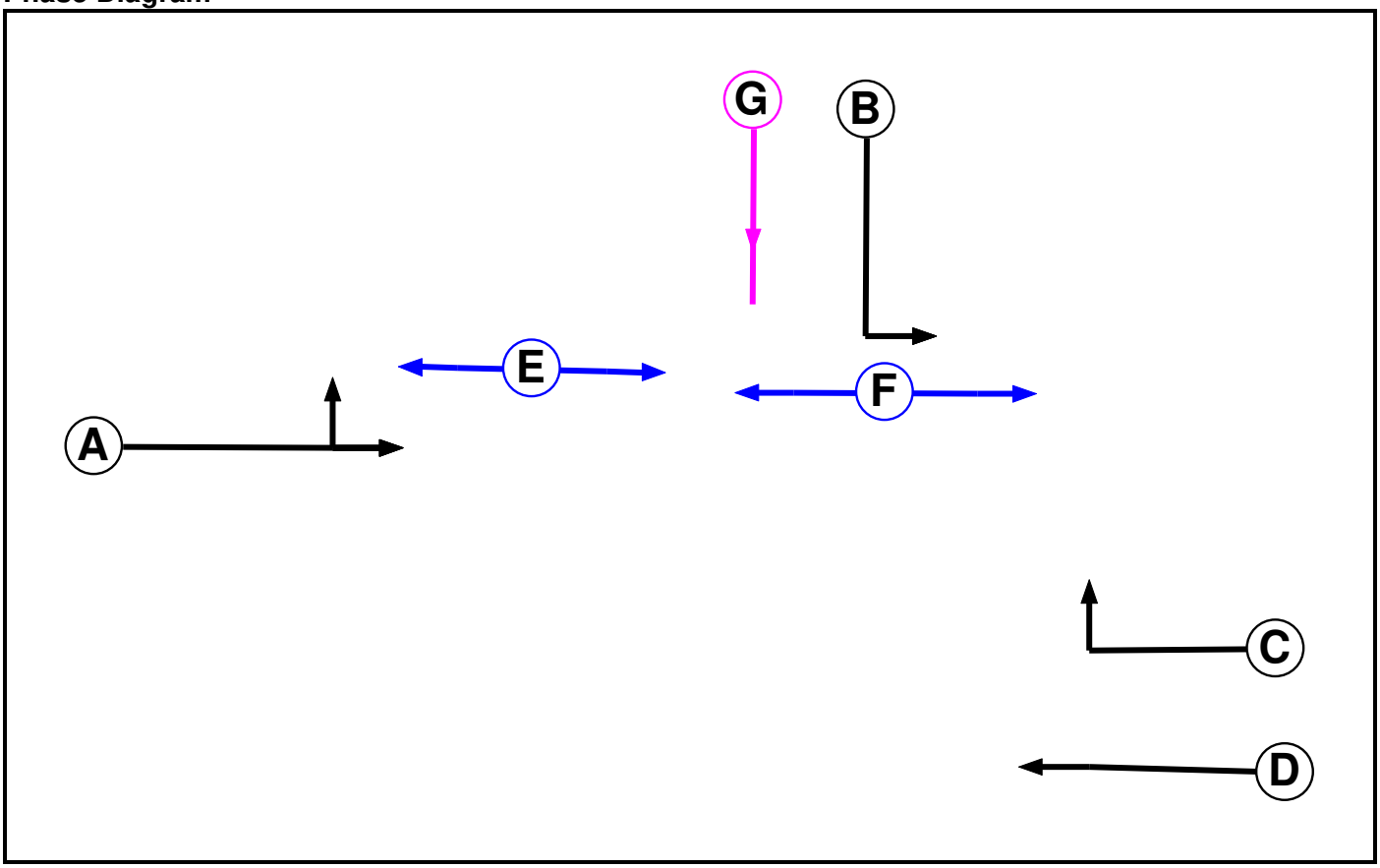


Stage Stream: 7



C2

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	Pedestrian		5	5
F	Pedestrian		5	5
G	Cycle		7	7

Full Input Data And Results

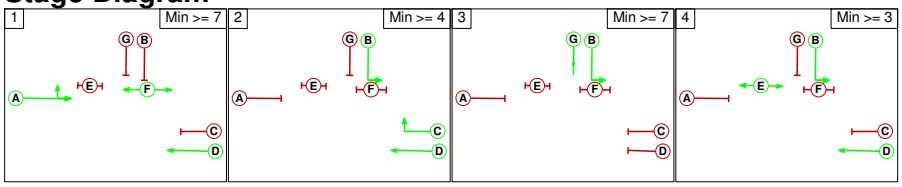
Phase Intergreens Matrix

Terminating Phase	Starting Phase							
		A	B	C	D	E	F	G
	A		8	5	-	8	-	8
	B	5		-	-	-	5	-
	C	7	-		-	8	-	7
	D	-	-	-		-	-	7
	E	0	-	0	-		-	0
	F	-	0	-	-	-		-
	G	7	-	7	7	5	-	

Phases in Stage

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

Stage Diagram



Give-Way Lane Input Data

Junction: J1: A49
There are no Opposed Lanes in this Junction

Junction: J2: Calver Rd / A574
There are no Opposed Lanes in this Junction

Lane Input Data

Junction: J1: A49												
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 (A49 North)	U	M	2	3	11.0	Geom	-	3.30	0.00	Y	Arm J1:13 Ahead	Inf
J1:1/2 (A49 North)	U	M	2	3	60.0	Geom	-	3.65	0.00	N	Arm J1:9 Ahead	Inf
J1:1/3 (A49 North)	U	M	2	3	60.0	Geom	-	3.30	0.00	N	Arm J1:9 Ahead	Inf
J1:1/4 (A49 North)	U	M	2	3	8.2	Geom	-	3.90	0.00	N	Arm J1:9 Ahead	Inf
J1:2/1 (Sandy Lane West)	U	O	2	3	4.3	Geom	-	3.25	4.40	Y	Arm J1:7 Left Arm J1:10 Ahead	35.00 Inf
J1:2/2 (Sandy Lane West)	U	O	2	3	4.0	Geom	-	3.77	0.00	Y	Arm J1:10 Ahead	Inf
J1:2/3 (Sandy Lane West)	U	O	2	3	4.0	Geom	-	3.89	0.00	N	Arm J1:10 Ahead	Inf
J1:3/1 (A49 South)	U	C	2	3	6.6	Geom	-	5.00	0.00	Y	Arm J1:12 Left	60.00
J1:3/2 (A49 South)	U	B	2	3	60.0	Geom	-	3.30	0.00	N	Arm J1:11 Ahead	215.00
J1:3/3 (A49 South)	U	B	2	3	60.0	Geom	-	3.40	0.00	N	Arm J1:11 Ahead	215.00
J1:3/4 (A49 South)	U	B	2	3	13.0	Geom	-	3.30	0.00	N	Arm J1:11 Ahead	215.00
J1:4/1 (Cromwell Ave)	U	J	2	3	8.3	Geom	-	4.00	0.00	Y	Arm J1:5 Left	22.00
J1:4/2 (Cromwell Ave)	U	J	2	3	13.0	Geom	-	4.00	0.00	N	Arm J1:5 Left	75.00
J1:4/3 (Cromwell Ave)	U	I	2	3	21.7	Geom	-	3.70	0.00	N	Arm J1:8 Ahead	75.00
J1:4/4 (Cromwell Ave)	U	I	2	3	21.7	Geom	-	3.70	0.00	N	Arm J1:8 Ahead	80.00

