

Appendix 73

Off-Site Highway Junction Modelling Reports

Junctions 9

PICADY 9 - Priority Intersection Module

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Filename: Import of J25 - Enfield Park Rd Crab Lane_0.1 Original.j9
Report generation date: 30/01/2018 17:46:40

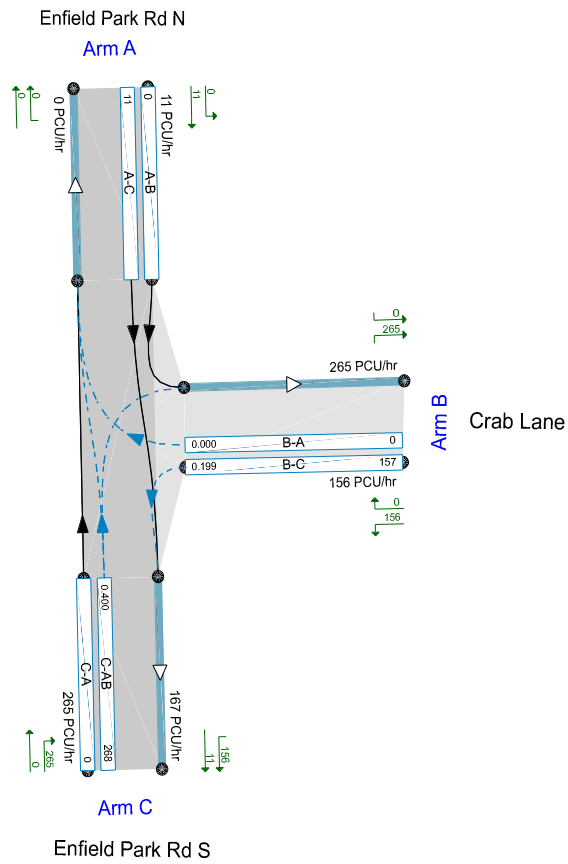
Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2025 Do Minimum (Base + Committed + Growth)								
Stream B-C	0.4	6.42	0.29	A	2.0	13.80	0.67	B
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	1.4	13.00	0.59	B	1.0	10.64	0.49	B
A1 - 2025 Do Something (Base + Committed + Growth + Part Development Build Out)								
Stream B-C	0.5	6.75	0.33	A	12.5	63.12	0.96	F
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	2.8	21.15	0.75	C	1.4	13.05	0.59	B
A1 - 2030 Do Minimum (Base + Committed + Growth)								
Stream B-C	0.4	6.49	0.30	A	3.0	18.40	0.75	C
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	1.6	14.12	0.62	B	1.0	11.03	0.51	B
A1 - 2030 Do Something (Base + Committed + Growth + Full Development Build Out)								
Stream B-C	0.6	7.20	0.37	A	25.8	112.61	1.02	F
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	7.0	45.42	0.90	E	1.9	15.81	0.66	C
A1 - 2030 Through Route Scenario (Base + Committed + Growth + Full Development Build Out)								
Stream B-C	0.6	7.36	0.38	A	24.0	106.35	1.02	F
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	9.9	61.15	0.94	F	2.0	16.23	0.67	C

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

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).
Streams (upstream end) show Total Demand (PCU/hr). Streams (downstream end) show RFC (s).
Time Segment: 07:45-08:00

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

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 Do Minimum (Base + Committed + Growth)	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025 Do Minimum (Base + Committed + Growth)	PM	ONE HOUR	16:45	18:15	15	✓
D3	2025 Do Something (Base + Committed + Growth + Part Development Build Out)	AM	ONE HOUR	07:45	09:15	15	✓
D4	2025 Do Something (Base + Committed + Growth + Part Development Build Out)	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030 Do Minimum (Base + Committed + Growth)	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030 Do Minimum (Base + Committed + Growth)	PM	ONE HOUR	16:45	18:15	15	✓
D7	2030 Do Something (Base + Committed + Growth + Full Development Build Out)	AM	ONE HOUR	07:45	09:15	15	✓
D8	2030 Do Something (Base + Committed + Growth + Full Development Build Out)	PM	ONE HOUR	16:45	18:15	15	✓
D9	2030 Through Route Scenario (Base + Committed + Growth + Full Development Build Out)	AM	ONE HOUR	07:45	09:15	15	✓
D10	2030 Through Route Scenario (Base + Committed + Growth + Full Development Build Out)	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

(Default Analysis Set) - 2025 Do Minimum (Base + Committed + Growth), AM

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Enfield Park Rd / Crab Lane	T-Junction	Two-way	10.31	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Enfield Park Rd N		Major
B	Crab's Lane		Minor
C	Enfield Park Rd S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.80			170.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	5.20	3.65	3.65	3.65	✓	1.00	99	138

Slope / Intercept / Capacity

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
1	B-A	557	0.098	0.247	0.156	0.353
1	B-C	795	0.118	0.297	-	-
1	C-B	672	0.251	0.251	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Do Minimum (Base + Committed + Growth)	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	14	100.000
B		ONE HOUR	✓	209	100.000
C		ONE HOUR	✓	356	100.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.29	6.42	0.4	A	192	288
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.59	13.00	1.4	B	327	490
C-A					0	0
A-B					0	0
A-C					13	19

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	157	39	792	0.199	156	0.0	0.2	5.653	A
B-A	0	0	459	0.000	0	0.0	0.0	0.000	A
C-AB	268	67	670	0.400	265	0.0	0.7	8.846	A
C-A	0	0			0				
A-B	0	0			0				
A-C	11	3			11				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	188	47	792	0.237	188	0.2	0.3	5.956	A
B-A	0	0	439	0.000	0	0.0	0.0	0.000	A
C-AB	320	80	669	0.478	319	0.7	0.9	10.250	B
C-A	0	0			0				
A-B	0	0			0				
A-C	13	3			13				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	230	58	791	0.291	230	0.3	0.4	6.411	A
B-A	0	0	413	0.000	0	0.0	0.0	0.000	A
C-AB	392	98	669	0.586	390	0.9	1.4	12.837	B
C-A	0	0			0				
A-B	0	0			0				
A-C	15	4			15				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	230	58	791	0.291	230	0.4	0.4	6.418	A
B-A	0	0	412	0.000	0	0.0	0.0	0.000	A
C-AB	392	98	669	0.586	392	1.4	1.4	13.000	B
C-A	0	0			0				
A-B	0	0			0				
A-C	15	4			15				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	188	47	792	0.237	188	0.4	0.3	5.970	A
B-A	0	0	438	0.000	0	0.0	0.0	0.000	A
C-AB	320	80	669	0.478	322	1.4	0.9	10.419	B
C-A	0	0			0				
A-B	0	0			0				
A-C	13	3			13				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	157	39	792	0.199	158	0.3	0.2	5.673	A
B-A	0	0	458	0.000	0	0.0	0.0	0.000	A
C-AB	268	67	670	0.400	269	0.9	0.7	9.007	A
C-A	0	0			0				
A-B	0	0			0				
A-C	11	3			11				

(Default Analysis Set) - 2025 Do Minimum (Base + Committed + Growth), PM

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Enfield Park Rd / Crab Lane	T-Junction	Two-way	12.37	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 Do Minimum (Base + Committed + Growth)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	14	100.000
B		ONE HOUR	✓	482	100.000
C		ONE HOUR	✓	300	100.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.67	13.80	2.0	B	442	663
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.49	10.64	1.0	B	275	413
C-A					0	0
A-B					0	0
A-C					13	19

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	363	91	792	0.458	360	0.0	0.8	8.257	A
B-A	0	0	474	0.000	0	0.0	0.0	0.000	A
C-AB	226	56	670	0.337	224	0.0	0.5	8.038	A
C-A	0	0			0				
A-B	0	0			0				
A-C	11	3			11				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	433	108	792	0.547	432	0.8	1.2	9.964	A
B-A	0	0	457	0.000	0	0.0	0.0	0.000	A
C-AB	270	67	669	0.403	269	0.5	0.7	8.979	A
C-A	0	0			0				
A-B	0	0			0				
A-C	13	3			13				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	531	133	791	0.671	528	1.2	2.0	13.509	B
B-A	0	0	435	0.000	0	0.0	0.0	0.000	A
C-AB	330	83	669	0.494	329	0.7	1.0	10.570	B
C-A	0	0			0				
A-B	0	0			0				
A-C	15	4			15				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	531	133	791	0.671	531	2.0	2.0	13.801	B
B-A	0	0	435	0.000	0	0.0	0.0	0.000	A
C-AB	330	83	669	0.494	330	1.0	1.0	10.638	B
C-A	0	0			0				
A-B	0	0			0				
A-C	15	4			15				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	433	108	792	0.547	436	2.0	1.2	10.215	B
B-A	0	0	457	0.000	0	0.0	0.0	0.000	A
C-AB	270	67	669	0.403	271	1.0	0.7	9.060	A
C-A	0	0			0				
A-B	0	0			0				
A-C	13	3			13				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	363	91	792	0.458	364	1.2	0.9	8.443	A
B-A	0	0	473	0.000	0	0.0	0.0	0.000	A
C-AB	226	56	670	0.337	227	0.7	0.5	8.134	A
C-A	0	0			0				
A-B	0	0			0				
A-C	11	3			11				

(Default Analysis Set) - 2025 Do Something (Base + Committed + Growth + Part Development Build Out), AM

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Enfield Park Rd / Crab Lane	T-Junction	Two-way	15.93	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Do Something (Base + Committed + Growth + Part Development Build Out)	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	14	100.000
B		ONE HOUR	✓	234	100.000
C		ONE HOUR	✓	454	100.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.33	6.75	0.5	A	215	322
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.75	21.15	2.8	C	417	625
C-A					0	0
A-B					0	0
A-C					13	19

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	176	44	792	0.222	175	0.0	0.3	5.821	A
B-A	0	0	433	0.000	0	0.0	0.0	0.000	A
C-AB	342	85	670	0.510	338	0.0	1.0	10.716	B
C-A	0	0			0				
A-B	0	0			0				
A-C	11	3			11				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	210	53	792	0.266	210	0.3	0.4	6.186	A
B-A	0	0	408	0.000	0	0.0	0.0	0.000	A
C-AB	408	102	669	0.610	406	1.0	1.5	13.576	B
C-A	0	0			0				
A-B	0	0			0				
A-C	13	3			13				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	258	64	791	0.326	257	0.4	0.5	6.739	A
B-A	0	0	374	0.000	0	0.0	0.0	0.000	A
C-AB	500	125	669	0.748	495	1.5	2.7	20.162	C
C-A	0	0			0				
A-B	0	0			0				
A-C	15	4			15				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	258	64	791	0.326	258	0.5	0.5	6.749	A
B-A	0	0	372	0.000	0	0.0	0.0	0.000	A
C-AB	500	125	669	0.748	499	2.7	2.8	21.150	C
C-A	0	0			0				
A-B	0	0			0				
A-C	15	4			15				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	210	53	792	0.266	211	0.5	0.4	6.201	A
B-A	0	0	405	0.000	0	0.0	0.0	0.000	A
C-AB	408	102	669	0.610	413	2.8	1.6	14.303	B
C-A	0	0			0				
A-B	0	0			0				
A-C	13	3			13				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	176	44	792	0.222	176	0.4	0.3	5.849	A
B-A	0	0	431	0.000	0	0.0	0.0	0.000	A
C-AB	342	85	670	0.510	344	1.6	1.1	11.127	B
C-A	0	0			0				
A-B	0	0			0				
A-C	11	3			11				

(Default Analysis Set) - 2025 Do Something (Base + Committed + Growth + Part Development Build Out), PM

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Enfield Park Rd / Crab Lane	T-Junction	Two-way	45.39	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
D4	2025 Do Something (Base + Committed + Growth + Part Development Build Out)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	14	100.000
B		ONE HOUR	✓	687	100.000
C		ONE HOUR	✓	357	100.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.96	63.12	12.5	F	630	946
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.59	13.05	1.4	B	328	491
C-A					0	0
A-B					0	0
A-C					13	19

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	517	129	792	0.653	510	0.0	1.8	12.454	B
B-A	0	0	459	0.000	0	0.0	0.0	0.000	A
C-AB	269	67	670	0.401	266	0.0	0.7	8.863	A
C-A	0	0			0				
A-B	0	0			0				
A-C	11	3			11				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	618	154	792	0.780	612	1.8	3.2	19.376	C
B-A	0	0	439	0.000	0	0.0	0.0	0.000	A
C-AB	321	80	669	0.480	320	0.7	0.9	10.276	B
C-A	0	0			0				
A-B	0	0			0				
A-C	13	3			13				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	756	189	791	0.956	729	3.2	10.1	45.112	E
B-A	0	0	413	0.000	0	0.0	0.0	0.000	A
C-AB	393	98	669	0.588	391	0.9	1.4	12.886	B
C-A	0	0			0				
A-B	0	0			0				
A-C	15	4			15				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	756	189	791	0.956	747	10.1	12.5	63.124	F
B-A	0	0	412	0.000	0	0.0	0.0	0.000	A
C-AB	393	98	669	0.588	393	1.4	1.4	13.052	B
C-A	0	0			0				
A-B	0	0			0				
A-C	15	4			15				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	618	154	792	0.780	652	12.5	3.9	30.207	D
B-A	0	0	438	0.000	0	0.0	0.0	0.000	A
C-AB	321	80	669	0.480	323	1.4	0.9	10.447	B
C-A	0	0			0				
A-B	0	0			0				
A-C	13	3			13				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	517	129	792	0.653	525	3.9	2.0	13.839	B
B-A	0	0	458	0.000	0	0.0	0.0	0.000	A
C-AB	269	67	670	0.401	270	0.9	0.7	9.024	A
C-A	0	0			0				
A-B	0	0			0				
A-C	11	3			11				

(Default Analysis Set) - 2030 Do Minimum (Base + Committed + Growth), AM

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Enfield Park Rd / Crab Lane	T-Junction	Two-way	11.08	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 Do Minimum (Base + Committed + Growth)	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	14	100.000
B		ONE HOUR	✓	215	100.000
C		ONE HOUR	✓	376	100.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.30	6.49	0.4	A	197	296
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.62	14.12	1.6	B	345	518
C-A					0	0
A-B					0	0
A-C					13	19

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	162	40	792	0.204	161	0.0	0.3	5.691	A
B-A	0	0	454	0.000	0	0.0	0.0	0.000	A
C-AB	283	71	670	0.423	280	0.0	0.7	9.176	A
C-A	0	0			0				
A-B	0	0			0				
A-C	11	3			11				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	193	48	792	0.244	193	0.3	0.3	6.009	A
B-A	0	0	433	0.000	0	0.0	0.0	0.000	A
C-AB	338	85	669	0.505	337	0.7	1.0	10.793	B
C-A	0	0			0				
A-B	0	0			0				
A-C	13	3			13				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	237	59	791	0.299	236	0.3	0.4	6.487	A
B-A	0	0	405	0.000	0	0.0	0.0	0.000	A
C-AB	414	103	669	0.619	412	1.0	1.6	13.890	B
C-A	0	0			0				
A-B	0	0			0				
A-C	15	4			15				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	237	59	791	0.299	237	0.4	0.4	6.495	A
B-A	0	0	404	0.000	0	0.0	0.0	0.000	A
C-AB	414	103	669	0.619	414	1.6	1.6	14.119	B
C-A	0	0			0				
A-B	0	0			0				
A-C	15	4			15				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	193	48	792	0.244	194	0.4	0.3	6.022	A
B-A	0	0	432	0.000	0	0.0	0.0	0.000	A
C-AB	338	85	669	0.505	340	1.6	1.0	11.015	B
C-A	0	0			0				
A-B	0	0			0				
A-C	13	3			13				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	162	40	792	0.204	162	0.3	0.3	5.714	A
B-A	0	0	452	0.000	0	0.0	0.0	0.000	A
C-AB	283	71	670	0.423	284	1.0	0.7	9.367	A
C-A	0	0			0				
A-B	0	0			0				
A-C	11	3			11				

(Default Analysis Set) - 2030 Do Minimum (Base + Committed + Growth), PM

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Enfield Park Rd / Crab Lane	T-Junction	Two-way	15.46	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 Do Minimum (Base + Committed + Growth)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	14	100.000
B		ONE HOUR	✓	542	100.000
C		ONE HOUR	✓	311	100.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.75	18.40	3.0	C	497	746
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.51	11.03	1.0	B	285	428
C-A					0	0
A-B					0	0
A-C					13	19

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	408	102	792	0.515	404	0.0	1.0	9.172	A
B-A	0	0	471	0.000	0	0.0	0.0	0.000	A
C-AB	234	59	670	0.350	232	0.0	0.5	8.186	A
C-A	0	0			0				
A-B	0	0			0				
A-C	11	3			11				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	487	122	792	0.615	485	1.0	1.6	11.662	B
B-A	0	0	454	0.000	0	0.0	0.0	0.000	A
C-AB	280	70	669	0.418	279	0.5	0.7	9.205	A
C-A	0	0			0				
A-B	0	0			0				
A-C	13	3			13				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	597	149	791	0.755	592	1.6	2.9	17.590	C
B-A	0	0	431	0.000	0	0.0	0.0	0.000	A
C-AB	342	86	669	0.512	341	0.7	1.0	10.952	B
C-A	0	0			0				
A-B	0	0			0				
A-C	15	4			15				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	597	149	791	0.755	596	2.9	3.0	18.401	C
B-A	0	0	430	0.000	0	0.0	0.0	0.000	A
C-AB	342	86	669	0.512	342	1.0	1.0	11.034	B
C-A	0	0			0				
A-B	0	0			0				
A-C	15	4			15				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	487	122	792	0.615	492	3.0	1.7	12.231	B
B-A	0	0	453	0.000	0	0.0	0.0	0.000	A
C-AB	280	70	669	0.418	281	1.0	0.7	9.299	A
C-A	0	0			0				
A-B	0	0			0				
A-C	13	3			13				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	408	102	792	0.515	410	1.7	1.1	9.480	A
B-A	0	0	470	0.000	0	0.0	0.0	0.000	A
C-AB	234	59	670	0.350	235	0.7	0.5	8.292	A
C-A	0	0			0				
A-B	0	0			0				
A-C	11	3			11				

(Default Analysis Set) - 2030 Do Something (Base + Committed + Growth + Full Development Build Out), AM

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Enfield Park Rd / Crab Lane	T-Junction	Two-way	32.37	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2030 Do Something (Base + Committed + Growth + Full Development Build Out)	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	14	100.000
B		ONE HOUR	✓	264	100.000
C		ONE HOUR	✓	544	100.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.37	7.20	0.6	A	242	363
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.90	45.42	7.0	E	499	749
C-A					0	0
A-B					0	0
A-C					13	19

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	199	50	792	0.251	197	0.0	0.3	6.037	A
B-A	0	0	409	0.000	0	0.0	0.0	0.000	A
C-AB	410	102	670	0.611	403	0.0	1.5	13.239	B
C-A	0	0			0				
A-B	0	0			0				
A-C	11	3			11				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	237	59	792	0.300	237	0.3	0.4	6.484	A
B-A	0	0	379	0.000	0	0.0	0.0	0.000	A
C-AB	489	122	669	0.731	485	1.5	2.5	19.102	C
C-A	0	0			0				
A-B	0	0			0				
A-C	13	3			13				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	291	73	791	0.368	290	0.4	0.6	7.178	A
B-A	0	0	338	0.000	0	0.0	0.0	0.000	A
C-AB	599	150	669	0.896	584	2.5	6.2	37.239	E
C-A	0	0			0				
A-B	0	0			0				
A-C	15	4			15				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	291	73	791	0.368	291	0.6	0.6	7.195	A
B-A	0	0	332	0.000	0	0.0	0.0	0.000	A
C-AB	599	150	669	0.896	596	6.2	7.0	45.419	E
C-A	0	0			0				
A-B	0	0			0				
A-C	15	4			15				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	237	59	792	0.300	238	0.6	0.4	6.508	A
B-A	0	0	371	0.000	0	0.0	0.0	0.000	A
C-AB	489	122	669	0.731	506	7.0	2.9	23.804	C
C-A	0	0			0				
A-B	0	0			0				
A-C	13	3			13				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	199	50	792	0.251	199	0.4	0.3	6.071	A
B-A	0	0	405	0.000	0	0.0	0.0	0.000	A
C-AB	410	102	670	0.611	415	2.9	1.6	14.385	B
C-A	0	0			0				
A-B	0	0			0				
A-C	11	3			11				

(Default Analysis Set) - 2030 Do Something (Base + Committed + Growth + Full Development Build Out), PM

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Enfield Park Rd / Crab Lane	T-Junction	Two-way	77.52	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
D8	2030 Do Something (Base + Committed + Growth + Full Development Build Out)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	14	100.000
B		ONE HOUR	✓	736	100.000
C		ONE HOUR	✓	401	100.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	1.02	112.61	25.8	F	675	1013
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.66	15.81	1.9	C	368	552
C-A					0	0
A-B					0	0
A-C					13	19

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	554	139	792	0.699	545	0.0	2.2	14.110	B
B-A	0	0	447	0.000	0	0.0	0.0	0.000	A
C-AB	302	75	670	0.451	299	0.0	0.8	9.621	A
C-A	0	0			0				
A-B	0	0			0				
A-C	11	3			11				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	662	165	792	0.836	653	2.2	4.4	24.421	C
B-A	0	0	425	0.000	0	0.0	0.0	0.000	A
C-AB	360	90	669	0.539	359	0.8	1.1	11.556	B
C-A	0	0			0				
A-B	0	0			0				
A-C	13	3			13				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	810	203	791	1.025	759	4.4	17.3	66.475	F
B-A	0	0	395	0.000	0	0.0	0.0	0.000	A
C-AB	442	110	669	0.660	439	1.1	1.9	15.458	C
C-A	0	0			0				
A-B	0	0			0				
A-C	15	4			15				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	810	203	791	1.025	776	17.3	25.8	112.615	F
B-A	0	0	394	0.000	0	0.0	0.0	0.000	A
C-AB	442	110	669	0.660	441	1.9	1.9	15.813	C
C-A	0	0			0				
A-B	0	0			0				
A-C	15	4			15				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	662	165	792	0.836	739	25.8	6.5	75.090	F
B-A	0	0	423	0.000	0	0.0	0.0	0.000	A
C-AB	360	90	669	0.539	363	1.9	1.2	11.873	B
C-A	0	0			0				
A-B	0	0			0				
A-C	13	3			13				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	554	139	792	0.699	570	6.5	2.5	17.247	C
B-A	0	0	446	0.000	0	0.0	0.0	0.000	A
C-AB	302	75	670	0.451	303	1.2	0.8	9.865	A
C-A	0	0			0				
A-B	0	0			0				
A-C	11	3			11				

(Default Analysis Set) - 2030 Through Route Scenario (Base + Committed + Growth + Full Development Build Out), AM

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Enfield Park Rd / Crab Lane	T-Junction	Two-way	42.95	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
D9	2030 Through Route Scenario (Base + Committed + Growth + Full Development Build Out)	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	14	100.000
B		ONE HOUR	✓	274	100.000
C		ONE HOUR	✓	569	100.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.38	7.36	0.6	A	251	377
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.94	61.15	9.9	F	522	783
C-A					0	0
A-B					0	0
A-C					13	19

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	206	52	792	0.260	205	0.0	0.3	6.109	A
B-A	0	0	403	0.000	0	0.0	0.0	0.000	A
C-AB	428	107	670	0.640	422	0.0	1.7	14.149	B
C-A	0	0			0				
A-B	0	0			0				
A-C	11	3			11				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	246	62	792	0.311	246	0.3	0.4	6.591	A
B-A	0	0	370	0.000	0	0.0	0.0	0.000	A
C-AB	512	128	669	0.764	506	1.7	3.0	21.428	C
C-A	0	0			0				
A-B	0	0			0				
A-C	13	3			13				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	302	75	791	0.381	301	0.4	0.6	7.340	A
B-A	0	0	327	0.000	0	0.0	0.0	0.000	A
C-AB	626	157	669	0.937	605	3.0	8.3	45.872	E
C-A	0	0			0				
A-B	0	0			0				
A-C	15	4			15				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	302	75	791	0.381	302	0.6	0.6	7.357	A
B-A	0	0	320	0.000	0	0.0	0.0	0.000	A
C-AB	626	157	669	0.937	620	8.3	9.9	61.152	F
C-A	0	0			0				
A-B	0	0			0				
A-C	15	4			15				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	246	62	792	0.311	247	0.6	0.5	6.614	A
B-A	0	0	359	0.000	0	0.0	0.0	0.000	A
C-AB	512	128	669	0.764	537	9.9	3.6	30.977	D
C-A	0	0			0				
A-B	0	0			0				
A-C	13	3			13				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	206	52	792	0.260	207	0.5	0.4	6.150	A
B-A	0	0	398	0.000	0	0.0	0.0	0.000	A
C-AB	428	107	670	0.640	435	3.6	1.9	15.766	C
C-A	0	0			0				
A-B	0	0			0				
A-C	11	3			11				

(Default Analysis Set) - 2030 Through Route Scenario (Base + Committed + Growth + Full Development Build Out), PM

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Enfield Park Rd / Crab Lane	T-Junction	Two-way	73.26	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
D10	2030 Through Route Scenario (Base + Committed + Growth + Full Development Build Out)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	14	100.000
B		ONE HOUR	✓	731	100.000
C		ONE HOUR	✓	406	100.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	1.02	106.35	24.0	F	671	1006
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.67	16.23	2.0	C	373	559
C-A					0	0
A-B					0	0
A-C					13	19

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	550	138	792	0.695	542	0.0	2.2	13.923	B
B-A	0	0	446	0.000	0	0.0	0.0	0.000	A
C-AB	306	76	670	0.456	302	0.0	0.8	9.714	A
C-A	0	0			0				
A-B	0	0			0				
A-C	11	3			11				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	657	164	792	0.830	649	2.2	4.3	23.809	C
B-A	0	0	423	0.000	0	0.0	0.0	0.000	A
C-AB	365	91	669	0.545	364	0.8	1.2	11.722	B
C-A	0	0			0				
A-B	0	0			0				
A-C	13	3			13				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	805	201	791	1.018	756	4.3	16.4	63.923	F
B-A	0	0	393	0.000	0	0.0	0.0	0.000	A
C-AB	447	112	669	0.669	444	1.2	1.9	15.812	C
C-A	0	0			0				
A-B	0	0			0				
A-C	15	4			15				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	805	201	791	1.018	774	16.4	24.0	106.346	F
B-A	0	0	392	0.000	0	0.0	0.0	0.000	A
C-AB	447	112	669	0.669	447	1.9	2.0	16.226	C
C-A	0	0			0				
A-B	0	0			0				
A-C	15	4			15				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	657	164	792	0.830	729	24.0	6.0	67.428	F
B-A	0	0	422	0.000	0	0.0	0.0	0.000	A
C-AB	365	91	669	0.545	368	2.0	1.2	12.060	B
C-A	0	0			0				
A-B	0	0			0				
A-C	13	3			13				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	550	138	792	0.695	565	6.0	2.4	16.734	C
B-A	0	0	444	0.000	0	0.0	0.0	0.000	A
C-AB	306	76	670	0.456	307	1.2	0.9	9.971	A
C-A	0	0			0				
A-B	0	0			0				
A-C	11	3			11				

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 Existing Arrangement.j9
Report generation date: 25/01/2018 10:34:25

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	6.45		A	0.6	6.28		A
1 - A50/Hilden Rd Roundabout - 2 - Orford Rd	5.3	21.73		C	10.6	33.06		D
1 - A50/Hilden Rd Roundabout - 3 - Smith Drive	0.8	7.33		A	2.0	15.11		C
1 - A50/Hilden Rd Roundabout - 4 - A50	2.5	8.84		A	2.5	9.42		A
2 - Poplars Ave/A50 - A - A50 W	0.4	2.30		A	1.5	5.04		A
2 - Poplars Ave/A50 - B - Poplars Ave	112.0	735.61		F	10.5	132.15		F
2 - Poplars Ave/A50 - C - A50 E	1.4	4.74		A	1.7	5.61		A
A50-Conjunction [Lane Simulation] - 2025 DS								
1 - A50/Hilden Rd Roundabout - 1 - Hilden Rd	0.6	6.23		A	0.7	7.52		A
1 - A50/Hilden Rd Roundabout - 2 - Orford Rd	8.2	31.68		D	38.9	115.16		F
1 - A50/Hilden Rd Roundabout - 3 - Smith Drive	0.6	7.91		A	2.6	19.16		C
1 - A50/Hilden Rd Roundabout - 4 - A50	2.3	8.54		A	2.8	10.22		B
2 - Poplars Ave/A50 - A - A50 W	0.2	1.59		A	1.9	7.68		A
2 - Poplars Ave/A50 - B - Poplars Ave	97.9	601.41		F	56.2	529.78		F
2 - Poplars Ave/A50 - C - A50 E	1.9	5.70		A	2.8	8.22		A
A50-Conjunction [Lane Simulation] - 2030 DM								
1 - A50/Hilden Rd Roundabout - 1 - Hilden Rd	0.8	6.25		A	0.6	6.76		A
1 - A50/Hilden Rd Roundabout - 2 - Orford Rd	6.4	23.37		C	10.6	37.51		E
1 - A50/Hilden Rd Roundabout - 3 - Smith Drive	0.6	7.40		A	2.5	16.28		C
1 - A50/Hilden Rd Roundabout - 4 - A50	2.4	8.50		A	2.8	10.03		B
2 - Poplars Ave/A50 - A - A50 W	0.2	1.51		A	2.1	8.42		A
2 - Poplars Ave/A50 - B - Poplars Ave	84.0	507.10		F	31.3	354.85		F
2 - Poplars Ave/A50 - C - A50 E	1.5	4.58		A	2.0	5.75		A
A50-Conjunction [Lane Simulation] - 2030 DS								
1 - A50/Hilden Rd Roundabout - 1 - Hilden Rd	0.9	7.70		A	1.1	10.04		B
1 - A50/Hilden Rd Roundabout - 2 - Orford Rd	17.8	57.46		F	46.2	141.62		F
1 - A50/Hilden Rd Roundabout - 3 - Smith Drive	0.7	8.45		A	3.7	27.01		D
1 - A50/Hilden Rd Roundabout - 4 - A50	2.4	9.07		A	2.7	9.94		A
2 - Poplars Ave/A50 - A - A50 W	0.3	2.08		A	2.0	7.34		A

2 - Poplars Ave/A50 - B - Poplars Ave	131.3	810.69		F	26.7	291.51		F
2 - Poplars Ave/A50 - C - A50 E	2.2	6.81		A	3.1	8.53		A
A50-Conjunction [Lane Simulation] - 2030 Through Route Scenario								
1 - A50/Hilden Rd Roundabout - 1 - Hilden Rd	1.0	7.44		A	0.6	7.12		A
1 - A50/Hilden Rd Roundabout - 2 - Orford Rd	15.2	54.05		F	32.2	98.10		F
1 - A50/Hilden Rd Roundabout - 3 - Smith Drive	0.7	8.37		A	2.8	19.92		C
1 - A50/Hilden Rd Roundabout - 4 - A50	2.5	9.04		A	2.7	10.06		B
2 - Poplars Ave/A50 - A - A50 W	0.3	1.88		A	1.2	5.15		A
2 - Poplars Ave/A50 - B - Poplars Ave	133.3	823.30		F	40.5	351.76		F
2 - Poplars Ave/A50 - C - A50 E	1.8	5.90		A	2.5	7.87		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.

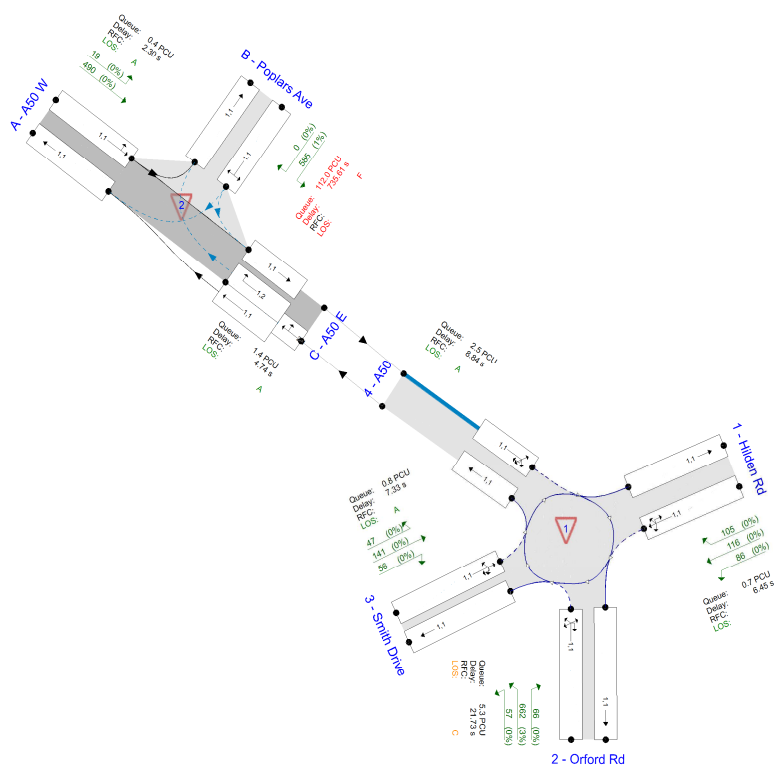
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	15/11/2017
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	✓	1437890064	175	41.06

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	12.65	B
2	Poplars Ave/A50	T-Junction	Two-way		210.08	F

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	4.35	0.0	26.8	78.0	25.1	
	3 - Smith Drive	3.60	4.40	3.8	15.0	78.0	32.0	
	4 - A50	3.85	3.85	0.0	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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
2 - Poplars Ave/A50	B - Poplars Ave	One lane	5.00	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	0.433	1357
	3 - Smith Drive	0.399	1207
	4 - A50	0.423	1239

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	651	0.093	0.235	0.148	0.335
2	B-C	788	0.095	0.239	-	-
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, 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	A, C		Infinity	0	99999
	C - A50 E	1 [Give-way line]	1	A	✓	3.00	0	99999
			2	B	✓	3.00	0	99999
			2	(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	0.433	1357
	3 - Smith Drive	1 [Give-way line]	1	0.399	1207
	4 - A50	1 [Give-way line]	1	0.423	1239

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	✓	✓	✓	✓

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

Demand (PCU/hr)

2 - Poplars Ave/A50

	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

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	3
	3 - Smith Drive	0	0	0	0
	4 - A50	0	1	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	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	6.45	0.7	A	280	420
	2 - Orford Rd	21.73	5.3	C	718	1077
	3 - Smith Drive	7.33	0.8	A	226	339
	4 - A50	8.84	2.5	A	942	1414
2 - Poplars Ave/A50	A - A50 W	2.30	0.4	A	467	700
	B - Poplars Ave	735.61	112.0	F	538	807
	C - A50 E	4.74	1.4	A	905	1358