J1:5/1 (A49 North (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/2 (A49 North (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/3 (A49 North (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/1 (Sandy Lane (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:7/1 (A49 South (exit))	U	S	2	3	11.0	Geom	-	3.75	0.00	Y	Arm J1:14 Ahead	Inf
J1:7/2 (A49 South (exit))	U	S	2	3	11.0	Geom	-	3.75	0.00	N	Arm J1:14 Ahead	Inf
J1:8/1 (Rbout Link 1)	U	L	2	3	8.9	Geom	-	4.00	0.00	Y	Arm J1:13 Right	Inf
J1:8/2 (Rbout Link 1)	U	L	2	3	8.0	Geom	-	3.80	0.00	N	Arm J1:9 Right	34.00
J1:8/3 (Rbout Link 1)	U	L	2	3	7.1	Geom	-	4.10	0.00	N	Arm J1:9 Right	30.00
J1:9/1 (Rbout Link 2)	U	N	2	3	11.3	Geom	-	3.70	0.00	Y	Arm J1:7 Ahead	Inf
J1:9/2 (Rbout Link 2)	U	N	2	3	10.1	Geom	-	3.70	0.00	N	Arm J1:7 Ahead	Inf
											Arm J1:10 Right	35.00
J1:9/3 (Rbout Link 2)	U	N	2	3	4.9	Geom	-	3.70	0.00	N	Arm J1:10 Right	25.00
J1:10/1 (Rbout Link 3)	U	A	2	3	8.3	Geom	-	3.50	0.00	Y	Arm J1:12 Ahead	Inf
J1:10/2 (Rbout Link 3)	U	A	2	3	7.7	Geom	-	3.40	0.00	N	Arm J1:11 Right	30.00
											Arm J1:12 Ahead	Inf
J1:10/3 (Rbout Link 3)	U	A	2	3	3.7	Geom	-	3.40	0.00	N	Arm J1:11 Right	27.00
J1:11/1 (Rbout Link 4)	U	H	2	3	7.8	Geom	-	3.75	0.00	Y	Arm J1:5 Ahead	Inf

J1:11/2 (Rbout Link 4)	U	H	2	3	7.0	Geom	-	3.75	0.00	N	Arm J1:5 Ahead	Inf
J1:11/3 (Rbout Link 4)	U	H	2	3	6.1	Geom	-	3.75	0.00	Y	Arm J1:5 Ahead	Inf
											Arm J1:8 Right	24.00
J1:12/1 (Cromwell Ave (exit))	U	D	2	3	4.5	Geom	-	4.90	0.00	Y	Arm J2:1 Ahead	Inf
J1:12/2 (Cromwell Ave (exit))	U	D	2	3	4.5	Geom	-	3.55	0.00	N	Arm J2:1 Ahead	Inf
J1:13/1 (Sandy Lane Crossing)	U	Q	2	3	9.6	Geom	-	4.90	0.00	Y	Arm J1:6 Left	10.00
J1:14/1 (A49 Winwick Rd (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:14/2 (A49 Winwick Rd (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:15/1 (Sandy Lane West, Left Only)	U		2	3	4.3	Inf	-	-	-	-	-	-
J1:16/1 (Sandy Lane West Feeder)	U		2	3	60.0	Geom	-	3.25	0.00	Y	Arm J1:2 Ahead	Inf

Full Input Data And Results

Junction: J2: Calver Rd / A574												
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 (Cromwell Ave (East))	U	D	2	3	16.0	Geom	-	3.50	0.00	Y	Arm J2:4 Ahead	Inf
J2:1/2 (Cromwell Ave (East))	U	C	2	3	16.0	Geom	-	3.50	0.00	N	Arm J2:5 Right	10.00
J2:2/1 (Cromwell Ave (West))	U	A	2	3	10.8	Geom	-	3.00	0.00	Y	Arm J1:4 Ahead	Inf
											Arm J2:5 Left	20.00
J2:2/2 (Cromwell Ave (West))	U	A	2	3	60.0	Geom	-	3.00	0.00	N	Arm J1:4 Ahead	Inf
J2:3/1 (Calver Road)	U	B	2	3	60.0	Geom	-	5.00	0.00	Y	Arm J1:4 Left	25.00
J2:4/1 (Cromwell Ave (West exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:5/1 (Calver Road (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 Do Min AM'	08:00	09:00	01:00	
2: '2025 Do Min PM'	17:00	18:00	01:00	
3: '2025 Do Something AM'	08:00	09:00	01:00	
4: '2025 Do Something PM'	17:00	18:00	01:00	
5: '2030 Do Min AM'	08:00	09:00	01:00	
6: '2030 Do Min PM'	17:00	18:00	01:00	
7: '2030 Do Something AM'	08:00	09:00	01:00	
8: '2030 Do Something PM'	17:00	18:00	01:00	

Scenario 1: '2025 Do Min AM' (FG1: '2025 Do Min AM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	55	110	301	206	391	1063
	B	29	0	160	110	208	507
	C	248	102	21	225	1478	2074
	D	185	76	168	0	51	480
	E	259	107	1055	93	0	1514
	Tot.	776	395	1705	634	2128	5638

Scenario 2: '2025 Do Min PM' (FG2: '2025 Do Min PM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	56	130	222	63	255	726
	B	61	0	243	69	279	652
	C	312	124	0	303	810	1549
	D	267	106	328	0	59	760
	E	480	190	1343	64	2	2079
	Tot.	1176	550	2136	499	1405	5766

Scenario 3: '2025 Do Something AM' (FG3: '2025 Do Something AM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	57	110	301	239	404	1111
	B	29	0	152	121	204	506
	C	249	100	22	263	1475	2109
	D	211	85	201	0	82	579
	E	260	105	1057	139	0	1561
	Tot.	806	400	1733	762	2165	5866

Scenario 4: '2025 Do something PM' (FG4: '2025 Do Something PM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	57	130	223	71	257	738
	B	61	0	241	76	278	656
	C	311	121	1	334	807	1574
	D	290	112	404	0	113	919
	E	478	186	1375	67	1	2107
	Tot.	1197	549	2244	548	1456	5994

Scenario 5: '2030 Do Min AM' (FG5: '2030 Do Min AM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	57	114	307	214	410	1102
	B	30	0	163	113	217	523
	C	253	105	22	265	1489	2134
	D	192	80	175	0	53	500
	E	267	111	1089	104	0	1571
	Tot.	799	410	1756	696	2169	5830

Scenario 6: '2030 Do Min PM' (FG6: '2030 Do Min PM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	58	134	231	64	266	753
	B	64	0	253	70	290	677
Origin	C	320	126	0	316	820	1582
	D	277	110	362	0	64	813
	E	488	193	1353	63	0	2097
	Tot.	1207	563	2199	513	1440	5922

Scenario 7: '2030 Do Something AM' (FG7: '2030 Do Something AM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	58	114	313	243	427	1155
	B	29	0	157	122	215	523
Origin	C	253	100	22	317	1483	2175
	D	238	94	222	0	84	638
	E	272	107	1093	144	0	1616
	Tot.	850	415	1807	826	2209	6107

Scenario 8: '2030 Do something PM' (FG8: '2030 Do Something PM', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	58	134	235	77	266	770
	B	63	0	254	83	286	686
Origin	C	318	122	1	358	824	1623
	D	312	120	411	0	96	939
	E	487	187	1384	63	1	2122
	Tot.	1238	563	2285	581	1473	6140