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	234	58	820	233	196	0.0	0.3	4.156	A
	2 - Orford Rd	602	150	435	603	618	0.0	1.1	6.202	A
	3 - Smith Drive	184	46	775	185	263	0.0	0.2	4.654	A
	4 - A50	815	204	203	813	757	0.0	1.7	6.496	A
2 - Poplars Ave/A50	A - A50 W	390	98		390	525	0.0	0.1	0.342	A
	B - Poplars Ave	439	110		441	248	0.0	2.5	19.299	C
	C - A50 E	758	190		758	815	0.0	0.8	2.971	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	279	70	945	277	224	0.3	0.4	5.022	A
	2 - Orford Rd	693	173	506	694	716	1.1	1.6	9.020	A
	3 - Smith Drive	220	55	895	220	305	0.2	0.4	5.608	A
	4 - A50	931	233	238	931	877	1.7	2.0	7.768	A
2 - Poplars Ave/A50	A - A50 W	448	112		449	614	0.1	0.1	1.069	A
	B - Poplars Ave	522	131		497	290	2.5	11.8	63.016	F
	C - A50 E	884	221		886	929	0.8	0.9	3.525	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	335	84	1008	333	284	0.4	0.7	6.389	A
	2 - Orford Rd	862	215	561	855	781	1.6	4.6	17.527	C
	3 - Smith Drive	272	68	1076	273	340	0.4	0.5	7.067	A
	4 - A50	996	249	296	997	1053	2.0	2.5	8.611	A
2 - Poplars Ave/A50	A - A50 W	567	142		565	738	0.1	0.4	2.023	A
	B - Poplars Ave	644	161		449	342	11.8	61.0	298.096	F
	C - A50 E	1056	264		1058	993	0.9	1.4	4.582	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	996	333	281	0.7	0.7	6.451	A
	2 - Orford Rd	856	214	561	857	768	4.6	5.3	21.733	C
	3 - Smith Drive	273	68	1072	269	345	0.5	0.8	7.335	A
	4 - A50	986	247	292	985	1049	2.5	2.5	8.836	A
2 - Poplars Ave/A50	A - A50 W	558	139		557	731	0.4	0.3	2.299	A
	B - Poplars Ave	653	163		447	343	61.0	112.0	657.088	F
	C - A50 E	1056	264		1054	983	1.4	1.4	4.738	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	277	69	980	277	235	0.7	0.4	5.388	A
	2 - Orford Rd	708	177	525	707	733	5.3	1.8	10.548	B
	3 - Smith Drive	221	55	915	221	316	0.8	0.4	6.080	A
	4 - A50	979	245	237	978	898	2.5	2.1	8.183	A
2 - Poplars Ave/A50	A - A50 W	451	113		451	622	0.3	0.1	1.296	A
	B - Poplars Ave	530	133		541	297	112.0	111.6	735.608	F
	C - A50 E	904	226		904	978	1.4	0.9	3.822	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	223	56	948	223	199	0.4	0.3	4.791	A
	2 - Orford Rd	587	147	482	588	689	1.8	1.2	7.102	A
	3 - Smith Drive	185	46	785	183	285	0.4	0.4	5.231	A
	4 - A50	947	237	198	948	771	2.1	2.0	7.702	A
2 - Poplars Ave/A50	A - A50 W	386	97		387	534	0.1	0.0	0.769	A
	B - Poplars Ave	441	110		570	253	111.6	76.4	534.396	F
	C - A50 E	773	193		773	946	0.9	0.7	3.184	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	234	1042	0.224	233	0.0	0.3	4.156	A
		Exit	1	1		196			196	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	602	1168	0.515	603	0.0	1.1	6.202	A
		Exit	1	1		618			618	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	184	898	0.205	185	0.0	0.2	4.654	A
		Exit	1	1		263			263	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	815	1153	0.707	813	0.0	1.7	6.496	A
		Exit	1	1		757			757	0.0	0.0	0.103	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	390			390	0.0	0.1	0.342	A
		Exit	1	1		525			525	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	439			441	0.0	2.5	19.299	C
		Exit	1	1		248			248	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	525			525	0.0	0.0	0.000	A
				2	B	233			233	0.0	0.6	8.898	A
			2	1	(A, B)	758			757	0.0	0.1	0.337	A
		Exit	1	1		816			815	0.0	0.5	1.771	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	279	990	0.281	277	0.3	0.4	5.022	A
		Exit	1	1		224			224	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	693	1138	0.609	694	1.1	1.6	9.020	A
		Exit	1	1		716			716	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	220	850	0.259	220	0.2	0.4	5.608	A
		Exit	1	1		305			305	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	931	1138	0.818	931	1.7	2.0	7.768	A
		Exit	1	1		877			877	0.0	0.1	0.254	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	448			449	0.1	0.1	1.069	A
		Exit	1	1		614			614	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	522			497	2.5	11.8	63.016	F
		Exit	1	1		290			290	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	270			272	0.6	0.7	9.912	A
		Exit	1	1	(A, B)	884			884	0.1	0.1	0.606	A
				1		928			929	0.5	0.8	3.281	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	335	964	0.348	333	0.4	0.7	6.389	A
		Exit	1	1		284			284	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	862	1114	0.773	855	1.6	4.6	17.527	C
		Exit	1	1		781			781	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	272	778	0.350	273	0.4	0.5	7.067	A
		Exit	1	1		340			340	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	996	1114	0.894	997	2.0	2.5	8.611	A
		Exit	1	1		1054			1053	0.1	0.2	0.534	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	567			565	0.1	0.4	2.023	A
		Exit	1	1		738			738	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	644			449	11.8	61.0	298.096	F
		Exit	1	1		342			342	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	738			738	0.0	0.0	0.000	A
				2	B	320			321	0.7	1.0	11.618	B
		Exit	1	1	(A, B)	1056			1057	0.1	0.3	1.158	A
				1		992			993	0.8	1.4	4.754	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	969	0.343	333	0.7	0.7	6.451	A
		Exit	1	1		281			281	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	856	1114	0.768	857	4.6	5.3	21.733	C
		Exit	1	1		768			768	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	273	779	0.350	269	0.5	0.8	7.335	A
		Exit	1	1		345			345	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	986	1115	0.885	985	2.5	2.5	8.836	A
		Exit	1	1		1049			1049	0.2	0.1	0.571	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	558			557	0.4	0.3	2.299	A
		Exit	1	1		731			731	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	653			447	61.0	112.0	657.088	F
		Exit	1	1		343			343	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	731			731	0.0	0.0	0.000	A
				2	B	324			323	1.0	1.1	11.939	B
		Exit	1	1	(A, B)	1056			1055	0.3	0.3	1.232	A
				1		984			983	1.4	1.4	5.010	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	277	976	0.283	277	0.7	0.4	5.388	A
		Exit	1	1		235			235	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	708	1130	0.626	707	5.3	1.8	10.548	B
		Exit	1	1		733			733	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	221	842	0.263	221	0.8	0.4	6.080	A
		Exit	1	1		316			316	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	979	1138	0.860	978	2.5	2.1	8.183	A
		Exit	1	1		899			898	0.1	0.1	0.264	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	451			451	0.3	0.1	1.296	A
		Exit	1	1		622			622	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	530			541	112.0	111.6	735.608	F
		Exit	1	1		297			297	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	622			622	0.0	0.0	0.000	A
				2	B	281			282	1.1	0.8	10.514	B
		Exit	1	1	(A, B)	904			903	0.3	0.2	0.716	A
				1		976			978	1.4	1.0	3.905	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	223	989	0.225	223	0.4	0.3	4.791	A
		Exit	1	1		199			199	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	587	1148	0.511	588	1.8	1.2	7.102	A
		Exit	1	1		689			689	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	185	894	0.207	183	0.4	0.4	5.231	A
		Exit	1	1		285			285	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	947	1155	0.820	948	2.1	2.0	7.702	A
		Exit	1	1		770			771	0.1	0.0	0.157	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	386			387	0.1	0.0	0.769	A
		Exit	1	1		534			534	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	441			570	111.6	76.4	534.396	F
		Exit	1	1		253			253	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	534			534	0.0	0.0	0.000	A
				2	B	239			239	0.8	0.6	9.294	A
			2	1	(A, B)	773			773	0.2	0.1	0.441	A
		Exit	1	1		943			946	1.0	0.7	3.203	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	18.69	C
2	Poplars Ave/A50	T-Junction	Two-way		19.89	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
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				
From		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
	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

Demand (PCU/hr)

2 - Poplars Ave/A50

	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

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	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	6.28	0.6	A	257	385
	2 - Orford Rd	33.06	10.6	D	831	1247
	3 - Smith Drive	15.11	2.0	C	403	605
	4 - A50	9.42	2.5	A	790	1185
2 - Poplars Ave/A50	A - A50 W	5.04	1.5	A	732	1098
	B - Poplars Ave	132.15	10.5	F	213	319
	C - A50 E	5.61	1.7	A	911	1367

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	209	52	665	210	313	0.0	0.3	3.901	A
	2 - Orford Rd	676	169	271	679	603	0.0	1.0	6.437	A
	3 - Smith Drive	329	82	740	329	210	0.0	0.6	5.785	A
	4 - A50	655	164	324	654	745	0.0	1.1	6.156	A
2 - Poplars Ave/A50	A - A50 W	599	150		599	528	0.0	0.0	0.240	A
	B - Poplars Ave	177	44		176	338	0.0	0.5	8.223	A
	C - A50 E	747	187		747	656	0.0	0.7	2.937	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	257	64	782	257	380	0.3	0.3	4.684	A
	2 - Orford Rd	810	203	323	807	716	1.0	2.6	9.363	A
	3 - Smith Drive	395	99	887	394	243	0.6	0.9	8.071	A
	4 - A50	773	193	389	773	892	1.1	1.7	7.393	A
2 - Poplars Ave/A50	A - A50 W	717	179		716	637	0.0	0.2	0.817	A
	B - Poplars Ave	207	52		206	406	0.5	0.9	14.812	B
	C - A50 E	894	223		894	773	0.7	1.0	3.770	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	311	78	936	311	462	0.3	0.6	6.284	A
	2 - Orford Rd	997	249	393	983	854	2.6	7.8	23.598	C
	3 - Smith Drive	479	120	1081	480	296	0.9	2.0	13.488	B
	4 - A50	922	231	475	922	1087	1.7	2.4	9.083	A
2 - Poplars Ave/A50	A - A50 W	882	220		878	774	0.2	1.5	4.048	A
	B - Poplars Ave	250	63		224	492	0.9	7.3	75.623	F
	C - A50 E	1090	273		1091	926	1.0	1.7	5.467	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	953	308	462	0.6	0.6	6.232	A
	2 - Orford Rd	1004	251	397	990	864	7.8	10.6	33.057	D
	3 - Smith Drive	482	121	1085	483	303	2.0	1.8	15.109	C
	4 - A50	941	235	474	941	1094	2.4	2.5	9.424	A
2 - Poplars Ave/A50	A - A50 W	879	220		878	776	1.5	1.3	5.036	A
	B - Poplars Ave	254	64		239	498	7.3	10.5	132.155	F
	C - A50 E	1095	274		1097	941	1.7	1.6	5.610	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	247	62	807	246	387	0.6	0.3	4.968	A
	2 - Orford Rd	817	204	315	819	739	10.6	2.6	15.850	C
	3 - Smith Drive	398	99	888	400	246	1.8	1.0	9.170	A
	4 - A50	799	200	394	800	894	2.5	1.6	8.125	A
2 - Poplars Ave/A50	A - A50 W	721	180		723	634	1.3	0.1	1.498	A
	B - Poplars Ave	210	52		221	405	10.5	1.8	53.118	F
	C - A50 E	895	224		896	800	1.6	0.9	4.264	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	208	52	661	208	324	0.3	0.2	4.177	A
	2 - Orford Rd	685	171	268	683	602	2.6	1.3	6.888	A
	3 - Smith Drive	336	84	747	337	205	1.0	0.6	6.431	A
	4 - A50	649	162	336	649	747	1.6	1.2	6.490	A
2 - Poplars Ave/A50	A - A50 W	594	148		594	530	0.1	0.1	0.317	A
	B - Poplars Ave	178	45		178	339	1.8	0.5	11.163	B
	C - A50 E	748	187		748	650	0.9	0.7	3.217	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	209	1107	0.189	210	0.0	0.3	3.901	A
		Exit	1	1		313			313	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	676	1239	0.545	679	0.0	1.0	6.437	A
		Exit	1	1		603			603	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	329	912	0.360	329	0.0	0.6	5.785	A
		Exit	1	1		210			210	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	655	1102	0.594	654	0.0	1.1	6.156	A
		Exit	1	1		745			745	0.0	0.0	0.085	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	599			599	0.0	0.0	0.240	A
		Exit	1	1		528			528	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	177			176	0.0	0.5	8.223	A
		Exit	1	1		338			338	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	528			528	0.0	0.0	0.000	A
				2	B	219			219	0.0	0.6	9.281	A
		Exit	1	1	(A, B)	747			747	0.0	0.1	0.283	A
				1		656			656	0.0	0.2	1.180	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	257	1058	0.243	257	0.3	0.3	4.684	A
		Exit	1	1		380			380	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	810	1217	0.666	807	1.0	2.6	9.363	A
		Exit	1	1		716			716	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	395	853	0.463	394	0.6	0.9	8.071	A
		Exit	1	1		243			243	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	773	1074	0.719	773	1.1	1.7	7.393	A
		Exit	1	1		893			892	0.0	0.1	0.231	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	717			716	0.0	0.2	0.817	A
		Exit	1	1		637			637	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	207			206	0.5	0.9	14.812	B
		Exit	1	1		406			406	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	637			637	0.0	0.0	0.000	A
				2	B	257			257	0.6	0.8	11.124	B
		Exit	1	1	(A, B)	894			893	0.1	0.2	0.619	A
				1		773			773	0.2	0.5	2.531	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	311	994	0.313	311	0.3	0.6	6.284	A
		Exit	1	1		462			462	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	997	1187	0.840	983	2.6	7.8	23.598	C
		Exit	1	1		854			854	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	479	776	0.617	480	0.9	2.0	13.488	B
		Exit	1	1		296			296	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	922	1038	0.889	922	1.7	2.4	9.083	A
		Exit	1	1		1086			1087	0.1	0.2	0.714	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	882			878	0.2	1.5	4.048	A
		Exit	1	1		774			774	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	250			224	0.9	7.3	75.623	F
		Exit	1	1		492			492	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	774			774	0.0	0.0	0.000	A
				2	B	316			317	0.8	1.3	13.864	B
		Exit	1	1	(A, B)	1090			1091	0.2	0.5	1.494	A
				1		927			926	0.5	1.5	5.376	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	987	0.313	308	0.6	0.6	6.232	A
		Exit	1	1		462			462	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1004	1185	0.847	990	7.8	10.6	33.057	D
		Exit	1	1		864			864	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	482	774	0.623	483	2.0	1.8	15.109	C
		Exit	1	1		303			303	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	941	1038	0.906	941	2.4	2.5	9.424	A
		Exit	1	1		1093			1094	0.2	0.2	0.783	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	879			878	1.5	1.3	5.036	A
		Exit	1	1		776			776	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	254			239	7.3	10.5	132.155	F
		Exit	1	1		498			498	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	776			776	0.0	0.0	0.000	A
				2	B	321			322	1.3	1.3	14.003	B
		Exit	1	1	(A, B)	1095			1097	0.5	0.4	1.591	A
				1		941			941	1.5	1.6	6.105	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	247	1048	0.236	246	0.6	0.3	4.968	A
		Exit	1	1		387			387	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	817	1221	0.669	819	10.6	2.6	15.850	C
		Exit	1	1		739			739	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	398	853	0.467	400	1.8	1.0	9.170	A
		Exit	1	1		246			246	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	799	1072	0.746	800	2.5	1.6	8.125	A
		Exit	1	1		894			894	0.2	0.1	0.388	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	721			723	1.3	0.1	1.498	A
		Exit	1	1		634			634	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	210			221	10.5	1.8	53.118	F
		Exit	1	1		405			405	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	261			262	1.3	0.8	11.794	B
		Exit	1	1	(A, B)	895			895	0.4	0.1	0.884	A
				1		801			800	1.6	0.6	3.618	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	208	1108	0.188	208	0.3	0.2	4.177	A
		Exit	1	1		324			324	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	685	1241	0.552	683	2.6	1.3	6.888	A
		Exit	1	1		602			602	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	336	909	0.370	337	1.0	0.6	6.431	A
		Exit	1	1		205			205	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	649	1097	0.592	649	1.6	1.2	6.490	A
		Exit	1	1		747			747	0.1	0.0	0.099	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	594			594	0.1	0.1	0.317	A
		Exit	1	1		530			530	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	178			178	1.8	0.5	11.163	B
		Exit	1	1		339			339	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	530			530	0.0	0.0	0.000	A
				2	B	217			217	0.8	0.6	9.925	A
			2	1	(A, B)	748			748	0.1	0.1	0.355	A
		Exit	1	1		650			650	0.6	0.3	1.531	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	16.25	C
2	Poplars Ave/A50	T-Junction	Two-way		182.27	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

Demand (PCU/hr)

1 - A50/Hilden Rd Roundabout

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

Demand (PCU/hr)

2 - Poplars Ave/A50

	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

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	3
	3 - Smith Drive	0	0	0	0
	4 - A50	0	1	0	0

Heavy Vehicle Percentages

2 - Poplars Ave/A50

	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	6.23	0.6	A	291	437
	2 - Orford Rd	31.68	8.2	D	768	1153
	3 - Smith Drive	7.91	0.6	A	226	339
	4 - A50	8.54	2.3	A	913	1370
2 - Poplars Ave/A50	A - A50 W	1.59	0.2	A	412	618
	B - Poplars Ave	601.41	97.9	F	570	854
	C - A50 E	5.70	1.9	A	930	1395

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	239	60	778	239	200	0.0	0.3	4.149	A
	2 - Orford Rd	630	157	432	629	585	0.0	1.3	6.687	A
	3 - Smith Drive	184	46	779	184	282	0.0	0.3	4.827	A
	4 - A50	783	196	195	782	768	0.0	1.4	6.396	A
2 - Poplars Ave/A50	A - A50 W	341	85		341	506	0.0	0.0	0.224	A
	B - Poplars Ave	469	117		471	291	0.0	2.5	17.577	C
	C - A50 E	768	192		769	782	0.0	0.7	3.508	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	284	71	907	284	232	0.3	0.4	5.054	A
	2 - Orford Rd	752	188	509	753	683	1.3	2.2	10.497	B
	3 - Smith Drive	220	55	926	220	336	0.3	0.4	5.878	A
	4 - A50	909	227	231	909	915	1.4	2.0	7.446	A
2 - Poplars Ave/A50	A - A50 W	403	101		403	603	0.0	0.1	0.643	A
	B - Poplars Ave	558	139		538	346	2.5	10.5	51.463	F
	C - A50 E	914	228		915	908	0.7	1.1	4.289	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	350	88	970	351	281	0.4	0.6	6.122	A
	2 - Orford Rd	926	231	577	918	743	2.2	7.8	24.865	C
	3 - Smith Drive	267	67	1111	268	384	0.4	0.6	7.367	A
	4 - A50	966	241	285	966	1094	2.0	2.3	8.439	A
2 - Poplars Ave/A50	A - A50 W	495	124		496	719	0.1	0.2	1.446	A
	B - Poplars Ave	687	172		511	416	10.5	53.1	229.230	F
	C - A50 E	1094	273		1094	965	1.1	1.7	5.504	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	970	352	281	0.6	0.6	6.230	A
	2 - Orford Rd	921	230	573	923	749	7.8	8.2	31.678	D
	3 - Smith Drive	274	68	1114	275	383	0.6	0.6	7.909	A
	4 - A50	961	240	289	962	1099	2.3	2.2	8.538	A
2 - Poplars Ave/A50	A - A50 W	493	123		493	722	0.2	0.2	1.588	A
	B - Poplars Ave	687	172		505	414	53.1	97.9	522.542	F
	C - A50 E	1098	275		1097	960	1.7	1.9	5.699	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	284	71	936	284	244	0.6	0.4	5.363	A
	2 - Orford Rd	747	187	522	746	699	8.2	2.2	14.779	B
	3 - Smith Drive	225	56	927	225	341	0.6	0.4	6.300	A
	4 - A50	942	235	239	941	913	2.2	2.1	7.972	A
2 - Poplars Ave/A50	A - A50 W	401	100		401	600	0.2	0.1	0.905	A
	B - Poplars Ave	555	139		575	347	97.9	95.1	601.410	F
	C - A50 E	913	228		913	942	1.9	1.1	4.637	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	238	60	909	238	208	0.4	0.3	4.771	A
	2 - Orford Rd	635	159	475	636	672	2.2	1.3	7.674	A
	3 - Smith Drive	185	46	807	185	304	0.4	0.3	5.266	A
	4 - A50	920	230	196	920	795	2.1	1.9	7.465	A
2 - Poplars Ave/A50	A - A50 W	341	85		341	523	0.1	0.0	0.568	A
	B - Poplars Ave	462	116		607	300	95.1	58.9	428.053	F
	C - A50 E	795	199		795	920	1.1	0.9	3.774	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	239	1060	0.226	239	0.0	0.3	4.149	A
		Exit	1	1		200			200	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	630	1170	0.538	629	0.0	1.3	6.687	A
		Exit	1	1		585			585	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	184	896	0.206	184	0.0	0.3	4.827	A
		Exit	1	1		282			282	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	783	1156	0.678	782	0.0	1.4	6.396	A
		Exit	1	1		768			768	0.0	0.0	0.136	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	341			341	0.0	0.0	0.224	A
		Exit	1	1		506			506	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	469			471	0.0	2.5	17.577	C
		Exit	1	1		291			291	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	506			506	0.0	0.0	0.000	A
				2	B	262			263	0.0	0.7	9.128	A
			2	1	(A, B)	768			768	0.0	0.1	0.454	A
		Exit	1	1		782			782	0.0	0.3	1.532	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	284	1006	0.283	284	0.3	0.4	5.054	A
		Exit	1	1		232			232	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	752	1136	0.662	753	1.3	2.2	10.497	B
		Exit	1	1		683			683	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	220	838	0.263	220	0.3	0.4	5.878	A
		Exit	1	1		336			336	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	909	1141	0.796	909	1.4	2.0	7.446	A
		Exit	1	1		915			915	0.0	0.1	0.308	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	403			403	0.0	0.1	0.643	A
		Exit	1	1		603			603	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	558			538	2.5	10.5	51.463	F
		Exit	1	1		346			346	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	311			312	0.7	0.9	10.342	B
		Exit	1	1	(A, B)	914			914	0.1	0.2	0.827	A
				1		907			908	0.3	0.7	2.768	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	350	980	0.357	351	0.4	0.6	6.122	A
		Exit	1	1		281			281	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	926	1107	0.837	918	2.2	7.8	24.865	C
		Exit	1	1		743			743	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	267	764	0.350	268	0.4	0.6	7.367	A
		Exit	1	1		384			384	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	966	1118	0.864	966	2.0	2.3	8.439	A
		Exit	1	1		1094			1094	0.1	0.2	0.678	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	495			496	0.1	0.2	1.446	A
		Exit	1	1		719			719	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	687			511	10.5	53.1	229.230	F
		Exit	1	1		416			416	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	374			375	0.9	1.2	11.937	B
		Exit	1	1	(A, B)	1094			1093	0.2	0.5	1.509	A
				1		965			965	0.7	1.2	4.169	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	980	0.359	352	0.6	0.6	6.230	A
		Exit	1	1		281			281	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	921	1109	0.830	923	7.8	8.2	31.678	D
		Exit	1	1		749			749	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	274	763	0.359	275	0.6	0.6	7.909	A
		Exit	1	1		383			383	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	961	1116	0.861	962	2.3	2.2	8.538	A
		Exit	1	1		1099			1099	0.2	0.2	0.726	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	493			493	0.2	0.2	1.588	A
		Exit	1	1		722			722	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	687			505	53.1	97.9	522.542	F
		Exit	1	1		414			414	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	722			722	0.0	0.0	0.000	A
				2	B	376			375	1.2	1.3	12.222	B
		Exit	1	1	(A, B)	1098			1098	0.5	0.5	1.602	A
				1		959			960	1.2	1.1	4.315	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	284	994	0.286	284	0.6	0.4	5.363	A
		Exit	1	1		244			244	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	747	1131	0.660	746	8.2	2.2	14.779	B
		Exit	1	1		699			699	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	225	837	0.269	225	0.6	0.4	6.300	A
		Exit	1	1		341			341	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	942	1138	0.828	941	2.2	2.1	7.972	A
		Exit	1	1		913			913	0.2	0.1	0.409	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	401			401	0.2	0.1	0.905	A
		Exit	1	1		600			600	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	555			575	97.9	95.1	601.410	F
		Exit	1	1		347			347	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	600			600	0.0	0.0	0.000	A
				2	B	313			313	1.3	0.9	10.822	B
		Exit	1	1	(A, B)	913			913	0.5	0.2	1.018	A
				1		943			942	1.1	0.9	3.416	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	238	1005	0.237	238	0.4	0.3	4.771	A
		Exit	1	1		208			208	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	635	1151	0.552	636	2.2	1.3	7.674	A
		Exit	1	1		672			672	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	185	885	0.209	185	0.4	0.3	5.266	A
		Exit	1	1		304			304	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	920	1156	0.796	920	2.1	1.9	7.465	A
		Exit	1	1		796			795	0.1	0.1	0.187	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	341			341	0.1	0.0	0.568	A
		Exit	1	1		523			523	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	462			607	95.1	58.9	428.053	F
		Exit	1	1		300			300	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	523			523	0.0	0.0	0.000	A
				2	B	272			272	0.9	0.7	9.610	A
		Exit	1	1	(A, B)	795			795	0.2	0.1	0.567	A
				1		920			920	0.9	0.7	2.785	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	49.96	E
2	Poplars Ave/A50	T-Junction	Two-way		87.89	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
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				
From		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
	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	7.52	0.7	A	265	398
	2 - Orford Rd	115.16	38.9	F	904	1355
	3 - Smith Drive	19.16	2.6	C	405	608
	4 - A50	10.22	2.8	B	885	1328
2 - Poplars Ave/A50	A - A50 W	7.68	1.9	A	722	1083
	B - Poplars Ave	529.78	56.2	F	309	463
	C - A50 E	8.22	2.8	A	987	1480

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	216	54	724	215	361	0.0	0.3	4.023	A
	2 - Orford Rd	733	183	307	733	632	0.0	1.6	7.480	A
	3 - Smith Drive	331	83	828	333	211	0.0	0.6	6.334	A
	4 - A50	731	183	355	730	805	0.0	1.5	6.748	A
2 - Poplars Ave/A50	A - A50 W	590	147		590	536	0.0	0.1	0.340	A
	B - Poplars Ave	251	63		252	379	0.0	0.9	11.056	B
	C - A50 E	807	202		805	731	0.0	1.0	4.004	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	263	66	861	262	424	0.3	0.4	5.055	A
	2 - Orford Rd	886	222	366	881	756	1.6	4.3	14.945	B
	3 - Smith Drive	389	97	998	390	249	0.6	1.0	9.102	A
	4 - A50	869	217	418	866	969	1.5	2.2	8.317	A
2 - Poplars Ave/A50	A - A50 W	704	176		703	642	0.1	0.3	1.656	A
	B - Poplars Ave	302	76		298	459	0.9	3.4	33.438	D
	C - A50 E	971	243		970	869	1.0	1.5	5.530	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	323	81	968	324	508	0.4	0.6	7.297	A
	2 - Orford Rd	1095	274	423	1018	869	4.3	25.3	57.776	F
	3 - Smith Drive	488	122	1160	484	280	1.0	2.6	16.771	C
	4 - A50	964	241	512	964	1132	2.2	2.8	9.845	A
2 - Poplars Ave/A50	A - A50 W	870	218		866	751	0.3	1.7	6.209	A
	B - Poplars Ave	370	92		261	546	3.4	29.1	253.327	F
	C - A50 E	1135	284		1135	964	1.5	2.5	7.912	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	314	78	975	316	509	0.6	0.7	7.522	A
	2 - Orford Rd	1093	273	421	1032	870	25.3	38.9	115.157	F
	3 - Smith Drive	488	122	1169	489	283	2.6	2.6	19.157	C
	4 - A50	968	242	515	969	1143	2.8	2.8	10.216	B
2 - Poplars Ave/A50	A - A50 W	866	217		868	753	1.7	1.9	7.677	A
	B - Poplars Ave	371	93		263	553	29.1	56.2	529.783	F
	C - A50 E	1147	287		1143	968	2.5	2.8	8.222	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	259	65	944	258	452	0.7	0.4	6.180	A
	2 - Orford Rd	884	221	384	961	819	38.9	12.8	82.718	F
	3 - Smith Drive	400	100	1075	401	270	2.6	1.1	12.483	B
	4 - A50	957	239	441	955	1034	2.8	2.5	9.418	A
2 - Poplars Ave/A50	A - A50 W	707	177		709	685	1.9	0.5	3.329	A
	B - Poplars Ave	302	76		381	486	56.2	37.6	425.990	F
	C - A50 E	1036	259		1037	956	2.8	1.7	6.855	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	217	54	810	218	368	0.4	0.2	4.572	A
	2 - Orford Rd	731	183	327	740	700	12.8	1.6	16.950	C
	3 - Smith Drive	334	84	845	334	223	1.1	0.7	7.274	A
	4 - A50	821	205	354	823	825	2.5	1.8	8.207	A
2 - Poplars Ave/A50	A - A50 W	593	148		594	550	0.5	0.2	1.211	A
	B - Poplars Ave	257	64		334	386	37.6	7.6	148.250	F
	C - A50 E	826	207		827	820	1.7	1.0	4.655	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	216	1082	0.199	215	0.0	0.3	4.023	A
		Exit	1	1		361			361	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	733	1224	0.599	733	0.0	1.6	7.480	A
		Exit	1	1		632			632	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	331	877	0.377	333	0.0	0.6	6.334	A
		Exit	1	1		211			211	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	731	1089	0.672	730	0.0	1.5	6.748	A
		Exit	1	1		806			805	0.0	0.1	0.189	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	590			590	0.0	0.1	0.340	A
		Exit	1	1		536			536	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	251			252	0.0	0.9	11.056	B
		Exit	1	1		379			379	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	270			268	0.0	0.8	10.243	B
			2	1	(A, B)	807			806	0.0	0.2	0.573	A
		Exit	1	1		731			731	0.0	0.4	1.753	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	263	1025	0.256	262	0.3	0.4	5.055	A
		Exit	1	1		424			424	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	886	1198	0.740	881	1.6	4.3	14.945	B
		Exit	1	1		756			756	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	389	809	0.481	390	0.6	1.0	9.102	A
		Exit	1	1		249			249	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	869	1062	0.818	866	1.5	2.2	8.317	A
		Exit	1	1		969			969	0.1	0.2	0.573	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	704			703	0.1	0.3	1.656	A
		Exit	1	1		642			642	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	302			298	0.9	3.4	33.438	D
		Exit	1	1		459			459	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	642			642	0.0	0.0	0.000	A
				2	B	329			328	0.8	1.1	12.474	B
		Exit	1	1	(A, B)	971			971	0.2	0.3	1.319	A
				1		870			869	0.4	1.1	3.842	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	323	981	0.329	324	0.4	0.6	7.297	A
		Exit	1	1		508			508	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1095	1174	0.933	1018	4.3	25.3	57.776	F
		Exit	1	1		869			869	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	488	744	0.656	484	1.0	2.6	16.771	C
		Exit	1	1		280			280	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	964	1022	0.944	964	2.2	2.8	9.845	A
		Exit	1	1		1132			1132	0.2	0.5	1.401	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	870			866	0.3	1.7	6.209	A
		Exit	1	1		751			751	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	370			261	3.4	29.1	253.327	F
		Exit	1	1		546			546	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	384			385	1.1	1.7	15.471	C
		Exit	1	1	(A, B)	1135			1135	0.3	0.8	2.673	A
				1		966			964	1.1	2.0	6.857	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	314	978	0.321	316	0.6	0.7	7.522	A
		Exit	1	1		509			509	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1093	1175	0.930	1032	25.3	38.9	115.157	F
		Exit	1	1		870			870	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	488	741	0.659	489	2.6	2.6	19.157	C
		Exit	1	1		283			283	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	968	1021	0.949	969	2.8	2.8	10.216	B
		Exit	1	1		1143			1143	0.5	0.5	1.542	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	866			868	1.7	1.9	7.677	A
		Exit	1	1		753			753	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	371			263	29.1	56.2	529.783	F
		Exit	1	1		553			553	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	753			753	0.0	0.0	0.000	A
				2	B	392			390	1.7	1.8	15.820	C
		Exit	1	1	(A, B)	1147			1145	0.8	1.0	2.872	A
				1		968			968	2.0	2.1	7.595	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	259	991	0.261	258	0.7	0.4	6.180	A
		Exit	1	1		452			452	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	884	1191	0.742	961	38.9	12.8	82.718	F
		Exit	1	1		819			819	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	400	778	0.515	401	2.6	1.1	12.483	B
		Exit	1	1		270			270	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	957	1052	0.909	955	2.8	2.5	9.418	A
		Exit	1	1		1034			1034	0.5	0.2	1.057	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	707			709	1.9	0.5	3.329	A
		Exit	1	1		685			685	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	302			381	56.2	37.6	425.990	F
		Exit	1	1		486			486	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	685			685	0.0	0.0	0.000	A
				2	B	351			352	1.8	1.3	14.067	B
		Exit	1	1	(A, B)	1036			1036	1.0	0.4	2.124	A
				1		956			956	2.1	1.4	5.775	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	217	1047	0.208	218	0.4	0.2	4.572	A
		Exit	1	1		368			368	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	731	1215	0.602	740	12.8	1.6	16.950	C
		Exit	1	1		700			700	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	334	870	0.384	334	1.1	0.7	7.274	A
		Exit	1	1		223			223	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	821	1089	0.754	823	2.5	1.8	8.207	A
		Exit	1	1		824			825	0.2	0.1	0.344	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	593			594	0.5	0.2	1.211	A
		Exit	1	1		550			550	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	257			334	37.6	7.6	148.250	F
		Exit	1	1		386			386	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	550			550	0.0	0.0	0.000	A
				2	B	276			276	1.3	0.8	11.222	B
		Exit	1	1	(A, B)	826			826	0.4	0.2	0.898	A
				1		819			820	1.4	0.7	3.798	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	13.20	B
2	Poplars Ave/A50	T-Junction	Two-way		153.81	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
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				
From		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
	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

Demand (PCU/hr)

2 - Poplars Ave/A50

	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

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	3
	3 - Smith Drive	0	0	0	0
	4 - A50	0	1	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	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	6.25	0.8	A	294	441
	2 - Orford Rd	23.37	6.4	C	753	1129
	3 - Smith Drive	7.40	0.6	A	234	351
	4 - A50	8.50	2.4	A	909	1363
2 - Poplars Ave/A50	A - A50 W	1.51	0.2	A	402	603
	B - Poplars Ave	507.10	84.0	F	547	820
	C - A50 E	4.58	1.5	A	884	1326