Full Input Data And Results
Scenario 1: '2025 Do Min AM' (FG1: '2025 Do Min AM', Plan 1: 'Network Control Plan 1')
Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**	**-**	**82.2%**	**70.2**	**-**	**-**
J1: A49	**-**	**-**	**-**	**-**	**80.4%**	**50.8**	**-**	**-**
1/2+1/1	A49 North Ahead Ahead2	U	62	993	76.2 : 76.2%	4.3	15.4	11.8
1/3+1/4	A49 North Ahead	U	62	1081	80.4 : 80.4%	4.9	16.3	13.5
2/1	Sandy Lane West Left Ahead	U	19	171	56.4%	1.7	36.3	3.4
2/2	Sandy Lane West Ahead	U	19	141	40.4%	1.2	30.8	2.6
2/3	Sandy Lane West Ahead	U	19	168	44.8%	1.4	31.0	3.1
3/2+3/1	A49 South Ahead Left	U	41:45	768	67.5 : 67.5%	4.4	20.7	8.3
3/3+3/4	A49 South Ahead	U	41	746	62.7 : 62.7%	4.3	20.7	9.1
4/2+4/1	Cromwell Ave Left	U	42	461	37.8 : 37.8%	1.6	12.3	3.5
4/3	Cromwell Ave Ahead	U	42	582	76.2%	3.4	21.1	10.6
4/4	Cromwell Ave Ahead	U	42	417	54.5%	1.8	15.2	6.1
5/1	A49 North (exit)	U	-	633	0.0%	0.0	0.0	0.0
5/2	A49 North (exit)	U	-	582	0.0%	0.0	0.0	0.0
5/3	A49 North (exit)	U	-	490	0.0%	0.0	0.0	0.0
6/1	Sandy Lane (exit)	U	-	634	0.0%	0.0	0.0	0.0
7/1	A49 South (exit) Ahead	U	112	1085	57.9%	0.7	2.3	0.8
7/2	A49 South (exit) Ahead	U	112	1043	52.0%	0.5	1.9	0.5
8/1	Rbout Link 1 Right	U	34	409	67.7%	2.3	20.5	8.6
8/2	Rbout Link 1 Right	U	34	266	43.4%	0.7	9.4	3.8
8/3	Rbout Link 1 Right	U	34	417	67.4%	1.7	14.8	8.7
9/1	Rbout Link 2 Ahead	U	77	1034	79.1%	2.8	9.8	9.2
9/2	Rbout Link 2 Ahead Right	U	77	1080	77.3%	2.7	9.1	10.0
9/3	Rbout Link 2 Right	U	77	418	31.7%	0.5	4.1	1.6

10/1	Rbout Link 3 Ahead	U	47	157	19.6%	0.8	18.9	2.4
10/2	Rbout Link 3 Right Ahead	U	47	538	62.9%	2.7	18.0	9.1
10/3	Rbout Link 3 Right	U	47	189	23.3%	0.9	16.8	3.2
11/1	Rbout Link 4 Ahead	U	42	402	55.1%	1.0	9.3	5.9
11/2	Rbout Link 4 Ahead	U	42	467	59.8%	1.2	9.6	7.0
11/3	Rbout Link 4 Ahead Right	U	42	468	64.9%	2.0	15.2	8.2
12/1	Cromwell Ave (exit) Ahead	U	100	423	23.9%	0.3	2.4	1.3
12/2	Cromwell Ave (exit) Ahead	U	100	638	35.9%	0.3	1.8	0.7
13/1	Sandy Lane Crossing Left	U	102	634	40.4%	0.4	2.5	5.6
14/1	A49 Winwick Rd (exit)	U	-	1085	0.0%	0.0	0.0	0.0
14/2	A49 Winwick Rd (exit)	U	-	1043	0.0%	0.0	0.0	0.0
15/1	Sandy Lane West, Left Only	U	-	0	-	-	-	-
16/1	Sandy Lane West Feeder Ahead	U	-	480	24.7%	0.2	1.2	0.2
J2: Calver Rd / A574	**-**	**-**	**-**	**-**	**82.2%**	**19.4**	**-**	**-**
1/1	Cromwell Ave (East) Ahead	U	99	776	47.4%	0.8	3.6	4.3
1/2	Cromwell Ave (East) Right	U	22	285	81.3%	5.3	66.5	10.7
2/2+2/1	Cromwell Ave (West) Ahead Left	U	64	1063	82.2 : 82.2%	7.7	26.1	21.7
3/1	Calver Road Left	U	43	507	69.3%	5.7	40.2	15.3
4/1	Cromwell Ave (West exit)	U	-	776	0.0%	0.0	0.0	0.0
5/1	Calver Road (exit)	U	-	395	0.0%	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	33.3	Total Delay for Signalled Lanes (pcuHr):	13.10	Cycle Time (s): 120
C1	Stream: 2 PRC for Signalled Lanes (%):	18.1	Total Delay for Signalled Lanes (pcuHr):	10.99	Cycle Time (s): 120
C1	Stream: 3 PRC for Signalled Lanes (%):	11.9	Total Delay for Signalled Lanes (pcuHr):	13.90	Cycle Time (s): 120
C1	Stream: 4 PRC for Signalled Lanes (%):	13.7	Total Delay for Signalled Lanes (pcuHr):	10.41	Cycle Time (s): 120
C1	Stream: 5 PRC for Signalled Lanes (%):	123.0	Total Delay for Signalled Lanes (pcuHr):	0.43	Cycle Time (s): 120
C1	Stream: 6 PRC for Signalled Lanes (%):	55.4	Total Delay for Signalled Lanes (pcuHr):	1.23	Cycle Time (s): 120
C1	Stream: 7 PRC for Signalled Lanes (%):	150.5	Total Delay for Signalled Lanes (pcuHr):	0.60	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	9.5	Total Delay for Signalled Lanes (pcuHr):	19.41	Cycle Time (s): 120
	PRC Over All Lanes (%):	9.5	Total Delay Over All Lanes(pcuHr):	70.25	

Scenario 2: '2025 Do Min PM' (FG2: '2025 Do Min PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**	**-**	**84.2%**	**69.1**	**-**	**-**
J1: A49	**-**	**-**	**-**	**-**	**84.2%**	**51.6**	**-**	**-**
1/2+1/1	A49 North Ahead Ahead2	U	63	786	51.2 : 51.2%	2.3	10.4	5.6
1/3+1/4	A49 North Ahead	U	63	763	54.0 : 54.0%	2.3	10.7	5.9
2/1	Sandy Lane West Left Ahead	U	27	289	68.7%	2.8	34.4	5.8
2/2	Sandy Lane West Ahead	U	27	211	43.8%	1.5	26.1	3.6
2/3	Sandy Lane West Ahead	U	27	260	50.2%	1.9	26.8	4.5
3/2+3/1	A49 South Ahead Left	U	51:55	1021	83.5 : 83.5%	5.9	20.8	12.9
3/3+3/4	A49 South Ahead	U	51	1056	80.8 : 80.8%	5.9	20.2	11.9
4/2+4/1	Cromwell Ave Left	U	31	465	48.6 : 48.6%	1.8	14.0	3.2
4/3	Cromwell Ave Ahead	U	31	401	70.0%	2.5	22.6	6.5
4/4	Cromwell Ave Ahead	U	31	382	66.6%	2.3	21.5	6.0
5/1	A49 North (exit)	U	-	665	0.0%	0.0	0.0	0.0
5/2	A49 North (exit)	U	-	809	0.0%	0.0	0.0	0.0
5/3	A49 North (exit)	U	-	662	0.0%	0.0	0.0	0.0
6/1	Sandy Lane (exit)	U	-	499	0.0%	0.0	0.0	0.0
7/1	A49 South (exit) Ahead	U	112	811	43.3%	0.4	1.7	0.5
7/2	A49 South (exit) Ahead	U	112	592	29.5%	0.2	1.3	0.2
8/1	Rbout Link 1 Right	U	33	196	33.3%	0.8	13.9	2.0
8/2	Rbout Link 1 Right	U	33	269	45.1%	0.5	7.2	0.7
8/3	Rbout Link 1 Right	U	33	382	63.5%	1.0	9.8	2.0
9/1	Rbout Link 2 Ahead	U	69	752	64.0%	1.8	8.8	7.2
9/2	Rbout Link 2 Ahead Right	U	69	786	63.2%	1.8	8.5	8.0
9/3	Rbout Link 2 Right	U	69	359	30.3%	0.6	6.4	2.2