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	242	61	757	243	216	0.0	0.3	4.034	A
	2 - Orford Rd	609	152	439	611	561	0.0	1.2	6.550	A
	3 - Smith Drive	193	48	742	192	308	0.0	0.2	4.722	A
	4 - A50	765	191	209	764	725	0.0	1.4	6.345	A
2 - Poplars Ave/A50	A - A50 W	333	83		333	498	0.0	0.0	0.190	A
	B - Poplars Ave	449	112		447	243	0.0	2.4	16.426	C
	C - A50 E	725	181		725	765	0.0	0.7	2.953	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	288	72	896	288	258	0.3	0.4	5.009	A
	2 - Orford Rd	742	185	514	743	670	1.2	1.9	9.750	A
	3 - Smith Drive	231	58	894	231	363	0.2	0.3	5.778	A
	4 - A50	905	226	250	904	875	1.4	1.9	7.434	A
2 - Poplars Ave/A50	A - A50 W	398	100		399	598	0.0	0.1	0.567	A
	B - Poplars Ave	529	132		524	295	2.4	7.9	45.276	E
	C - A50 E	875	219		875	905	0.7	1.1	3.607	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	963	351	310	0.4	0.8	6.080	A
	2 - Orford Rd	898	224	581	904	732	1.9	6.2	21.983	C
	3 - Smith Drive	279	70	1074	279	412	0.3	0.5	7.261	A
	4 - A50	968	242	305	968	1047	1.9	2.4	8.380	A
2 - Poplars Ave/A50	A - A50 W	485	121		485	721	0.1	0.2	1.446	A
	B - Poplars Ave	662	165		505	352	7.9	46.7	201.660	F
	C - A50 E	1048	262		1050	966	1.1	1.5	4.510	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	355	89	958	356	308	0.8	0.6	6.246	A
	2 - Orford Rd	911	228	580	899	735	6.2	6.4	23.370	C
	3 - Smith Drive	276	69	1064	275	414	0.5	0.6	7.404	A
	4 - A50	965	241	302	964	1037	2.4	2.4	8.505	A
2 - Poplars Ave/A50	A - A50 W	483	121		483	710	0.2	0.2	1.515	A
	B - Poplars Ave	654	164		503	346	46.7	84.0	456.379	F
	C - A50 E	1035	259		1035	965	1.5	1.5	4.578	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	287	72	934	288	260	0.6	0.4	5.121	A
	2 - Orford Rd	738	184	532	735	690	6.4	2.2	12.588	B
	3 - Smith Drive	232	58	892	232	374	0.6	0.4	6.158	A
	4 - A50	944	236	251	943	873	2.4	2.1	7.942	A
2 - Poplars Ave/A50	A - A50 W	387	97		388	602	0.2	0.1	0.861	A
	B - Poplars Ave	538	135		574	289	84.0	76.8	507.097	F
	C - A50 E	874	218		873	944	1.5	0.9	3.723	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	895	239	219	0.4	0.3	4.858	A
	2 - Orford Rd	620	155	482	617	653	2.2	1.3	7.202	A
	3 - Smith Drive	192	48	762	192	337	0.4	0.3	5.304	A
	4 - A50	906	227	207	908	747	2.1	1.8	7.356	A
2 - Poplars Ave/A50	A - A50 W	326	81		326	512	0.1	0.0	0.546	A
	B - Poplars Ave	449	112		594	252	76.8	39.2	325.090	F
	C - A50 E	748	187		749	906	0.9	0.7	3.134	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	242	1068	0.227	243	0.0	0.3	4.034	A
		Exit	1	1		216			216	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	609	1167	0.522	611	0.0	1.2	6.550	A
		Exit	1	1		561			561	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	193	911	0.212	192	0.0	0.2	4.722	A
		Exit	1	1		308			308	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	765	1150	0.665	764	0.0	1.4	6.345	A
		Exit	1	1		725			725	0.0	0.0	0.109	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	333			333	0.0	0.0	0.190	A
		Exit	1	1		498			498	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	449			447	0.0	2.4	16.426	C
		Exit	1	1		243			243	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	227			227	0.0	0.6	8.684	A
			2	1	(A, B)	725			725	0.0	0.1	0.344	A
		Exit	1	1		765			765	0.0	0.3	1.475	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	288	1011	0.285	288	0.3	0.4	5.009	A
		Exit	1	1		258			258	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	742	1134	0.654	743	1.2	1.9	9.750	A
		Exit	1	1		670			670	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	231	850	0.272	231	0.2	0.3	5.778	A
		Exit	1	1		363			363	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	905	1133	0.799	904	1.4	1.9	7.434	A
		Exit	1	1		875			875	0.0	0.1	0.225	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	398			399	0.0	0.1	0.567	A
		Exit	1	1		598			598	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	529			524	2.4	7.9	45.276	E
		Exit	1	1		295			295	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	598			598	0.0	0.0	0.000	A
				2	B	278			277	0.6	0.9	9.867	A
			2	1	(A, B)	875			876	0.1	0.2	0.628	A
		Exit	1	1		905			905	0.3	0.7	2.680	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	983	0.359	351	0.4	0.8	6.080	A
		Exit	1	1		310			310	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	898	1105	0.812	904	1.9	6.2	21.983	C
		Exit	1	1		732			732	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	279	779	0.358	279	0.3	0.5	7.261	A
		Exit	1	1		412			412	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	968	1110	0.872	968	1.9	2.4	8.380	A
		Exit	1	1		1048			1047	0.1	0.2	0.483	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	485			485	0.1	0.2	1.446	A
		Exit	1	1		721			721	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	662			505	7.9	46.7	201.660	F
		Exit	1	1		352			352	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	721			721	0.0	0.0	0.000	A
				2	B	327			329	0.9	1.1	11.297	B
			2	1	(A, B)	1048			1048	0.2	0.4	1.129	A
		Exit	1	1		966			966	0.7	1.2	4.122	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	355	985	0.361	356	0.8	0.6	6.246	A
		Exit	1	1		308			308	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	911	1106	0.824	899	6.2	6.4	23.370	C
		Exit	1	1		735			735	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	276	782	0.353	275	0.5	0.6	7.404	A
		Exit	1	1		414			414	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	965	1111	0.869	964	2.4	2.4	8.505	A
		Exit	1	1		1037			1037	0.2	0.2	0.500	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	483			483	0.2	0.2	1.515	A
		Exit	1	1		710			710	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	654			503	46.7	84.0	456.379	F
		Exit	1	1		346			346	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	325			325	1.1	1.1	11.521	B
		Exit	1	1	(A, B)	1035			1035	0.4	0.4	1.155	A
				1		964			965	1.2	1.2	4.255	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	287	995	0.288	288	0.6	0.4	5.121	A
		Exit	1	1		260			260	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	738	1126	0.655	735	6.4	2.2	12.588	B
		Exit	1	1		690			690	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	232	851	0.273	232	0.6	0.4	6.158	A
		Exit	1	1		374			374	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	944	1133	0.833	943	2.4	2.1	7.942	A
		Exit	1	1		874			873	0.2	0.1	0.279	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	387			388	0.2	0.1	0.861	A
		Exit	1	1		602			602	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	538			574	84.0	76.8	507.097	F
		Exit	1	1		289			289	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	602			602	0.0	0.0	0.000	A
				2	B	271			271	1.1	0.8	10.150	B
		Exit	1	1	(A, B)	874			873	0.4	0.2	0.705	A
				1		944			944	1.2	0.9	3.432	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	1011	0.237	239	0.4	0.3	4.858	A
		Exit	1	1		219			219	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	620	1148	0.540	617	2.2	1.3	7.202	A
		Exit	1	1		653			653	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	192	903	0.213	192	0.4	0.3	5.304	A
		Exit	1	1		337			337	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	906	1151	0.787	908	2.1	1.8	7.356	A
		Exit	1	1		747			747	0.1	0.0	0.131	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	326			326	0.1	0.0	0.546	A
		Exit	1	1		512			512	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	449			594	76.8	39.2	325.090	F
		Exit	1	1		252			252	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	512			512	0.0	0.0	0.000	A
				2	B	236			237	0.8	0.6	9.121	A
		Exit	1	1	(A, B)	748			748	0.2	0.1	0.425	A
				1		906			906	0.9	0.6	2.671	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	20.28	C
2	Poplars Ave/A50	T-Junction	Two-way		49.86	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
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				
From		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
	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

Demand (PCU/hr)

2 - Poplars Ave/A50	To			
		A - A50 W	B - Poplars Ave	C - A50 E
	From A - A50 W	0	158	684
	From B - Poplars Ave	0	0	262
	C - A50 E	730	292	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
	From 2 - Orford Rd	0	0	0	1
	From 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
	From 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	6.76	0.6	A	268	403
	2 - Orford Rd	37.51	10.6	E	819	1228
	3 - Smith Drive	16.28	2.5	C	421	632
	4 - A50	10.03	2.8	B	858	1287
2 - Poplars Ave/A50	A - A50 W	8.42	2.1	A	770	1155
	B - Poplars Ave	354.85	31.3	F	239	358
	C - A50 E	5.75	2.0	A	929	1393

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	221	55	713	221	326	0.0	0.2	4.100	A
	2 - Orford Rd	669	167	316	670	619	0.0	1.3	6.494	A
	3 - Smith Drive	344	86	753	345	233	0.0	0.6	6.065	A
	4 - A50	702	175	339	700	760	0.0	1.5	6.448	A
2 - Poplars Ave/A50	A - A50 W	630	158		630	545	0.0	0.1	0.371	A
	B - Poplars Ave	193	48		192	339	0.0	0.6	9.807	A
	C - A50 E	761	190		762	701	0.0	0.7	2.879	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	262	66	858	262	389	0.2	0.3	4.891	A
	2 - Orford Rd	803	201	379	803	741	1.3	2.6	10.219	B
	3 - Smith Drive	407	102	903	406	279	0.6	1.0	8.436	A
	4 - A50	849	212	399	847	910	1.5	1.9	7.987	A
2 - Poplars Ave/A50	A - A50 W	756	189		756	652	0.1	0.4	1.438	A
	B - Poplars Ave	236	59		235	395	0.6	1.9	24.412	C
	C - A50 E	912	228		909	851	0.7	1.2	3.906	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	991	321	474	0.3	0.6	6.503	A
	2 - Orford Rd	988	247	448	960	863	2.6	10.1	27.202	D
	3 - Smith Drive	511	128	1079	509	328	1.0	2.5	14.977	B
	4 - A50	970	242	495	970	1093	1.9	2.7	9.665	A
2 - Poplars Ave/A50	A - A50 W	920	230		921	779	0.4	2.1	6.857	A
	B - Poplars Ave	285	71		222	488	1.9	17.0	174.146	F
	C - A50 E	1096	274		1097	972	1.2	1.8	5.545	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	325	81	1003	326	479	0.6	0.5	6.761	A
	2 - Orford Rd	982	246	455	980	874	10.1	10.6	37.510	E
	3 - Smith Drive	508	127	1103	506	331	2.5	2.3	16.277	C
	4 - A50	986	247	497	985	1113	2.7	2.8	10.028	B
2 - Poplars Ave/A50	A - A50 W	922	230		925	794	2.1	2.0	8.424	A
	B - Poplars Ave	289	72		238	493	17.0	31.3	354.855	F
	C - A50 E	1116	279		1114	989	1.8	2.0	5.751	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	263	66	924	263	394	0.5	0.4	5.351	A
	2 - Orford Rd	803	201	401	802	786	10.6	2.6	16.709	C
	3 - Smith Drive	413	103	906	413	297	2.3	0.9	9.928	A
	4 - A50	917	229	400	918	919	2.8	2.3	9.129	A
2 - Poplars Ave/A50	A - A50 W	753	188		753	657	2.0	0.5	3.402	A
	B - Poplars Ave	236	59		306	407	31.3	10.3	208.238	F
	C - A50 E	920	230		921	917	2.0	1.1	4.424	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	326	0.4	0.2	4.396	A
	2 - Orford Rd	668	167	320	668	633	2.6	1.3	7.232	A
	3 - Smith Drive	344	86	754	344	234	0.9	0.7	6.867	A
	4 - A50	726	182	332	728	767	2.3	1.3	7.385	A
2 - Poplars Ave/A50	A - A50 W	637	159		636	550	0.5	0.1	0.772	A
	B - Poplars Ave	195	49		208	336	10.3	0.9	38.046	E
	C - A50 E	767	192		768	727	1.1	0.7	3.263	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	221	1087	0.203	221	0.0	0.2	4.100	A
		Exit	1	1		326			326	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	669	1220	0.548	670	0.0	1.3	6.494	A
		Exit	1	1		619			619	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	344	906	0.380	345	0.0	0.6	6.065	A
		Exit	1	1		233			233	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	702	1095	0.641	700	0.0	1.5	6.448	A
		Exit	1	1		759			760	0.0	0.0	0.092	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	630			630	0.0	0.1	0.371	A
		Exit	1	1		545			545	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	193			192	0.0	0.6	9.807	A
		Exit	1	1		339			339	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	217			218	0.0	0.6	9.301	A
		Exit	1	1	(A, B)	761			762	0.0	0.0	0.283	A
				1		701			701	0.0	0.3	1.579	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	262	1027	0.255	262	0.2	0.3	4.891	A
		Exit	1	1		389			389	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	803	1193	0.673	803	1.3	2.6	10.219	B
		Exit	1	1		741			741	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	407	847	0.481	406	0.6	1.0	8.436	A
		Exit	1	1		279			279	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	849	1070	0.793	847	1.5	1.9	7.987	A
		Exit	1	1		910			910	0.0	0.1	0.277	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	756			756	0.1	0.4	1.438	A
		Exit	1	1		652			652	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	236			235	0.6	1.9	24.412	C
		Exit	1	1		395			395	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	259			257	0.6	1.0	11.531	B
		Exit	1	1	(A, B)	912			911	0.0	0.2	0.687	A
				1		853			851	0.3	0.9	3.443	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	971	0.331	321	0.3	0.6	6.503	A
		Exit	1	1		474			474	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	988	1163	0.850	960	2.6	10.1	27.202	D
		Exit	1	1		863			863	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	511	776	0.658	509	1.0	2.5	14.977	B
		Exit	1	1		328			328	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	970	1029	0.942	970	1.9	2.7	9.665	A
		Exit	1	1		1093			1093	0.1	0.3	0.784	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	920			921	0.4	2.1	6.857	A
		Exit	1	1		779			779	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	285			222	1.9	17.0	174.146	F
		Exit	1	1		488			488	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	317			318	1.0	1.3	14.192	B
		Exit	1	1	(A, B)	1096			1096	0.2	0.5	1.564	A
				1		972			972	0.9	2.0	6.740	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	325	966	0.336	326	0.6	0.5	6.761	A
		Exit	1	1		479			479	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	982	1160	0.847	980	10.1	10.6	37.510	E
		Exit	1	1		874			874	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	508	767	0.662	506	2.5	2.3	16.277	C
		Exit	1	1		331			331	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	986	1029	0.959	985	2.7	2.8	10.028	B
		Exit	1	1		1113			1113	0.3	0.3	0.832	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	922			925	2.1	2.0	8.424	A
		Exit	1	1		794			794	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	289			238	17.0	31.3	354.855	F
		Exit	1	1		493			493	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	794			794	0.0	0.0	0.000	A
				2	B	322			320	1.3	1.4	14.529	B
		Exit	1	1	(A, B)	1116			1116	0.5	0.6	1.686	A
				1		990			989	2.0	2.2	7.590	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	263	999	0.263	263	0.5	0.4	5.351	A
		Exit	1	1		394			394	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	803	1183	0.679	802	10.6	2.6	16.709	C
		Exit	1	1		786			786	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	413	845	0.488	413	2.3	0.9	9.928	A
		Exit	1	1		297			297	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	917	1069	0.857	918	2.8	2.3	9.129	A
		Exit	1	1		919			919	0.3	0.1	0.432	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	753			753	2.0	0.5	3.402	A
		Exit	1	1		657			657	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	236			306	31.3	10.3	208.238	F
		Exit	1	1		407			407	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	263			264	1.4	0.9	12.275	B
		Exit	1	1	(A, B)	920			920	0.6	0.2	0.965	A
				1		916			917	2.2	1.2	5.492	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	0.4	0.2	4.396	A
		Exit	1	1		326			326	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	668	1218	0.548	668	2.6	1.3	7.232	A
		Exit	1	1		633			633	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	344	906	0.380	344	0.9	0.7	6.867	A
		Exit	1	1		234			234	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	726	1098	0.661	728	2.3	1.3	7.385	A
		Exit	1	1		766			767	0.1	0.0	0.142	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	637			636	0.5	0.1	0.772	A
		Exit	1	1		550			550	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	195			208	10.3	0.9	38.046	E
		Exit	1	1		336			336	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	550			550	0.0	0.0	0.000	A
				2	B	218			218	0.9	0.6	10.236	B
		Exit	1	1	(A, B)	767			768	0.2	0.0	0.425	A
				1		726			727	1.2	0.4	2.594	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	26.30	D
2	Poplars Ave/A50	T-Junction	Two-way		244.29	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
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				
From		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
	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

Demand (PCU/hr)

2 - Poplars Ave/A50

	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

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	3
	3 - Smith Drive	0	0	0	0
	4 - A50	0	1	0	0

Heavy Vehicle Percentages

2 - Poplars Ave/A50

	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	7.70	0.9	A	346	519
	2 - Orford Rd	57.46	17.8	F	846	1269
	3 - Smith Drive	8.45	0.7	A	234	351
	4 - A50	9.07	2.4	A	914	1371
2 - Poplars Ave/A50	A - A50 W	2.08	0.3	A	439	659
	B - Poplars Ave	810.69	131.3	F	579	868
	C - A50 E	6.81	2.2	A	932	1398