10/1	Rbout Link 3 Ahead	U	37	424	66.4%	2.4	20.1	8.1
10/2	Rbout Link 3 Right Ahead	U	37	570	84.2%	4.9	31.0	11.9
10/3	Rbout Link 3 Right	U	37	260	40.3%	0.5	6.7	2.0
11/1	Rbout Link 4 Ahead	U	53	414	45.4%	0.8	6.9	4.4
11/2	Rbout Link 4 Ahead	U	53	702	71.9%	1.5	7.7	1.9
11/3	Rbout Link 4 Ahead Right	U	53	619	68.3%	3.2	18.7	10.6
12/1	Cromwell Ave (exit) Ahead	U	100	769	43.4%	0.6	2.7	2.2
12/2	Cromwell Ave (exit) Ahead	U	100	827	46.6%	0.6	2.6	2.1
13/1	Sandy Lane Crossing Left	U	102	499	31.8%	0.3	2.5	1.5
14/1	A49 Winwick Rd (exit)	U	-	811	0.0%	0.0	0.0	0.0
14/2	A49 Winwick Rd (exit)	U	-	592	0.0%	0.0	0.0	0.0
15/1	Sandy Lane West, Left Only	U	-	0	-	-	-	-
16/1	Sandy Lane West Feeder Ahead	U	-	760	39.2%	0.3	1.5	0.3
J2: Calver Rd / A574	**-**	**-**	**-**	**-**	**74.3%**	**17.5**	**-**	**-**
1/1	Cromwell Ave (East) Ahead	U	99	1176	71.8%	2.3	7.1	13.9
1/2	Cromwell Ave (East) Right	U	47	420	57.4%	3.6	30.9	11.8
2/2+2/1	Cromwell Ave (West) Ahead Left	U	39	726	74.3 : 74.3%	8.0	39.8	11.5
3/1	Calver Road Left	U	68	652	56.8%	3.6	19.7	14.2
4/1	Cromwell Ave (West exit)	U	-	1176	0.0%	0.0	0.0	0.0
5/1	Calver Road (exit)	U	-	550	0.0%	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	6.9	Total Delay for Signalled Lanes (pcuHr):	19.59	Cycle Time (s): 120
C1	Stream: 2 PRC for Signalled Lanes (%):	25.2	Total Delay for Signalled Lanes (pcuHr):	12.11	Cycle Time (s): 120
C1	Stream: 3 PRC for Signalled Lanes (%):	41.7	Total Delay for Signalled Lanes (pcuHr):	6.87	Cycle Time (s): 120
C1	Stream: 4 PRC for Signalled Lanes (%):	31.0	Total Delay for Signalled Lanes (pcuHr):	10.55	Cycle Time (s): 120
C1	Stream: 5 PRC for Signalled Lanes (%):	183.3	Total Delay for Signalled Lanes (pcuHr):	0.34	Cycle Time (s): 120
C1	Stream: 6 PRC for Signalled Lanes (%):	108.0	Total Delay for Signalled Lanes (pcuHr):	0.59	Cycle Time (s): 120
C1	Stream: 7 PRC for Signalled Lanes (%):	93.3	Total Delay for Signalled Lanes (pcuHr):	1.17	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	21.1	Total Delay for Signalled Lanes (pcuHr):	17.54	Cycle Time (s): 120
	PRC Over All Lanes (%):	6.9	Total Delay Over All Lanes(pcuHr):	69.09	

Scenario 3: '2025 Do Something AM' (FG3: '2025 Do Something AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**	**-**	**86.4%**	**77.9**	**-**	**-**
J1: A49	**-**	**-**	**-**	**-**	**83.2%**	**56.2**	**-**	**-**
1/2+1/1	A49 North Ahead Ahead2	U	60	1063	82.3 : 82.3%	5.4	18.2	12.5
1/3+1/4	A49 North Ahead	U	60	1046	83.2 : 83.2%	5.5	18.8	13.2
2/1	Sandy Lane West Left Ahead	U	18	194	67.5%	2.3	43.0	4.5
2/2	Sandy Lane West Ahead	U	18	196	59.0%	2.0	36.8	4.2
2/3	Sandy Lane West Ahead	U	18	189	52.9%	1.8	34.1	3.9
3/2+3/1	A49 South Ahead Left	U	46:50	784	64.9 : 64.9%	3.7	17.2	6.9
3/3+3/4	A49 South Ahead	U	46	777	61.5 : 61.5%	3.8	17.5	7.9
4/2+4/1	Cromwell Ave Left	U	40	453	39.3 : 39.3%	1.8	13.9	3.8
4/3	Cromwell Ave Ahead	U	40	596	81.8%	4.5	27.1	13.0
4/4	Cromwell Ave Ahead	U	40	458	62.7%	2.4	18.9	8.2
5/1	A49 North (exit)	U	-	641	0.0%	0.0	0.0	0.0
5/2	A49 North (exit)	U	-	608	0.0%	0.0	0.0	0.0
5/3	A49 North (exit)	U	-	484	0.0%	0.0	0.0	0.0
6/1	Sandy Lane (exit)	U	-	762	0.0%	0.0	0.0	0.0
7/1	A49 South (exit) Ahead	U	112	1118	59.7%	0.7	2.4	1.4
7/2	A49 South (exit) Ahead	U	112	1047	52.2%	0.5	1.9	0.7
8/1	Rbout Link 1 Right	U	36	499	78.2%	3.1	22.7	7.5
8/2	Rbout Link 1 Right	U	36	236	36.4%	0.5	8.0	0.9
8/3	Rbout Link 1 Right	U	36	458	70.1%	1.5	11.8	2.9
9/1	Rbout Link 2 Ahead	U	78	1036	78.3%	2.6	9.1	9.1
9/2	Rbout Link 2 Ahead Right	U	78	1145	81.1%	3.2	10.0	11.0
9/3	Rbout Link 2 Right	U	78	359	26.9%	0.4	4.0	1.5

10/1	Rbout Link 3 Ahead	U	42	210	29.1%	0.7	12.8	2.3
10/2	Rbout Link 3 Right Ahead	U	42	534	69.6%	3.1	20.6	7.0
10/3	Rbout Link 3 Right	U	42	210	28.9%	0.4	6.3	0.8
11/1	Rbout Link 4 Ahead	U	44	432	56.6%	1.2	9.9	2.9
11/2	Rbout Link 4 Ahead	U	44	486	59.5%	1.3	9.7	2.3
11/3	Rbout Link 4 Ahead Right	U	44	501	66.8%	2.4	17.3	8.7
12/1	Cromwell Ave (exit) Ahead	U	100	473	26.7%	0.3	2.3	1.3
12/2	Cromwell Ave (exit) Ahead	U	100	623	35.1%	0.3	1.8	0.7
13/1	Sandy Lane Crossing Left	U	102	762	48.5%	0.6	2.7	4.6
14/1	A49 Winwick Rd (exit)	U	-	1118	0.0%	0.0	0.0	0.0
14/2	A49 Winwick Rd (exit)	U	-	1047	0.0%	0.0	0.0	0.0
15/1	Sandy Lane West, Left Only	U	-	0	-	-	-	-
16/1	Sandy Lane West Feeder Ahead	U	-	579	29.8%	0.2	1.3	0.2
J2: Calver Rd / A574	**-**	**-**	**-**	**-**	**86.4%**	**21.7**	**-**	**-**
1/1	Cromwell Ave (East) Ahead	U	99	806	49.2%	0.8	3.5	9.4
1/2	Cromwell Ave (East) Right	U	21	290	86.4%	6.4	79.0	12.4
2/2+2/1	Cromwell Ave (West) Ahead Left	U	65	1111	85.7 : 85.7%	8.7	28.2	25.6
3/1	Calver Road Left	U	42	506	70.8%	5.9	41.6	15.7
4/1	Cromwell Ave (West exit)	U	-	806	0.0%	0.0	0.0	0.0
5/1	Calver Road (exit)	U	-	400	0.0%	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	29.3	Total Delay for Signalled Lanes (pcuHr):	11.68	Cycle Time (s): 120
C1	Stream: 2 PRC for Signalled Lanes (%):	10.1	Total Delay for Signalled Lanes (pcuHr):	13.55	Cycle Time (s): 120
C1	Stream: 3 PRC for Signalled Lanes (%):	8.2	Total Delay for Signalled Lanes (pcuHr):	16.01	Cycle Time (s): 120
C1	Stream: 4 PRC for Signalled Lanes (%):	10.9	Total Delay for Signalled Lanes (pcuHr):	12.30	Cycle Time (s): 120
C1	Stream: 5 PRC for Signalled Lanes (%):	85.5	Total Delay for Signalled Lanes (pcuHr):	0.58	Cycle Time (s): 120
C1	Stream: 6 PRC for Signalled Lanes (%):	50.9	Total Delay for Signalled Lanes (pcuHr):	1.30	Cycle Time (s): 120
C1	Stream: 7 PRC for Signalled Lanes (%):	156.6	Total Delay for Signalled Lanes (pcuHr):	0.62	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	4.1	Total Delay for Signalled Lanes (pcuHr):	21.68	Cycle Time (s): 120
	PRC Over All Lanes (%):	4.1	Total Delay Over All Lanes(pcuHr):	77.91	