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	287	72	816	287	247	0.0	0.4	4.554	A
	2 - Orford Rd	698	175	388	699	715	0.0	1.5	7.767	A
	3 - Smith Drive	193	48	831	193	256	0.0	0.3	4.907	A
	4 - A50	797	199	265	798	758	0.0	1.5	6.741	A
2 - Poplars Ave/A50	A - A50 W	357	89		357	490	0.0	0.0	0.262	A
	B - Poplars Ave	477	119		475	320	0.0	3.3	20.340	C
	C - A50 E	775	194		774	797	0.0	1.0	4.210	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	340	85	939	339	294	0.4	0.6	5.528	A
	2 - Orford Rd	832	208	458	832	821	1.5	3.1	12.479	B
	3 - Smith Drive	231	58	985	231	304	0.3	0.4	6.234	A
	4 - A50	919	230	314	918	902	1.5	2.1	7.939	A
2 - Poplars Ave/A50	A - A50 W	427	107		428	586	0.0	0.1	0.811	A
	B - Poplars Ave	559	140		531	375	3.3	14.5	69.407	F
	C - A50 E	920	230		920	917	1.0	1.4	4.968	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	414	104	982	416	346	0.6	0.7	7.322	A
	2 - Orford Rd	1008	252	516	984	882	3.1	13.5	36.320	E
	3 - Smith Drive	283	71	1156	284	344	0.4	0.6	8.082	A
	4 - A50	949	237	380	948	1061	2.1	2.4	8.854	A
2 - Poplars Ave/A50	A - A50 W	527	132		527	688	0.1	0.3	1.848	A
	B - Poplars Ave	693	173		472	446	14.5	68.1	319.868	F
	C - A50 E	1083	271		1082	948	1.4	2.2	6.421	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	414	104	987	414	347	0.7	0.9	7.699	A
	2 - Orford Rd	1016	254	510	1000	891	13.5	17.8	57.461	F
	3 - Smith Drive	278	69	1171	277	339	0.6	0.7	8.449	A
	4 - A50	952	238	382	952	1066	2.4	2.4	9.074	A
2 - Poplars Ave/A50	A - A50 W	530	133		530	693	0.3	0.3	2.080	A
	B - Poplars Ave	695	174		474	447	68.1	124.9	701.240	F
	C - A50 E	1088	272		1086	951	2.2	2.1	6.810	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	966	339	296	0.9	0.6	6.160	A
	2 - Orford Rd	830	208	461	853	845	17.8	3.6	29.939	D
	3 - Smith Drive	230	57	1011	230	303	0.7	0.4	6.908	A
	4 - A50	942	236	319	943	922	2.4	2.2	8.428	A
2 - Poplars Ave/A50	A - A50 W	436	109		437	603	0.3	0.1	1.148	A
	B - Poplars Ave	569	142		546	382	124.9	131.3	810.694	F
	C - A50 E	943	236		942	940	2.1	1.5	5.599	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	934	283	250	0.6	0.4	5.205	A
	2 - Orford Rd	692	173	418	693	799	3.6	1.4	8.964	A
	3 - Smith Drive	189	47	835	188	276	0.4	0.3	5.421	A
	4 - A50	924	231	259	924	765	2.2	2.1	7.748	A
2 - Poplars Ave/A50	A - A50 W	359	90		359	499	0.1	0.0	0.660	A
	B - Poplars Ave	479	120		600	318	131.3	100.9	627.358	F
	C - A50 E	781	195		783	923	1.5	0.8	4.352	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	287	1044	0.275	287	0.0	0.4	4.554	A
		Exit	1	1		247			247	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	698	1189	0.587	699	0.0	1.5	7.767	A
		Exit	1	1		715			715	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	193	876	0.220	193	0.0	0.3	4.907	A
		Exit	1	1		256			256	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	797	1127	0.707	798	0.0	1.5	6.741	A
		Exit	1	1		758			758	0.0	0.0	0.237	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	357			357	0.0	0.0	0.262	A
		Exit	1	1		490			490	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	477			475	0.0	3.3	20.340	C
		Exit	1	1		320			320	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	284			284	0.0	0.8	9.799	A
			2	1	(A, B)	775			775	0.0	0.2	0.668	A
		Exit	1	1		797			797	0.0	0.4	1.787	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	340	993	0.342	339	0.4	0.6	5.528	A
		Exit	1	1		294			294	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	832	1159	0.718	832	1.5	3.1	12.479	B
		Exit	1	1		821			821	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	231	814	0.284	231	0.3	0.4	6.234	A
		Exit	1	1		304			304	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	919	1106	0.831	918	1.5	2.1	7.939	A
		Exit	1	1		901			902	0.0	0.1	0.435	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	427			428	0.0	0.1	0.811	A
		Exit	1	1		586			586	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	559			531	3.3	14.5	69.407	F
		Exit	1	1		375			375	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	586			586	0.0	0.0	0.000	A
				2	B	335			333	0.8	1.1	10.788	B
		Exit	1	1	(A, B)	920			921	0.2	0.3	1.070	A
				1		917			917	0.4	0.9	3.271	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	414	975	0.425	416	0.6	0.7	7.322	A
		Exit	1	1		346			346	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1008	1134	0.889	984	3.1	13.5	36.320	E
		Exit	1	1		882			882	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	283	746	0.380	284	0.4	0.6	8.082	A
		Exit	1	1		344			344	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	949	1078	0.881	948	2.1	2.4	8.854	A
		Exit	1	1		1061			1061	0.1	0.3	0.868	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	527			527	0.1	0.3	1.848	A
		Exit	1	1		688			688	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	693			472	14.5	68.1	319.868	F
		Exit	1	1		446			446	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	688			688	0.0	0.0	0.000	A
				2	B	395			394	1.1	1.5	12.520	B
		Exit	1	1	(A, B)	1083			1082	0.3	0.7	1.881	A
				1		948			948	0.9	1.3	4.740	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	414	973	0.426	414	0.7	0.9	7.699	A
		Exit	1	1		347			347	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1016	1136	0.894	1000	13.5	17.8	57.461	F
		Exit	1	1		891			891	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	278	740	0.375	277	0.6	0.7	8.449	A
		Exit	1	1		339			339	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	952	1077	0.884	952	2.4	2.4	9.074	A
		Exit	1	1		1067			1066	0.3	0.3	1.038	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	530			530	0.3	0.3	2.080	A
		Exit	1	1		693			693	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	695			474	68.1	124.9	701.240	F
		Exit	1	1		447			447	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	693			693	0.0	0.0	0.000	A
				2	B	394			393	1.5	1.4	12.942	B
		Exit	1	1	(A, B)	1088			1086	0.7	0.7	2.132	A
				1		951			951	1.3	1.3	4.971	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	982	0.345	339	0.9	0.6	6.160	A
		Exit	1	1		296			296	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	830	1157	0.717	853	17.8	3.6	29.939	D
		Exit	1	1		845			845	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	230	804	0.286	230	0.7	0.4	6.908	A
		Exit	1	1		303			303	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	942	1104	0.853	943	2.4	2.2	8.428	A
		Exit	1	1		922			922	0.3	0.1	0.626	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	436			437	0.3	0.1	1.148	A
		Exit	1	1		603			603	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	569			546	124.9	131.3	810.694	F
		Exit	1	1		382			382	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	341			340	1.4	1.2	11.607	B
		Exit	1	1	(A, B)	943			944	0.7	0.3	1.437	A
				1		940			940	1.3	1.1	3.903	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	995	0.284	283	0.6	0.4	5.205	A
		Exit	1	1		250			250	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	692	1176	0.588	693	3.6	1.4	8.964	A
		Exit	1	1		799			799	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	189	874	0.216	188	0.4	0.3	5.421	A
		Exit	1	1		276			276	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	924	1129	0.818	924	2.2	2.1	7.748	A
		Exit	1	1		764			765	0.1	0.0	0.262	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	359			359	0.1	0.0	0.660	A
		Exit	1	1		499			499	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	479			600	131.3	100.9	627.358	F
		Exit	1	1		318			318	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	499			499	0.0	0.0	0.000	A
				2	B	282			283	1.2	0.7	10.085	B
		Exit	1	1	(A, B)	781			782	0.3	0.1	0.742	A
				1		924			923	1.1	0.8	3.075	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	60.11	F
2	Poplars Ave/A50	T-Junction	Two-way		42.58	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
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				
From		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
	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	10.04	1.1	B	322	484
	2 - Orford Rd	141.62	46.2	F	886	1329
	3 - Smith Drive	27.01	3.7	D	426	639
	4 - A50	9.94	2.7	A	836	1254
2 - Poplars Ave/A50	A - A50 W	7.34	2.0	A	741	1112
	B - Poplars Ave	291.51	26.7	F	251	376
	C - A50 E	8.53	3.1	A	1064	1596

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	268	67	694	267	341	0.0	0.3	4.326	A
	2 - Orford Rd	732	183	323	733	639	0.0	1.6	7.738	A
	3 - Smith Drive	348	87	849	349	208	0.0	0.7	6.434	A
	4 - A50	691	173	345	690	852	0.0	1.3	6.402	A
2 - Poplars Ave/A50	A - A50 W	610	152		609	594	0.0	0.1	0.254	A
	B - Poplars Ave	207	52		207	395	0.0	0.6	9.214	A
	C - A50 E	880	220		880	707	0.0	1.1	4.221	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	315	79	833	315	392	0.3	0.5	5.755	A
	2 - Orford Rd	859	215	387	860	760	1.6	4.1	15.542	C
	3 - Smith Drive	417	104	995	418	252	0.7	1.1	10.287	B
	4 - A50	820	205	405	819	1008	1.3	1.8	7.915	A
2 - Poplars Ave/A50	A - A50 W	724	181		723	707	0.1	0.3	1.235	A
	B - Poplars Ave	247	62		246	465	0.6	1.6	21.484	C
	C - A50 E	1040	260		1040	837	1.1	1.7	5.721	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	383	96	971	384	466	0.5	1.0	9.204	A
	2 - Orford Rd	1067	267	463	989	892	4.1	27.1	63.804	F
	3 - Smith Drive	512	128	1159	508	293	1.1	3.7	21.020	C
	4 - A50	953	238	484	952	1182	1.8	2.6	9.596	A
2 - Poplars Ave/A50	A - A50 W	889	222		885	828	0.3	1.9	5.967	A
	B - Poplars Ave	301	75		249	550	1.6	15.4	142.994	F
	C - A50 E	1223	306		1221	976	1.7	3.0	7.968	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	388	97	979	387	475	1.0	1.1	10.044	B
	2 - Orford Rd	1056	264	467	996	900	27.1	46.2	141.622	F
	3 - Smith Drive	512	128	1167	516	295	3.7	3.6	27.012	D
	4 - A50	963	241	492	963	1190	2.6	2.7	9.942	A
2 - Poplars Ave/A50	A - A50 W	888	222		889	833	1.9	2.0	7.339	A
	B - Poplars Ave	298	75		255	552	15.4	26.7	291.513	F
	C - A50 E	1231	308		1228	986	3.0	3.1	8.532	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	316	79	898	316	415	1.1	0.6	7.273	A
	2 - Orford Rd	870	218	403	955	811	46.2	18.6	110.631	F
	3 - Smith Drive	419	105	1089	422	269	3.6	1.3	15.194	C
	4 - A50	889	222	423	890	1088	2.7	2.2	9.096	A
2 - Poplars Ave/A50	A - A50 W	728	182		729	757	2.0	0.4	2.983	A
	B - Poplars Ave	248	62		303	498	26.7	8.7	171.422	F
	C - A50 E	1122	281		1126	904	3.1	2.0	7.140	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	265	66	709	266	337	0.6	0.3	4.987	A
	2 - Orford Rd	729	182	327	745	648	18.6	2.4	26.019	D
	3 - Smith Drive	348	87	857	351	215	1.3	0.6	8.297	A
	4 - A50	699	175	346	700	862	2.2	1.4	7.260	A
2 - Poplars Ave/A50	A - A50 W	610	152		610	605	0.4	0.1	0.703	A
	B - Poplars Ave	202	50		211	396	8.7	0.6	30.165	D
	C - A50 E	890	222		892	713	2.0	1.1	5.005	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	268	1094	0.245	267	0.0	0.3	4.326	A
		Exit	1	1		341			341	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	732	1217	0.602	733	0.0	1.6	7.738	A
		Exit	1	1		639			639	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	348	868	0.401	349	0.0	0.7	6.434	A
		Exit	1	1		208			208	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	691	1093	0.633	690	0.0	1.3	6.402	A
		Exit	1	1		852			852	0.0	0.1	0.299	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	610			609	0.0	0.1	0.254	A
		Exit	1	1		594			594	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	207			207	0.0	0.6	9.214	A
		Exit	1	1		395			395	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	594			594	0.0	0.0	0.000	A
				2	B	285			286	0.0	0.9	10.661	B
				2	(A, B)	880			879	0.0	0.2	0.763	A
		Exit	1	1		707			707	0.0	0.3	1.381	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	315	1037	0.303	315	0.3	0.5	5.755	A
		Exit	1	1		392			392	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	859	1189	0.723	860	1.6	4.1	15.542	C
		Exit	1	1		760			760	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	417	810	0.515	418	0.7	1.1	10.287	B
		Exit	1	1		252			252	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	820	1067	0.769	819	1.3	1.8	7.915	A
		Exit	1	1		1008			1008	0.1	0.3	0.753	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	724			723	0.1	0.3	1.235	A
		Exit	1	1		707			707	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	247			246	0.6	1.6	21.484	C
		Exit	1	1		465			465	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	707			707	0.0	0.0	0.000	A
				2	B	334			333	0.9	1.2	12.855	B
		Exit	1	1	(A, B)	1040			1040	0.2	0.5	1.558	A
				1		838			837	0.3	0.8	3.174	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	383	980	0.391	384	0.5	1.0	9.204	A
		Exit	1	1		466			466	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1067	1156	0.923	989	4.1	27.1	63.804	F
		Exit	1	1		892			892	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	512	744	0.688	508	1.1	3.7	21.020	C
		Exit	1	1		293			293	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	953	1034	0.922	952	1.8	2.6	9.596	A
		Exit	1	1		1183			1182	0.3	0.7	1.641	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	889			885	0.3	1.9	5.967	A
		Exit	1	1		828			828	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	301			249	1.6	15.4	142.994	F
		Exit	1	1		550			550	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	828			828	0.0	0.0	0.000	A
				2	B	394			393	1.2	1.9	15.653	C
		Exit	1	1	(A, B)	1223			1222	0.5	1.1	2.887	A
				1		977			976	0.8	1.9	6.273	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	388	976	0.397	387	1.0	1.1	10.044	B
		Exit	1	1		475			475	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1056	1155	0.915	996	27.1	46.2	141.622	F
		Exit	1	1		900			900	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	512	741	0.691	516	3.7	3.6	27.012	D
		Exit	1	1		295			295	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	963	1031	0.935	963	2.6	2.7	9.942	A
		Exit	1	1		1192			1190	0.7	0.7	1.886	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	888			889	1.9	2.0	7.339	A
		Exit	1	1		833			833	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	298			255	15.4	26.7	291.513	F
		Exit	1	1		552			552	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	833			833	0.0	0.0	0.000	A
				2	B	396			395	1.9	1.9	16.289	C
		Exit	1	1	(A, B)	1231			1229	1.1	1.2	3.251	A
				1		987			986	1.9	2.0	6.967	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	316	1010	0.313	316	1.1	0.6	7.273	A
		Exit	1	1		415			415	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	870	1182	0.736	955	46.2	18.6	110.631	F
		Exit	1	1		811			811	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	419	773	0.542	422	3.6	1.3	15.194	C
		Exit	1	1		269			269	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	889	1060	0.839	890	2.7	2.2	9.096	A
		Exit	1	1		1087			1088	0.7	0.3	1.288	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	728			729	2.0	0.4	2.983	A
		Exit	1	1		757			757	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	248			303	26.7	8.7	171.422	F
		Exit	1	1		498			498	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	757			757	0.0	0.0	0.000	A
				2	B	367			369	1.9	1.4	14.531	B
		Exit	1	1	(A, B)	1122			1124	1.2	0.6	2.397	A
				1		903			904	2.0	1.1	5.161	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	265	1088	0.243	266	0.6	0.3	4.987	A
		Exit	1	1		337			337	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	729	1215	0.600	745	18.6	2.4	26.019	D
		Exit	1	1		648			648	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	348	865	0.402	351	1.3	0.6	8.297	A
		Exit	1	1		215			215	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	699	1092	0.640	700	2.2	1.4	7.260	A
		Exit	1	1		861			862	0.3	0.1	0.545	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	610			610	0.4	0.1	0.703	A
		Exit	1	1		605			605	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	202			211	8.7	0.6	30.165	D
		Exit	1	1		396			396	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	605			605	0.0	0.0	0.000	A
				2	B	286			287	1.4	0.9	11.796	B
		Exit	1	1	(A, B)	890			891	0.6	0.2	1.200	A
				1		713			713	1.1	0.4	2.346	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	24.91	C
2	Poplars Ave/A50	T-Junction	Two-way		252.39	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				
From		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
	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

Demand (PCU/hr)

2 - Poplars Ave/A50

	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

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	3
	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	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	7.44	1.0	A	345	517
	2 - Orford Rd	54.05	15.2	F	842	1262
	3 - Smith Drive	8.37	0.7	A	237	355
	4 - A50	9.04	2.5	A	919	1379
2 - Poplars Ave/A50	A - A50 W	1.88	0.3	A	445	667
	B - Poplars Ave	823.30	133.3	F	581	871
	C - A50 E	5.90	1.8	A	894	1340