Scenario 4: '2025 Do something PM' (FG4: '2025 Do Something PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**	**-**	**86.2%**	**75.5**	**-**	**-**
J1: A49	**-**	**-**	**-**	**-**	**86.2%**	**57.5**	**-**	**-**
1/2+1/1	A49 North Ahead Ahead2	U	63	845	54.4 : 54.4%	2.5	10.8	6.6
1/3+1/4	A49 North Ahead	U	63	729	55.8 : 55.8%	2.3	11.4	7.1
2/1	Sandy Lane West Left Ahead	U	28	288	66.7%	2.6	32.6	5.4
2/2	Sandy Lane West Ahead	U	28	332	66.7%	2.9	31.0	6.1
2/3	Sandy Lane West Ahead	U	28	299	55.8%	2.3	27.2	5.0
3/2+3/1	A49 South Ahead Left	U	48:52	1007	86.2 : 86.2%	6.7	24.0	13.6
3/3+3/4	A49 South Ahead	U	48	1099	85.6 : 85.6%	7.3	23.9	13.3
4/2+4/1	Cromwell Ave Left	U	32	464	49.0 : 49.0%	1.8	14.2	3.3
4/3	Cromwell Ave Ahead	U	32	416	70.5%	2.6	22.7	6.8
4/4	Cromwell Ave Ahead	U	32	384	65.0%	2.2	21.0	6.3
5/1	A49 North (exit)	U	-	699	0.0%	0.0	0.0	0.0
5/2	A49 North (exit)	U	-	818	0.0%	0.0	0.0	0.0
5/3	A49 North (exit)	U	-	727	0.0%	0.0	0.0	0.0
6/1	Sandy Lane (exit)	U	-	548	0.0%	0.0	0.0	0.0
7/1	A49 South (exit) Ahead	U	112	893	47.7%	0.5	1.9	1.1
7/2	A49 South (exit) Ahead	U	112	562	28.0%	0.2	1.2	0.2
8/1	Rbout Link 1 Right	U	33	214	36.4%	0.8	14.0	3.1
8/2	Rbout Link 1 Right	U	33	269	45.1%	0.5	7.2	3.4
8/3	Rbout Link 1 Right	U	33	384	63.8%	1.1	10.5	6.2
9/1	Rbout Link 2 Ahead	U	68	780	67.4%	2.0	9.3	7.3
9/2	Rbout Link 2 Ahead Right	U	68	830	67.9%	2.1	9.2	8.3
9/3	Rbout Link 2 Right	U	68	283	24.2%	0.4	5.7	1.6

10/1	Rbout Link 3 Ahead	U	40	443	64.4%	2.6	21.2	6.3
10/2	Rbout Link 3 Right Ahead	U	40	614	84.5%	4.6	26.8	9.0
10/3	Rbout Link 3 Right	U	40	300	43.2%	0.6	6.8	2.1
11/1	Rbout Link 4 Ahead	U	52	441	49.2%	1.0	8.4	5.3
11/2	Rbout Link 4 Ahead	U	52	715	74.6%	1.6	8.1	1.8
11/3	Rbout Link 4 Ahead Right	U	52	691	77.6%	4.0	20.9	12.4
12/1	Cromwell Ave (exit) Ahead	U	100	781	44.1%	0.6	2.9	2.5
12/2	Cromwell Ave (exit) Ahead	U	100	835	47.0%	0.7	2.9	2.4
13/1	Sandy Lane Crossing Left	U	102	548	34.9%	0.4	2.6	1.7
14/1	A49 Winwick Rd (exit)	U	-	893	0.0%	0.0	0.0	0.0
14/2	A49 Winwick Rd (exit)	U	-	562	0.0%	0.0	0.0	0.0
15/1	Sandy Lane West, Left Only	U	-	0	-	-	-	-
16/1	Sandy Lane West Feeder Ahead	U	-	919	47.4%	0.4	1.8	0.4
J2: Calver Rd / A574	**-**	**-**	**-**	**-**	**73.1%**	**17.9**	**-**	**-**
1/1	Cromwell Ave (East) Ahead	U	99	1197	73.1%	2.5	7.5	13.7
1/2	Cromwell Ave (East) Right	U	44	419	61.1%	3.8	32.8	11.5
2/2+2/1	Cromwell Ave (West) Ahead Left	U	42	738	72.5 : 72.5%	7.5	36.8	11.4
3/1	Calver Road Left	U	65	656	59.8%	4.0	22.2	15.3
4/1	Cromwell Ave (West exit)	U	-	1197	0.0%	0.0	0.0	0.0
5/1	Calver Road (exit)	U	-	549	0.0%	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	4.5	Total Delay for Signalled Lanes (pcuHr):	21.76	Cycle Time (s): 120
C1	Stream: 2 PRC for Signalled Lanes (%):	15.9	Total Delay for Signalled Lanes (pcuHr):	13.34	Cycle Time (s): 120
C1	Stream: 3 PRC for Signalled Lanes (%):	41.0	Total Delay for Signalled Lanes (pcuHr):	7.33	Cycle Time (s): 120
C1	Stream: 4 PRC for Signalled Lanes (%):	32.6	Total Delay for Signalled Lanes (pcuHr):	12.29	Cycle Time (s): 120
C1	Stream: 5 PRC for Signalled Lanes (%):	158.0	Total Delay for Signalled Lanes (pcuHr):	0.40	Cycle Time (s): 120
C1	Stream: 6 PRC for Signalled Lanes (%):	88.9	Total Delay for Signalled Lanes (pcuHr):	0.67	Cycle Time (s): 120
C1	Stream: 7 PRC for Signalled Lanes (%):	91.4	Total Delay for Signalled Lanes (pcuHr):	1.31	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	23.1	Total Delay for Signalled Lanes (pcuHr):	17.91	Cycle Time (s): 120
	PRC Over All Lanes (%):	4.5	Total Delay Over All Lanes(pcuHr):	75.46	

Scenario 5: '2030 Do Min AM' (FG5: '2030 Do Min AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**	**-**	**85.5%**	**76.8**	**-**	**-**
J1: A49	**-**	**-**	**-**	**-**	**82.0%**	**55.3**	**-**	**-**
1/2+1/1	A49 North Ahead Ahead2	U	62	1041	78.0 : 78.0%	4.5	15.7	11.9
1/3+1/4	A49 North Ahead	U	62	1093	82.0 : 82.0%	5.2	17.0	13.8
2/1	Sandy Lane West Left Ahead	U	17	182	66.3%	2.2	42.9	3.9
2/2	Sandy Lane West Ahead	U	17	158	50.1%	1.5	34.5	3.0
2/3	Sandy Lane West Ahead	U	17	160	47.1%	1.5	33.0	3.0
3/2+3/1	A49 South Ahead Left	U	43:47	799	68.5 : 68.5%	4.2	18.8	6.9
3/3+3/4	A49 South Ahead	U	43	772	60.7 : 60.7%	3.9	18.2	7.4
4/2+4/1	Cromwell Ave Left	U	43	470	39.0 : 39.0%	1.7	12.8	3.8
4/3	Cromwell Ave Ahead	U	43	608	77.8%	3.7	22.2	12.3
4/4	Cromwell Ave Ahead	U	43	433	55.4%	1.9	15.4	6.8
5/1	A49 North (exit)	U	-	647	0.0%	0.0	0.0	0.0
5/2	A49 North (exit)	U	-	602	0.0%	0.0	0.0	0.0
5/3	A49 North (exit)	U	-	507	0.0%	0.0	0.0	0.0
6/1	Sandy Lane (exit)	U	-	696	0.0%	0.0	0.0	0.0
7/1	A49 South (exit) Ahead	U	112	1110	59.2%	0.7	2.4	1.1
7/2	A49 South (exit) Ahead	U	112	1059	52.8%	0.6	1.9	0.7
8/1	Rbout Link 1 Right	U	34	431	71.3%	2.7	22.3	9.2
8/2	Rbout Link 1 Right	U	34	281	45.8%	0.7	8.6	4.0
8/3	Rbout Link 1 Right	U	34	433	70.0%	1.8	15.1	9.3
9/1	Rbout Link 2 Ahead	U	79	1057	78.9%	2.7	9.4	9.1
9/2	Rbout Link 2 Ahead Right	U	79	1108	77.4%	2.7	8.8	10.1
9/3	Rbout Link 2 Right	U	79	418	30.9%	0.4	3.6	1.7

10/1	Rbout Link 3 Ahead	U	45	178	23.1%	0.8	16.2	2.6
10/2	Rbout Link 3 Right Ahead	U	45	555	67.7%	2.9	19.1	8.8
10/3	Rbout Link 3 Right	U	45	181	23.3%	1.0	20.7	3.0
11/1	Rbout Link 4 Ahead	U	41	429	60.2%	2.1	17.8	8.0
11/2	Rbout Link 4 Ahead	U	41	476	62.4%	2.3	17.6	8.9
11/3	Rbout Link 4 Ahead Right	U	41	485	68.9%	2.2	16.5	6.3
12/1	Cromwell Ave (exit) Ahead	U	100	436	24.6%	0.3	2.3	1.2
12/2	Cromwell Ave (exit) Ahead	U	100	659	37.1%	0.3	1.9	0.8
13/1	Sandy Lane Crossing Left	U	102	696	44.3%	0.5	2.6	6.1
14/1	A49 Winwick Rd (exit)	U	-	1110	0.0%	0.0	0.0	0.0
14/2	A49 Winwick Rd (exit)	U	-	1059	0.0%	0.0	0.0	0.0
15/1	Sandy Lane West, Left Only	U	-	0	-	-	-	-
16/1	Sandy Lane West Feeder Ahead	U	-	500	25.8%	0.2	1.2	0.2
J2: Calver Rd / A574	**-**	**-**	**-**	**-**	**85.5%**	**21.5**	**-**	**-**
1/1	Cromwell Ave (East) Ahead	U	99	799	48.8%	0.9	4.1	6.1
1/2	Cromwell Ave (East) Right	U	22	296	84.4%	5.9	71.6	11.7
2/2+2/1	Cromwell Ave (West) Ahead Left	U	64	1102	85.5 : 85.5%	8.7	28.5	25.0
3/1	Calver Road Left	U	43	523	71.5%	6.0	41.1	16.2
4/1	Cromwell Ave (West exit)	U	-	799	0.0%	0.0	0.0	0.0
5/1	Calver Road (exit)	U	-	410	0.0%	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	31.5	Total Delay for Signalled Lanes (pcuHr):	12.86	Cycle Time (s): 120
C1	Stream: 2 PRC for Signalled Lanes (%):	15.6	Total Delay for Signalled Lanes (pcuHr):	13.94	Cycle Time (s): 120
C1	Stream: 3 PRC for Signalled Lanes (%):	9.8	Total Delay for Signalled Lanes (pcuHr):	14.89	Cycle Time (s): 120
C1	Stream: 4 PRC for Signalled Lanes (%):	14.1	Total Delay for Signalled Lanes (pcuHr):	11.04	Cycle Time (s): 120
C1	Stream: 5 PRC for Signalled Lanes (%):	103.1	Total Delay for Signalled Lanes (pcuHr):	0.51	Cycle Time (s): 120
C1	Stream: 6 PRC for Signalled Lanes (%):	51.9	Total Delay for Signalled Lanes (pcuHr):	1.30	Cycle Time (s): 120
C1	Stream: 7 PRC for Signalled Lanes (%):	142.5	Total Delay for Signalled Lanes (pcuHr):	0.62	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	5.3	Total Delay for Signalled Lanes (pcuHr):	21.49	Cycle Time (s): 120
	PRC Over All Lanes (%):	5.3	Total Delay Over All Lanes(pcuHr):	76.83	

Scenario 6: '2030 Do Min PM' (FG6: '2030 Do Min PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**	**-**	**84.1%**	**74.3**	**-**	**-**
J1: A49	**-**	**-**	**-**	**-**	**84.1%**	**55.5**	**-**	**-**
1/2+1/1	A49 North Ahead Ahead2	U	63	835	54.8 : 54.8%	2.5	10.7	5.9
1/3+1/4	A49 North Ahead	U	63	747	56.2 : 56.2%	2.3	11.1	6.1
2/1	Sandy Lane West Left Ahead	U	27	279	66.4%	2.6	33.6	5.7
2/2	Sandy Lane West Ahead	U	27	254	52.8%	2.0	28.1	4.7
2/3	Sandy Lane West Ahead	U	27	280	54.0%	2.2	27.8	5.2
3/2+3/1	A49 South Ahead Left	U	51:55	1021	84.1 : 84.1%	6.1	21.3	13.2
3/3+3/4	A49 South Ahead	U	51	1076	83.0 : 83.0%	6.4	21.3	12.6
4/2+4/1	Cromwell Ave Left	U	31	484	51.0 : 51.0%	1.9	14.5	3.3
4/3	Cromwell Ave Ahead	U	31	416	72.6%	2.7	23.6	6.8
4/4	Cromwell Ave Ahead	U	31	396	69.0%	2.5	22.5	6.1
5/1	A49 North (exit)	U	-	672	0.0%	0.0	0.0	0.0
5/2	A49 North (exit)	U	-	839	0.0%	0.0	0.0	0.0
5/3	A49 North (exit)	U	-	688	0.0%	0.0	0.0	0.0
6/1	Sandy Lane (exit)	U	-	513	0.0%	0.0	0.0	0.0
7/1	A49 South (exit) Ahead	U	112	865	46.2%	0.4	1.8	0.6
7/2	A49 South (exit) Ahead	U	112	575	28.7%	0.2	1.3	0.2
8/1	Rbout Link 1 Right	U	33	197	33.5%	0.8	13.8	1.7
8/2	Rbout Link 1 Right	U	33	282	47.3%	0.6	7.7	0.7
8/3	Rbout Link 1 Right	U	33	396	65.8%	1.2	10.6	1.3
9/1	Rbout Link 2 Ahead	U	69	801	68.2%	2.1	9.3	7.2
9/2	Rbout Link 2 Ahead Right	U	69	835	67.3%	2.1	9.0	7.7
9/3	Rbout Link 2 Right	U	69	308	26.0%	0.5	5.7	1.7