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	286	72	837	285	249	0.0	0.4	4.576	A
	2 - Orford Rd	691	173	393	689	729	0.0	1.6	7.331	A
	3 - Smith Drive	197	49	829	195	253	0.0	0.3	5.006	A
	4 - A50	801	200	283	802	741	0.0	1.5	6.873	A
2 - Poplars Ave/A50	A - A50 W	360	90		360	482	0.0	0.0	0.311	A
	B - Poplars Ave	478	119		480	301	0.0	3.3	22.219	C
	C - A50 E	743	186		744	801	0.0	0.8	3.778	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	341	85	971	340	292	0.4	0.6	5.612	A
	2 - Orford Rd	825	206	470	824	841	1.6	3.1	12.184	B
	3 - Smith Drive	230	57	993	231	301	0.3	0.4	6.270	A
	4 - A50	930	232	335	928	889	1.5	2.1	7.942	A
2 - Poplars Ave/A50	A - A50 W	441	110		441	581	0.0	0.2	0.875	A
	B - Poplars Ave	579	145		536	355	3.3	15.8	71.803	F
	C - A50 E	886	222		888	930	0.8	1.2	4.472	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	404	101	1018	405	357	0.6	0.8	7.354	A
	2 - Orford Rd	1017	254	524	987	899	3.1	13.2	34.489	D
	3 - Smith Drive	280	70	1172	282	339	0.4	0.5	7.865	A
	4 - A50	958	240	419	956	1036	2.1	2.5	8.938	A
2 - Poplars Ave/A50	A - A50 W	536	134		535	665	0.2	0.3	1.834	A
	B - Poplars Ave	688	172		480	428	15.8	69.2	328.473	F
	C - A50 E	1035	259		1037	958	1.2	1.8	5.767	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	410	102	1014	407	361	0.8	1.0	7.441	A
	2 - Orford Rd	1002	251	516	1010	905	13.2	15.2	54.053	F
	3 - Smith Drive	285	71	1186	285	339	0.5	0.7	8.366	A
	4 - A50	956	239	421	954	1051	2.5	2.5	9.041	A
2 - Poplars Ave/A50	A - A50 W	528	132		529	674	0.3	0.2	1.883	A
	B - Poplars Ave	692	173		480	432	69.2	125.1	704.318	F
	C - A50 E	1050	262		1051	956	1.8	1.6	5.903	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	342	86	980	340	302	1.0	0.6	5.878	A
	2 - Orford Rd	822	205	470	839	850	15.2	2.9	24.383	C
	3 - Smith Drive	231	58	1001	233	308	0.7	0.4	6.835	A
	4 - A50	937	234	343	939	891	2.5	2.2	8.638	A
2 - Poplars Ave/A50	A - A50 W	434	108		433	572	0.2	0.1	1.136	A
	B - Poplars Ave	571	143		548	367	125.1	133.3	823.301	F
	C - A50 E	890	223		894	937	1.6	1.1	5.183	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	965	284	258	0.6	0.4	5.190	A
	2 - Orford Rd	694	173	431	694	818	2.9	1.4	8.543	A
	3 - Smith Drive	197	49	848	196	277	0.4	0.3	5.522	A
	4 - A50	934	233	287	936	757	2.2	1.9	7.934	A
2 - Poplars Ave/A50	A - A50 W	370	92		370	492	0.1	0.1	0.648	A
	B - Poplars Ave	477	119		601	301	133.3	104.5	655.009	F
	C - A50 E	757	189		754	934	1.1	1.0	3.948	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	286	1035	0.277	285	0.0	0.4	4.576	A
		Exit	1	1		249			249	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	691	1187	0.582	689	0.0	1.6	7.331	A
		Exit	1	1		729			729	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	197	876	0.224	195	0.0	0.3	5.006	A
		Exit	1	1		253			253	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	801	1119	0.715	802	0.0	1.5	6.873	A
		Exit	1	1		741			741	0.0	0.0	0.172	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	360			360	0.0	0.0	0.311	A
		Exit	1	1		482			482	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	478			480	0.0	3.3	22.219	C
		Exit	1	1		301			301	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	482			482	0.0	0.0	0.000	A
				2	B	260			262	0.0	0.7	9.499	A
			2	1	(A, B)	743			743	0.0	0.1	0.549	A
		Exit	1	1		801			801	0.0	0.5	1.897	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	341	979	0.348	340	0.4	0.6	5.612	A
		Exit	1	1		292			292	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	825	1153	0.715	824	1.6	3.1	12.184	B
		Exit	1	1		841			841	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	230	811	0.283	231	0.3	0.4	6.270	A
		Exit	1	1		301			301	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	930	1097	0.848	928	1.5	2.1	7.942	A
		Exit	1	1		888			889	0.0	0.1	0.342	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	441			441	0.0	0.2	0.875	A
		Exit	1	1		581			581	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	579			536	3.3	15.8	71.803	F
		Exit	1	1		355			355	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	581			581	0.0	0.0	0.000	A
				2	B	307			307	0.7	0.9	10.557	B
		Exit	1	1	(A, B)	886			888	0.1	0.2	0.892	A
				1		929			930	0.5	0.8	3.225	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	404	960	0.421	405	0.6	0.8	7.354	A
		Exit	1	1		357			357	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1017	1130	0.900	987	3.1	13.2	34.489	D
		Exit	1	1		899			899	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	280	739	0.379	282	0.4	0.5	7.865	A
		Exit	1	1		339			339	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	958	1061	0.903	956	2.1	2.5	8.938	A
		Exit	1	1		1035			1036	0.1	0.2	0.711	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	536			535	0.2	0.3	1.834	A
		Exit	1	1		665			665	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	688			480	15.8	69.2	328.473	F
		Exit	1	1		428			428	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	665			665	0.0	0.0	0.000	A
				2	B	371			371	0.9	1.3	12.162	B
		Exit	1	1	(A, B)	1035			1036	0.2	0.5	1.597	A
				1		958			958	0.8	1.3	4.758	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	410	962	0.426	407	0.8	1.0	7.441	A
		Exit	1	1		361			361	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1002	1133	0.884	1010	13.2	15.2	54.053	F
		Exit	1	1		905			905	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	285	734	0.389	285	0.5	0.7	8.366	A
		Exit	1	1		339			339	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	956	1061	0.901	954	2.5	2.5	9.041	A
		Exit	1	1		1050			1051	0.2	0.2	0.755	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	528			529	0.3	0.2	1.883	A
		Exit	1	1		674			674	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	692			480	69.2	125.1	704.318	F
		Exit	1	1		432			432	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	674			674	0.0	0.0	0.000	A
				2	B	376			377	1.3	1.2	12.292	B
		Exit	1	1	(A, B)	1050			1050	0.5	0.4	1.681	A
				1		953			956	1.3	1.2	4.856	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	342	976	0.351	340	1.0	0.6	5.878	A
		Exit	1	1		302			302	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	822	1153	0.713	839	15.2	2.9	24.383	C
		Exit	1	1		850			850	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	231	808	0.286	233	0.7	0.4	6.835	A
		Exit	1	1		308			308	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	937	1094	0.857	939	2.5	2.2	8.638	A
		Exit	1	1		890			891	0.2	0.1	0.508	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	434			433	0.2	0.1	1.136	A
		Exit	1	1		572			572	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	571			548	125.1	133.3	823.301	F
		Exit	1	1		367			367	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	572			572	0.0	0.0	0.000	A
				2	B	319			322	1.2	0.9	11.419	B
		Exit	1	1	(A, B)	890			891	0.4	0.2	1.249	A
				1		936			937	1.2	0.9	4.108	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	982	0.290	284	0.6	0.4	5.190	A
		Exit	1	1		258			258	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	694	1170	0.593	694	2.9	1.4	8.543	A
		Exit	1	1		818			818	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	197	869	0.227	196	0.4	0.3	5.522	A
		Exit	1	1		277			277	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	934	1117	0.836	936	2.2	1.9	7.934	A
		Exit	1	1		757			757	0.1	0.1	0.217	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	370			370	0.1	0.1	0.648	A
		Exit	1	1		492			492	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	477			601	133.3	104.5	655.009	F
		Exit	1	1		301			301	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	492			492	0.0	0.0	0.000	A
				2	B	263			261	0.9	0.8	9.746	A
		Exit	1	1	(A, B)	757			755	0.2	0.2	0.643	A
				1		932			934	0.9	0.8	3.193	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	44.02	E
2	Poplars Ave/A50	T-Junction	Two-way		62.39	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
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				
From		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
	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	7.12	0.6	A	256	384
	2 - Orford Rd	98.10	32.2	F	896	1343
	3 - Smith Drive	19.92	2.8	C	421	632
	4 - A50	10.06	2.7	B	849	1274
2 - Poplars Ave/A50	A - A50 W	5.15	1.2	A	720	1080
	B - Poplars Ave	351.76	40.5	F	328	491
	C - A50 E	7.87	2.5	A	983	1474

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	214	53	730	214	338	0.0	0.2	4.046	A
	2 - Orford Rd	746	186	304	747	640	0.0	1.7	7.573	A
	3 - Smith Drive	346	87	837	345	215	0.0	0.7	6.350	A
	4 - A50	710	177	359	710	823	0.0	1.3	6.563	A
2 - Poplars Ave/A50	A - A50 W	593	148		593	552	0.0	0.0	0.266	A
	B - Poplars Ave	274	68		273	428	0.0	1.0	11.104	B
	C - A50 E	823	206		824	710	0.0	0.9	4.038	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	247	62	867	248	396	0.2	0.4	4.994	A
	2 - Orford Rd	873	218	358	873	756	1.7	4.0	14.098	B
	3 - Smith Drive	410	103	978	412	254	0.7	1.0	9.297	A
	4 - A50	837	209	424	839	966	1.3	1.9	8.032	A
2 - Poplars Ave/A50	A - A50 W	702	175		702	640	0.0	0.3	1.108	A
	B - Poplars Ave	324	81		320	511	1.0	2.8	27.174	D
	C - A50 E	965	241		965	837	0.9	1.6	5.380	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	307	77	985	307	482	0.4	0.6	6.809	A
	2 - Orford Rd	1074	269	422	1019	870	4.0	21.6	50.840	F
	3 - Smith Drive	508	127	1150	509	291	1.0	2.6	17.801	C
	4 - A50	948	237	519	947	1139	1.9	2.6	9.693	A
2 - Poplars Ave/A50	A - A50 W	869	217		871	757	0.3	1.2	4.271	A
	B - Poplars Ave	391	98		309	609	2.8	22.2	160.867	F
	C - A50 E	1138	285		1135	948	1.6	2.5	7.380	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	301	75	991	301	481	0.6	0.6	7.116	A
	2 - Orford Rd	1064	266	419	1037	873	21.6	32.2	98.096	F
	3 - Smith Drive	506	127	1161	507	295	2.6	2.8	19.923	C
	4 - A50	955	239	518	954	1150	2.6	2.7	10.060	B
2 - Poplars Ave/A50	A - A50 W	866	216		865	764	1.2	1.2	5.148	A
	B - Poplars Ave	386	97		318	612	22.2	40.5	351.762	F
	C - A50 E	1149	287		1149	955	2.5	2.5	7.871	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	256	64	933	256	416	0.6	0.4	5.660	A
	2 - Orford Rd	883	221	375	931	814	32.2	8.2	58.924	F
	3 - Smith Drive	413	103	1036	415	270	2.8	1.2	12.530	B
	4 - A50	909	227	440	908	1011	2.7	2.3	9.238	A
2 - Poplars Ave/A50	A - A50 W	702	175		703	676	1.2	0.4	2.325	A
	B - Poplars Ave	322	81		388	518	40.5	20.6	260.443	F
	C - A50 E	1011	253		1012	909	2.5	1.5	6.248	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	210	53	758	211	338	0.4	0.2	4.589	A
	2 - Orford Rd	733	183	305	738	664	8.2	1.7	12.923	B
	3 - Smith Drive	345	86	823	345	219	1.2	0.7	7.594	A
	4 - A50	736	184	358	738	810	2.3	1.4	7.612	A
2 - Poplars Ave/A50	A - A50 W	590	147		590	538	0.4	0.1	0.630	A
	B - Poplars Ave	268	67		302	429	20.6	2.3	67.696	F
	C - A50 E	810	202		810	736	1.5	1.0	4.645	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	214	1079	0.198	214	0.0	0.2	4.046	A
		Exit	1	1		338			338	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	746	1225	0.609	747	0.0	1.7	7.573	A
		Exit	1	1		640			640	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	346	873	0.397	345	0.0	0.7	6.350	A
		Exit	1	1		215			215	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	710	1087	0.653	710	0.0	1.3	6.563	A
		Exit	1	1		823			823	0.0	0.0	0.203	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	593			593	0.0	0.0	0.266	A
		Exit	1	1		552			552	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	274			273	0.0	1.0	11.104	B
		Exit	1	1		428			428	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	552			552	0.0	0.0	0.000	A
				2	B	272			272	0.0	0.8	10.322	B
				2	(A, B)	823			824	0.0	0.1	0.624	A
		Exit	1	1		710			710	0.0	0.3	1.503	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	247	1023	0.242	248	0.2	0.4	4.994	A
		Exit	1	1		396			396	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	873	1202	0.727	873	1.7	4.0	14.098	B
		Exit	1	1		756			756	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	410	817	0.502	412	0.7	1.0	9.297	A
		Exit	1	1		254			254	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	837	1060	0.790	839	1.3	1.9	8.032	A
		Exit	1	1		966			966	0.0	0.2	0.535	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	702			702	0.0	0.3	1.108	A
		Exit	1	1		640			640	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	324			320	1.0	2.8	27.174	D
		Exit	1	1		511			511	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	325			325	0.8	1.2	12.432	B
		Exit	1	1	(A, B)	965			965	0.1	0.4	1.267	A
				1		836			837	0.3	0.8	3.310	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	307	974	0.316	307	0.4	0.6	6.809	A
		Exit	1	1		482			482	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1074	1174	0.915	1019	4.0	21.6	50.840	F
		Exit	1	1		870			870	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	508	748	0.679	509	1.0	2.6	17.801	C
		Exit	1	1		291			291	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	948	1019	0.930	947	1.9	2.6	9.693	A
		Exit	1	1		1139			1139	0.2	0.4	1.246	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	869			871	0.3	1.2	4.271	A
		Exit	1	1		757			757	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	391			309	2.8	22.2	160.867	F
		Exit	1	1		609			609	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	757			757	0.0	0.0	0.000	A
				2	B	380			378	1.2	1.7	15.026	C
		Exit	1	1	(A, B)	1138			1137	0.4	0.8	2.423	A
				1		948			948	0.8	1.8	6.163	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	301	971	0.310	301	0.6	0.6	7.116	A
		Exit	1	1		481			481	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1064	1175	0.905	1037	21.6	32.2	98.096	F
		Exit	1	1		873			873	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	506	744	0.681	507	2.6	2.8	19.923	C
		Exit	1	1		295			295	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	955	1020	0.937	954	2.6	2.7	10.060	B
		Exit	1	1		1150			1150	0.4	0.4	1.418	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	866			865	1.2	1.2	5.148	A
		Exit	1	1		764			764	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	386			318	22.2	40.5	351.762	F
		Exit	1	1		612			612	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	764			764	0.0	0.0	0.000	A
				2	B	384			385	1.7	1.6	15.610	C
		Exit	1	1	(A, B)	1149			1149	0.8	0.9	2.732	A
				1		957			955	1.8	1.8	6.872	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	256	995	0.258	256	0.6	0.4	5.660	A
		Exit	1	1		416			416	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	883	1194	0.739	931	32.2	8.2	58.924	F
		Exit	1	1		814			814	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	413	794	0.521	415	2.8	1.2	12.530	B
		Exit	1	1		270			270	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	909	1053	0.863	908	2.7	2.3	9.238	A
		Exit	1	1		1011			1011	0.4	0.2	0.851	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	702			703	1.2	0.4	2.325	A
		Exit	1	1		676			676	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	322			388	40.5	20.6	260.443	F
		Exit	1	1		518			518	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	676			676	0.0	0.0	0.000	A
				2	B	335			337	1.6	1.1	13.506	B
		Exit	1	1	(A, B)	1011			1011	0.9	0.4	1.817	A
				1		909			909	1.8	1.3	5.198	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	210	1068	0.197	211	0.4	0.2	4.589	A
		Exit	1	1		338			338	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	733	1225	0.598	738	8.2	1.7	12.923	B
		Exit	1	1		664			664	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	345	879	0.392	345	1.2	0.7	7.594	A
		Exit	1	1		219			219	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	736	1087	0.677	738	2.3	1.4	7.612	A
		Exit	1	1		810			810	0.2	0.1	0.371	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	590			590	0.4	0.1	0.630	A
		Exit	1	1		538			538	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	268			302	20.6	2.3	67.696	F
		Exit	1	1		429			429	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	272			272	1.1	0.8	11.276	B
			2	1	(A, B)	810			810	0.4	0.1	0.941	A
		Exit	1	1		735			736	1.3	0.4	2.773	A