10/1	Rbout Link 3 Ahead	U	37	475	74.4%	3.4	25.4	9.4
10/2	Rbout Link 3 Right Ahead	U	37	562	83.1%	4.6	29.4	11.1
10/3	Rbout Link 3 Right	U	37	280	43.4%	0.6	7.7	4.4
11/1	Rbout Link 4 Ahead	U	53	412	45.2%	0.9	7.8	2.2
11/2	Rbout Link 4 Ahead	U	53	727	74.5%	2.0	9.8	2.7
11/3	Rbout Link 4 Ahead Right	U	53	639	70.5%	3.2	18.3	10.8
12/1	Cromwell Ave (exit) Ahead	U	100	815	46.0%	0.6	2.7	2.2
12/2	Cromwell Ave (exit) Ahead	U	100	821	46.2%	0.6	2.7	2.2
13/1	Sandy Lane Crossing Left	U	102	513	32.7%	0.4	2.5	1.5
14/1	A49 Winwick Rd (exit)	U	-	865	0.0%	0.0	0.0	0.0
14/2	A49 Winwick Rd (exit)	U	-	575	0.0%	0.0	0.0	0.0
15/1	Sandy Lane West, Left Only	U	-	0	-	-	-	-
16/1	Sandy Lane West Feeder Ahead	U	-	813	41.9%	0.4	1.6	0.4
J2: Calver Rd / A574	**-**	**-**	**-**	**-**	**77.1%**	**18.8**	**-**	**-**
1/1	Cromwell Ave (East) Ahead	U	99	1207	73.7%	2.7	7.9	14.2
1/2	Cromwell Ave (East) Right	U	47	429	58.6%	3.8	31.8	12.2
2/2+2/1	Cromwell Ave (West) Ahead Left	U	39	753	77.1 : 77.1%	8.6	40.9	12.2
3/1	Calver Road Left	U	68	677	59.0%	3.8	20.2	15.2
4/1	Cromwell Ave (West exit)	U	-	1207	0.0%	0.0	0.0	0.0
5/1	Calver Road (exit)	U	-	563	0.0%	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	7.0	Total Delay for Signalled Lanes (pcuHr):	20.97	Cycle Time (s): 120
C1	Stream: 2 PRC for Signalled Lanes (%):	20.9	Total Delay for Signalled Lanes (pcuHr):	13.28	Cycle Time (s): 120
C1	Stream: 3 PRC for Signalled Lanes (%):	36.7	Total Delay for Signalled Lanes (pcuHr):	7.30	Cycle Time (s): 120
C1	Stream: 4 PRC for Signalled Lanes (%):	32.0	Total Delay for Signalled Lanes (pcuHr):	11.38	Cycle Time (s): 120
C1	Stream: 5 PRC for Signalled Lanes (%):	175.6	Total Delay for Signalled Lanes (pcuHr):	0.36	Cycle Time (s): 120
C1	Stream: 6 PRC for Signalled Lanes (%):	95.0	Total Delay for Signalled Lanes (pcuHr):	0.64	Cycle Time (s): 120
C1	Stream: 7 PRC for Signalled Lanes (%):	94.7	Total Delay for Signalled Lanes (pcuHr):	1.23	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	16.8	Total Delay for Signalled Lanes (pcuHr):	18.81	Cycle Time (s): 120
	PRC Over All Lanes (%):	7.0	Total Delay Over All Lanes(pcuHr):	74.33	

Scenario 7: '2030 Do Something AM' (FG7: '2030 Do Something AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**	**-**	**89.7%**	**85.7**	**-**	**-**
J1: A49	**-**	**-**	**-**	**-**	**83.9%**	**61.6**	**-**	**-**
1/2+1/1	A49 North Ahead Ahead2	U	60	1116	83.6 : 83.6%	5.7	18.5	12.7
1/3+1/4	A49 North Ahead	U	60	1059	83.9 : 83.9%	5.6	19.1	14.0
2/1	Sandy Lane West Left Ahead	U	19	212	70.2%	2.5	42.8	4.5
2/2	Sandy Lane West Ahead	U	19	224	64.3%	2.3	37.3	4.4
2/3	Sandy Lane West Ahead	U	19	202	53.8%	1.8	32.9	3.7
3/2+3/1	A49 South Ahead Left	U	45:49	817	68.7 : 68.7%	4.1	18.0	6.9
3/3+3/4	A49 South Ahead	U	45	799	61.9 : 61.9%	3.9	17.6	7.5
4/2+4/1	Cromwell Ave Left	U	43	470	38.7 : 38.7%	1.8	14.1	4.0
4/3	Cromwell Ave Ahead	U	43	625	80.0%	4.5	25.9	13.8
4/4	Cromwell Ave Ahead	U	43	469	60.0%	2.4	18.4	8.5
5/1	A49 North (exit)	U	-	670	0.0%	0.0	0.0	0.0
5/2	A49 North (exit)	U	-	628	0.0%	0.0	0.0	0.0
5/3	A49 North (exit)	U	-	509	0.0%	0.0	0.0	0.0
6/1	Sandy Lane (exit)	U	-	826	0.0%	0.0	0.0	0.0
7/1	A49 South (exit) Ahead	U	112	1143	61.0%	0.8	2.5	1.6
7/2	A49 South (exit) Ahead	U	112	1066	53.1%	0.6	1.9	0.7
8/1	Rbout Link 1 Right	U	36	509	79.8%	3.3	23.5	9.4
8/2	Rbout Link 1 Right	U	36	260	40.1%	0.6	8.1	1.2
8/3	Rbout Link 1 Right	U	36	469	71.8%	1.7	13.0	9.5
9/1	Rbout Link 2 Ahead	U	77	1059	81.0%	3.0	10.0	9.4
9/2	Rbout Link 2 Ahead Right	U	77	1158	83.0%	3.6	11.3	11.4
9/3	Rbout Link 2 Right	U	77	370	28.0%	0.4	3.9	1.7

10/1	Rbout Link 3 Ahead	U	43	220	29.9%	0.8	12.8	2.1
10/2	Rbout Link 3 Right Ahead	U	43	576	73.5%	3.6	22.6	7.8
10/3	Rbout Link 3 Right	U	43	220	29.6%	0.4	5.7	0.8
11/1	Rbout Link 4 Ahead	U	41	450	63.1%	1.6	13.1	3.1
11/2	Rbout Link 4 Ahead	U	41	503	65.9%	1.9	13.4	2.8
11/3	Rbout Link 4 Ahead Right	U	41	528	75.3%	3.0	20.4	10.1
12/1	Cromwell Ave (exit) Ahead	U	100	418	23.6%	0.2	2.0	0.9
12/2	Cromwell Ave (exit) Ahead	U	100	733	41.3%	0.4	2.1	1.0
13/1	Sandy Lane Crossing Left	U	102	826	52.6%	0.7	3.0	6.8
14/1	A49 Winwick Rd (exit)	U	-	1143	0.0%	0.0	0.0	0.0
14/2	A49 Winwick Rd (exit)	U	-	1066	0.0%	0.0	0.0	0.0
15/1	Sandy Lane West, Left Only	U	-	0	-	-	-	-
16/1	Sandy Lane West Feeder Ahead	U	-	638	32.9%	0.2	1.4	0.2
J2: Calver Rd / A574	**-**	**-**	**-**	**-**	**89.7%**	**24.1**	**-**	**-**
1/1	Cromwell Ave (East) Ahead	U	99	850	51.9%	0.6	2.7	7.7
1/2	Cromwell Ave (East) Right	U	21	301	89.7%	7.1	85.2	13.5
2/2+2/1	Cromwell Ave (West) Ahead Left	U	65	1155	89.1 : 89.1%	10.1	31.6	29.3
3/1	Calver Road Left	U	42	523	73.2%	6.2	42.7	16.5
4/1	Cromwell Ave (West exit)	U	-	850	0.0%	0.0	0.0	0.0
5/1	Calver Road (exit)	U	-	415	0.0%	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	22.5	Total Delay for Signalled Lanes (pcuHr):	12.76	Cycle Time (s): 120
C1	Stream: 2 PRC for Signalled Lanes (%):	12.5	Total Delay for Signalled Lanes (pcuHr):	15.24	Cycle Time (s): 120
C1	Stream: 3 PRC for Signalled Lanes (%):	7.3	Total Delay for Signalled Lanes (pcuHr):	16.96	Cycle Time (s): 120
C1	Stream: 4 PRC for Signalled Lanes (%):	8.4	Total Delay for Signalled Lanes (pcuHr):	13.65	Cycle Time (s): 120
C1	Stream: 5 PRC for Signalled Lanes (%):	71.1	Total Delay for Signalled Lanes (pcuHr):	0.70	Cycle Time (s): 120
C1	Stream: 6 PRC for Signalled Lanes (%):	47.6	Total Delay for Signalled Lanes (pcuHr):	1.37	Cycle Time (s): 120
C1	Stream: 7 PRC for Signalled Lanes (%):	118.1	Total Delay for Signalled Lanes (pcuHr):	0.66	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	0.3	Total Delay for Signalled Lanes (pcuHr):	24.11	Cycle Time (s): 120
	PRC Over All Lanes (%):	0.3	Total Delay Over All Lanes(pcuHr):	85.69	

Scenario 8: '2030 Do something PM' (FG8: '2030 Do Something PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**	**-**	**87.3%**	**80.5**	**-**	**-**
J1: A49	**-**	**-**	**-**	**-**	**87.3%**	**61.1**	**-**	**-**
1/2+1/1	A49 North Ahead Ahead2	U	62	886	57.1 : 57.1%	2.7	11.1	6.1
1/3+1/4	A49 North Ahead	U	62	737	56.9 : 56.9%	2.4	11.6	6.2
2/1	Sandy Lane West Left Ahead	U	29	305	68.2%	2.8	32.5	5.6
2/2	Sandy Lane West Ahead	U	29	353	68.6%	3.0	31.1	6.4
2/3	Sandy Lane West Ahead	U	29	281	50.7%	2.0	25.6	4.5
3/2+3/1	A49 South Ahead Left	U	47:51	988	87.3 : 87.3%	7.1	25.8	15.0
3/3+3/4	A49 South Ahead	U	47	1133	86.8 : 86.8%	7.9	25.0	14.2
4/2+4/1	Cromwell Ave Left	U	31	489	54.5 : 54.5%	2.1	15.2	3.3
4/3	Cromwell Ave Ahead	U	31	428	74.7%	2.9	24.8	6.9
4/4	Cromwell Ave Ahead	U	31	405	70.6%	2.6	23.3	6.5
5/1	A49 North (exit)	U	-	706	0.0%	0.0	0.0	0.0
5/2	A49 North (exit)	U	-	827	0.0%	0.0	0.0	0.0
5/3	A49 North (exit)	U	-	752	0.0%	0.0	0.0	0.0
6/1	Sandy Lane (exit)	U	-	581	0.0%	0.0	0.0	0.0
7/1	A49 South (exit) Ahead	U	112	892	47.6%	0.5	1.9	0.6
7/2	A49 South (exit) Ahead	U	112	580	28.9%	0.2	1.3	0.2
8/1	Rbout Link 1 Right	U	34	223	36.9%	0.8	12.5	2.0
8/2	Rbout Link 1 Right	U	34	268	43.7%	0.5	6.7	0.7
8/3	Rbout Link 1 Right	U	34	405	65.5%	1.1	9.8	1.6
9/1	Rbout Link 2 Ahead	U	67	796	69.7%	2.2	10.1	7.5
9/2	Rbout Link 2 Ahead Right	U	67	845	70.1%	2.3	10.0	8.5
9/3	Rbout Link 2 Right	U	67	297	25.8%	0.5	5.8	1.7

10/1	Rbout Link 3 Ahead	U	41	474	67.3%	2.8	21.4	6.7
10/2	Rbout Link 3 Right Ahead	U	41	649	87.3%	5.4	29.8	9.1
10/3	Rbout Link 3 Right	U	41	282	39.6%	0.5	6.9	2.0
11/1	Rbout Link 4 Ahead	U	53	431	47.3%	1.1	8.8	5.5
11/2	Rbout Link 4 Ahead	U	53	720	73.8%	1.6	7.9	2.0
11/3	Rbout Link 4 Ahead Right	U	53	708	78.1%	3.8	19.3	13.5
12/1	Cromwell Ave (exit) Ahead	U	100	804	45.4%	0.7	3.0	2.6
12/2	Cromwell Ave (exit) Ahead	U	100	863	48.6%	0.7	3.1	2.7
13/1	Sandy Lane Crossing Left	U	102	581	37.0%	0.4	2.7	1.8
14/1	A49 Winwick Rd (exit)	U	-	892	0.0%	0.0	0.0	0.0
14/2	A49 Winwick Rd (exit)	U	-	580	0.0%	0.0	0.0	0.0
15/1	Sandy Lane West, Left Only	U	-	0	-	-	-	-
16/1	Sandy Lane West Feeder Ahead	U	-	939	48.4%	0.5	1.8	0.5
J2: Calver Rd / A574	**-**	**-**	**-**	**-**	**78.0%**	**19.4**	**-**	**-**
1/1	Cromwell Ave (East) Ahead	U	99	1238	75.6%	2.9	8.5	14.7
1/2	Cromwell Ave (East) Right	U	46	429	59.9%	3.8	32.0	11.8
2/2+2/1	Cromwell Ave (West) Ahead Left	U	40	770	78.0 : 78.0%	8.7	40.5	13.0
3/1	Calver Road Left	U	67	686	60.7%	4.0	21.2	15.8
4/1	Cromwell Ave (West exit)	U	-	1238	0.0%	0.0	0.0	0.0
5/1	Calver Road (exit)	U	-	563	0.0%	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	3.0	Total Delay for Signalled Lanes (pcuHr):	23.69	Cycle Time (s): 120
C1	Stream: 2 PRC for Signalled Lanes (%):	15.3	Total Delay for Signalled Lanes (pcuHr):	14.06	Cycle Time (s): 120
C1	Stream: 3 PRC for Signalled Lanes (%):	37.5	Total Delay for Signalled Lanes (pcuHr):	7.49	Cycle Time (s): 120
C1	Stream: 4 PRC for Signalled Lanes (%):	28.4	Total Delay for Signalled Lanes (pcuHr):	12.85	Cycle Time (s): 120
C1	Stream: 5 PRC for Signalled Lanes (%):	143.3	Total Delay for Signalled Lanes (pcuHr):	0.43	Cycle Time (s): 120
C1	Stream: 6 PRC for Signalled Lanes (%):	89.1	Total Delay for Signalled Lanes (pcuHr):	0.66	Cycle Time (s): 120
C1	Stream: 7 PRC for Signalled Lanes (%):	85.2	Total Delay for Signalled Lanes (pcuHr):	1.41	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	15.3	Total Delay for Signalled Lanes (pcuHr):	19.45	Cycle Time (s): 120
	PRC Over All Lanes (%):	3.0	Total Delay Over All Lanes(pcuHr):	80.52	