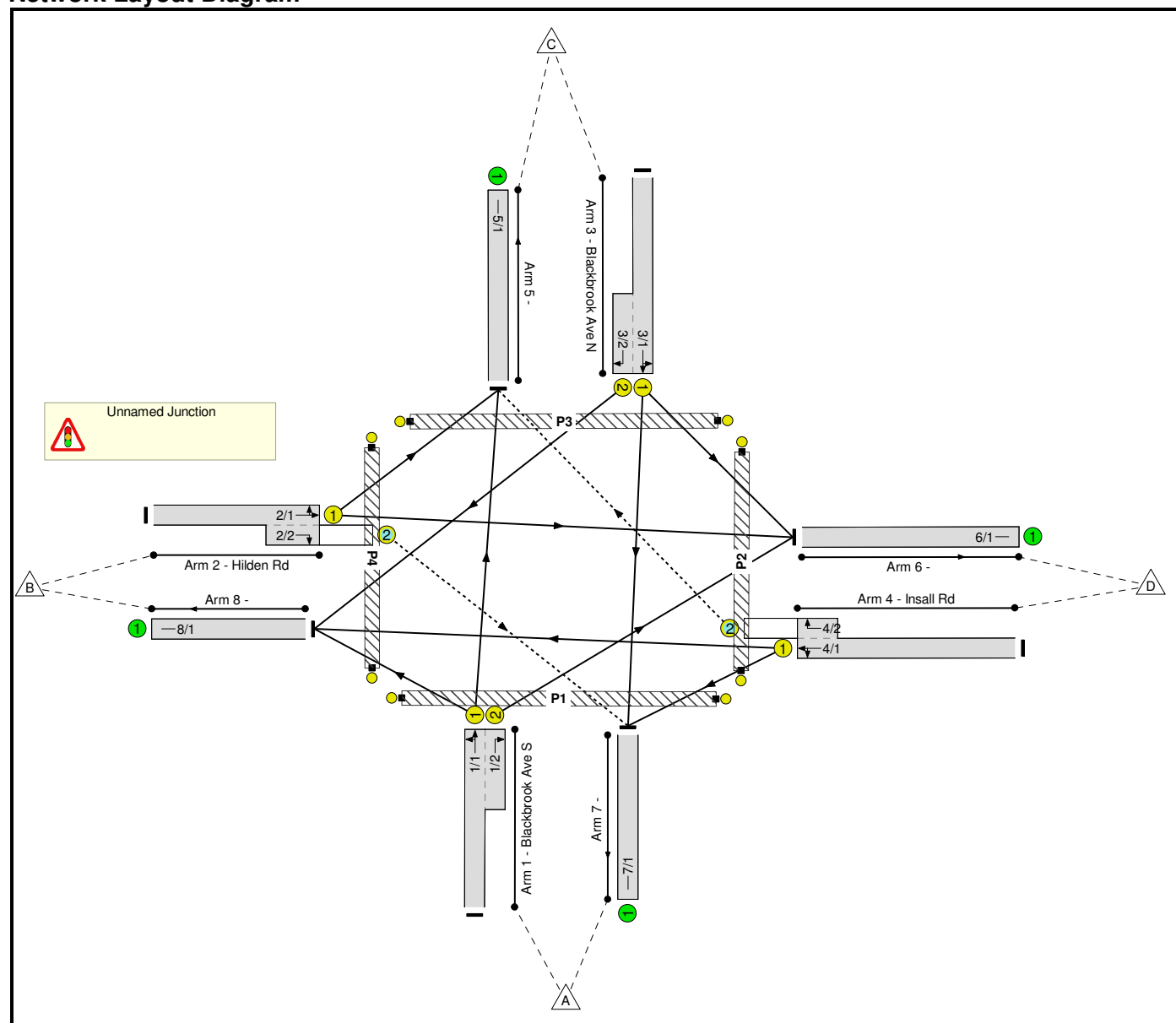
Full Input Data And Results

Full Input Data And Results

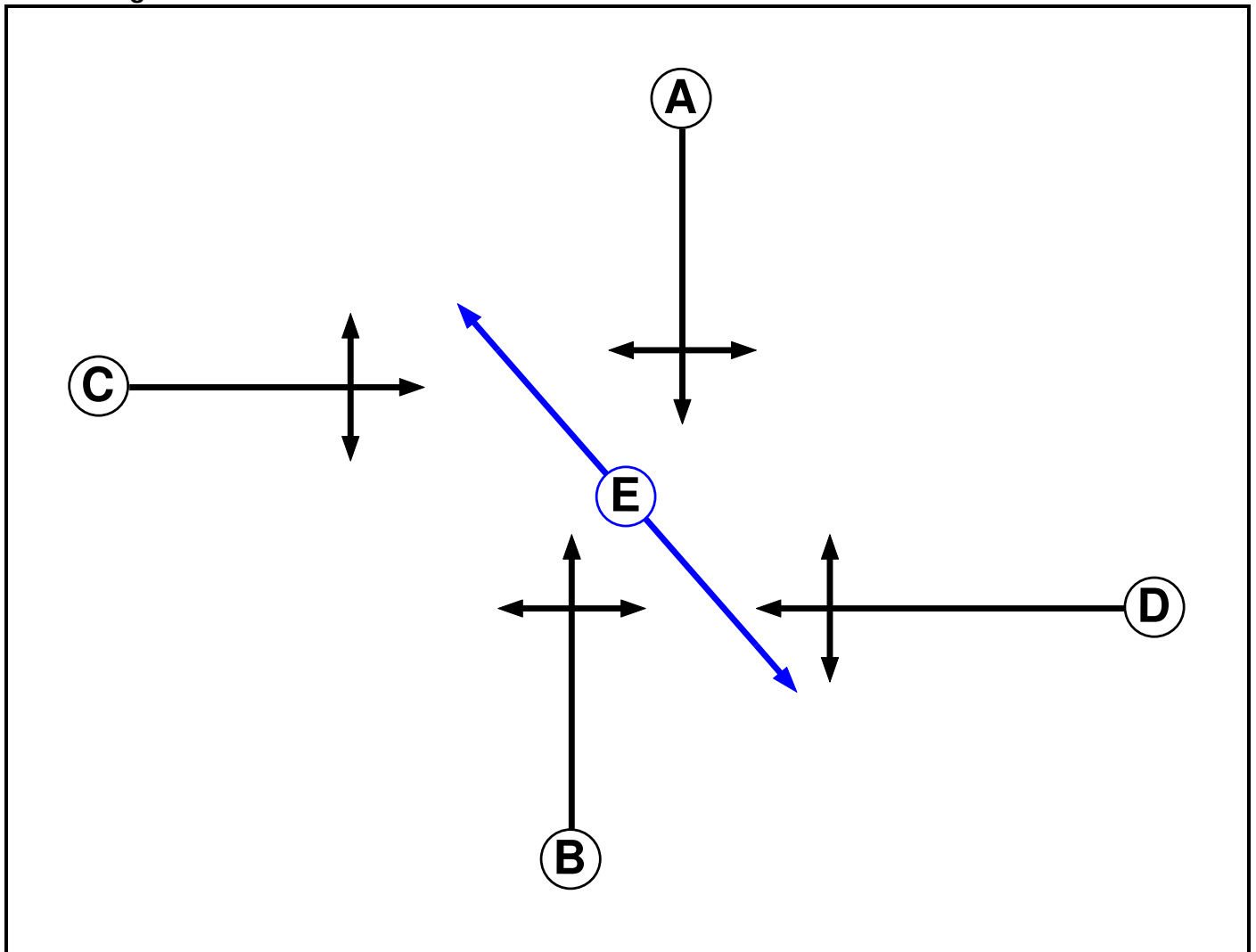
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Blackbrook Ave_Insall Rd_Hilden Rd_v2 - Existing Two Lanes.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		10	10

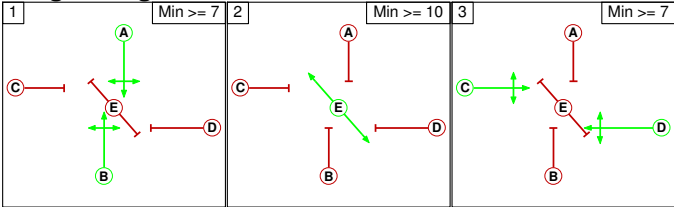
Phase Intergreens Matrix

Terminating Phase	Starting Phase					
		A	B	C	D	E
	A		-	6	6	10
	B	-		6	6	10
	C	6	6		-	10
	D	6	6	-		10
	E	15	15	15	15	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		10	6
	2	15		15
	3	6	10	

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/2 (Hilden Rd)	7/1 (Right)	1439	0	4/1	1.09	To 7/1 (Left) To 8/1 (Ahead)	4.00	-	0.50	4	2.00
4/2 (Insall Rd)	5/1 (Right)	1439	0	2/1	1.09	To 5/1 (Left) To 6/1 (Ahead)	4.00	-	0.50	4	2.00

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Blackbrook Ave S)	U	B	2	3	60.0	Geom	-	3.20	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	18.00
1/2 (Blackbrook Ave S)	U	B	2	3	6.0	Geom	-	3.60	0.00	Y	Arm 6 Right	25.50
2/1 (Hilden Rd)	U	C	2	3	60.0	Geom	-	4.20	0.00	Y	Arm 5 Left	16.00
											Arm 6 Ahead	Inf
2/2 (Hilden Rd)	O	C	2	3	4.0	Geom	-	4.10	0.00	Y	Arm 7 Right	14.00
3/1 (Blackbrook Ave N)	U	A	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 6 Left	14.50
											Arm 7 Ahead	Inf
3/2 (Blackbrook Ave N)	U	A	2	3	6.0	Geom	-	3.30	0.00	Y	Arm 8 Right	25.50
4/1 (Insall Rd)	U	D	2	3	60.0	Geom	-	3.90	0.00	Y	Arm 7 Left	18.00
											Arm 8 Ahead	Inf
4/2 (Insall Rd)	O	D	2	3	3.0	Geom	-	3.90	0.00	Y	Arm 5 Right	14.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 DM AM'	08:00	09:00	01:00	
2: '2025 DM PM'	17:00	18:00	01:00	
3: '2030 DM AM'	08:00	09:00	01:00	
4: '2030 DM PM'	17:00	18:00	01:00	
5: '2025 DS AM'	08:00	09:00	01:00	
6: '2025 DS PM'	17:00	18:00	01:00	
7: '2030 DS AM'	08:00	09:00	01:00	
8: '2030 DS PM'	17:00	18:00	01:00	
9: '2030 DS Link AM'	08:00	09:00	01:00	
10: '2030 DS Link PM'	17:00	18:00	01:00	

Scenario 1: '2025 DM AM' (FG1: '2025 DM AM', Plan 1: 'Peds Every Cycle')

Traffic Flows, Desired**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	42	197	96	335
	B	9	0	16	190	215
	C	363	0	0	19	382
	D	160	197	0	0	357
	Tot.	532	239	213	305	1289

Traffic Lane Flows

Lane	Scenario 1: 2025 DM AM
Junction: Unnamed Junction	
1/1 (with short)	335(In) 239(Out)
1/2 (short)	96
2/1 (with short)	215(In) 206(Out)
2/2 (short)	9
3/1 (with short)	382(In) 382(Out)
3/2 (short)	0
4/1 (with short)	357(In) 357(Out)
4/2 (short)	0
5/1	213
6/1	305
7/1	532
8/1	239

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Blackbrook Ave S)	3.20	0.00	Y	Arm 5 Ahead	Inf	82.4 %	1907	1907
				Arm 8 Left	18.00	17.6 %		
1/2 (Blackbrook Ave S)	3.60	0.00	Y	Arm 6 Right	25.50	100.0 %	1865	1865
2/1 (Hilden Rd)	4.20	0.00	Y	Arm 5 Left	16.00	7.8 %	2020	2020
				Arm 6 Ahead	Inf	92.2 %		
2/2 (Hilden Rd)	4.10	0.00	Y	Arm 7 Right	14.00	100.0 %	1829	1829
3/1 (Blackbrook Ave N)	3.40	0.00	Y	Arm 6 Left	14.50	5.0 %	1945	1945
				Arm 7 Ahead	Inf	95.0 %		
3/2 (Blackbrook Ave N)	3.30	0.00	Y	Arm 8 Right	25.50	0.0 %	1945	1945
4/1 (Insall Rd)	3.90	0.00	Y	Arm 7 Left	18.00	44.8 %	1933	1933
				Arm 8 Ahead	Inf	55.2 %		
4/2 (Insall Rd)	3.90	0.00	Y	Arm 5 Right	14.00	0.0 %	2005	2005
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2025 DM PM' (FG2: '2025 DM PM', Plan 1: 'Peds Every Cycle')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	59	230	37	326
	B	0	0	113	170	283
	C	333	8	0	8	349
	D	76	163	20	0	259
	Tot.	409	230	363	215	1217

Traffic Lane Flows

Lane	Scenario 2: 2025 DM PM
Junction: Unnamed Junction	
1/1 (with short)	326(In) 289(Out)
1/2 (short)	37
2/1 (with short)	283(In) 283(Out)
2/2 (short)	0
3/1 (with short)	349(In) 341(Out)
3/2 (short)	8
4/1 (with short)	259(In) 239(Out)
4/2 (short)	20
5/1	363
6/1	215
7/1	409
8/1	230

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Blackbrook Ave S)	3.20	0.00	Y	Arm 5 Ahead	Inf	79.6 %	1903	1903
				Arm 8 Left	18.00	20.4 %		
1/2 (Blackbrook Ave S)	3.60	0.00	Y	Arm 6 Right	25.50	100.0 %	1865	1865
2/1 (Hilden Rd)	4.20	0.00	Y	Arm 5 Left	16.00	39.9 %	1962	1962
				Arm 6 Ahead	Inf	60.1 %		
2/2 (Hilden Rd)	4.10	0.00	Y	Arm 7 Right	14.00	0.0 %	2025	2025
3/1 (Blackbrook Ave N)	3.40	0.00	Y	Arm 6 Left	14.50	2.3 %	1950	1950
				Arm 7 Ahead	Inf	97.7 %		
3/2 (Blackbrook Ave N)	3.30	0.00	Y	Arm 8 Right	25.50	100.0 %	1837	1837
4/1 (Insall Rd)	3.90	0.00	Y	Arm 7 Left	18.00	31.8 %	1953	1953
				Arm 8 Ahead	Inf	68.2 %		
4/2 (Insall Rd)	3.90	0.00	Y	Arm 5 Right	14.00	100.0 %	1811	1811
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2030 DM AM' (FG3: '2030 DM AM', Plan 1: 'Peds Every Cycle')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	34	205	100	339
	B	12	0	17	248	277
	C	373	0	0	20	393
	D	165	214	0	0	379
	Tot.	550	248	222	368	1388

Traffic Lane Flows

Lane	Scenario 3: 2030 DM AM
Junction: Unnamed Junction	
1/1 (with short)	339(In) 239(Out)
1/2 (short)	100
2/1 (with short)	277(In) 265(Out)
2/2 (short)	12
3/1 (with short)	393(In) 393(Out)
3/2 (short)	0
4/1 (with short)	379(In) 379(Out)
4/2 (short)	0
5/1	222
6/1	368
7/1	550
8/1	248

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Blackbrook Ave S)	3.20	0.00	Y	Arm 5 Ahead	Inf	85.8 %	1912	1912
				Arm 8 Left	18.00	14.2 %		
1/2 (Blackbrook Ave S)	3.60	0.00	Y	Arm 6 Right	25.50	100.0 %	1865	1865
2/1 (Hilden Rd)	4.20	0.00	Y	Arm 5 Left	16.00	6.4 %	2023	2023
				Arm 6 Ahead	Inf	93.6 %		
2/2 (Hilden Rd)	4.10	0.00	Y	Arm 7 Right	14.00	100.0 %	1829	1829
3/1 (Blackbrook Ave N)	3.40	0.00	Y	Arm 6 Left	14.50	5.1 %	1945	1945
				Arm 7 Ahead	Inf	94.9 %		
3/2 (Blackbrook Ave N)	3.30	0.00	Y	Arm 8 Right	25.50	0.0 %	1945	1945
4/1 (Insall Rd)	3.90	0.00	Y	Arm 7 Left	18.00	43.5 %	1935	1935
				Arm 8 Ahead	Inf	56.5 %		
4/2 (Insall Rd)	3.90	0.00	Y	Arm 5 Right	14.00	0.0 %	2005	2005
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2030 DM PM' (FG4: '2030 DM PM', Plan 1: 'Peds Every Cycle')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	61	239	39	339
	B	1	0	115	171	287
	C	348	8	0	8	364
	D	78	168	17	0	263
	Tot.	427	237	371	218	1253

Traffic Lane Flows

Lane	Scenario 4: 2030 DM PM
Junction: Unnamed Junction	
1/1 (with short)	339(In) 300(Out)
1/2 (short)	39
2/1 (with short)	287(In) 286(Out)
2/2 (short)	1
3/1 (with short)	364(In) 356(Out)
3/2 (short)	8
4/1 (with short)	263(In) 246(Out)
4/2 (short)	17
5/1	371
6/1	218
7/1	427
8/1	237

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Blackbrook Ave S)	3.20	0.00	Y	Arm 5 Ahead	Inf	79.7 %	1903	1903
				Arm 8 Left	18.00	20.3 %		
1/2 (Blackbrook Ave S)	3.60	0.00	Y	Arm 6 Right	25.50	100.0 %	1865	1865
2/1 (Hilden Rd)	4.20	0.00	Y	Arm 5 Left	16.00	40.2 %	1961	1961
				Arm 6 Ahead	Inf	59.8 %		
2/2 (Hilden Rd)	4.10	0.00	Y	Arm 7 Right	14.00	100.0 %	1829	1829
3/1 (Blackbrook Ave N)	3.40	0.00	Y	Arm 6 Left	14.50	2.2 %	1950	1950
				Arm 7 Ahead	Inf	97.8 %		
3/2 (Blackbrook Ave N)	3.30	0.00	Y	Arm 8 Right	25.50	100.0 %	1837	1837
4/1 (Insall Rd)	3.90	0.00	Y	Arm 7 Left	18.00	31.7 %	1953	1953
				Arm 8 Ahead	Inf	68.3 %		
4/2 (Insall Rd)	3.90	0.00	Y	Arm 5 Right	14.00	100.0 %	1811	1811
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2025 DS AM' (FG5: '2025 DS AM', Plan 1: 'Peds Every Cycle')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	33	209	96	338
	B	9	0	17	200	226
	C	408	0	0	31	439
	D	160	212	4	0	376
	Tot.	577	245	230	327	1379

Traffic Lane Flows

Lane	Scenario 5: 2025 DS AM
Junction: Unnamed Junction	
1/1 (with short)	338(In) 242(Out)
1/2 (short)	96
2/1 (with short)	226(In) 217(Out)
2/2 (short)	9
3/1 (with short)	439(In) 439(Out)
3/2 (short)	0
4/1 (with short)	376(In) 372(Out)
4/2 (short)	4
5/1	230
6/1	327
7/1	577
8/1	245

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Blackbrook Ave S)	3.20	0.00	Y	Arm 5 Ahead	Inf	86.4 %	1913	1913
				Arm 8 Left	18.00	13.6 %		
1/2 (Blackbrook Ave S)	3.60	0.00	Y	Arm 6 Right	25.50	100.0 %	1865	1865
2/1 (Hilden Rd)	4.20	0.00	Y	Arm 5 Left	16.00	7.8 %	2020	2020
				Arm 6 Ahead	Inf	92.2 %		
2/2 (Hilden Rd)	4.10	0.00	Y	Arm 7 Right	14.00	100.0 %	1829	1829
3/1 (Blackbrook Ave N)	3.40	0.00	Y	Arm 6 Left	14.50	7.1 %	1941	1941
				Arm 7 Ahead	Inf	92.9 %		
3/2 (Blackbrook Ave N)	3.30	0.00	Y	Arm 8 Right	25.50	0.0 %	1945	1945
4/1 (Insall Rd)	3.90	0.00	Y	Arm 7 Left	18.00	43.0 %	1936	1936
				Arm 8 Ahead	Inf	57.0 %		
4/2 (Insall Rd)	3.90	0.00	Y	Arm 5 Right	14.00	100.0 %	1811	1811
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2025 DS PM' (FG6: '2025 DS PM', Plan 1: 'Peds Every Cycle')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	59	286	29	374
	B	0	0	133	162	295
	C	389	8	0	14	411
	D	76	164	20	0	260
	Tot.	465	231	439	205	1340

Traffic Lane Flows

Lane	Scenario 6: 2025 DS PM
Junction: Unnamed Junction	
1/1 (with short)	374(In) 345(Out)
1/2 (short)	29
2/1 (with short)	295(In) 295(Out)
2/2 (short)	0
3/1 (with short)	411(In) 403(Out)
3/2 (short)	8
4/1 (with short)	260(In) 240(Out)
4/2 (short)	20
5/1	439
6/1	205
7/1	465
8/1	231

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Blackbrook Ave S)	3.20	0.00	Y	Arm 5 Ahead	Inf	82.9 %	1908	1908
				Arm 8 Left	18.00	17.1 %		
1/2 (Blackbrook Ave S)	3.60	0.00	Y	Arm 6 Right	25.50	100.0 %	1865	1865
2/1 (Hilden Rd)	4.20	0.00	Y	Arm 5 Left	16.00	45.1 %	1952	1952
				Arm 6 Ahead	Inf	54.9 %		
2/2 (Hilden Rd)	4.10	0.00	Y	Arm 7 Right	14.00	0.0 %	2025	2025
3/1 (Blackbrook Ave N)	3.40	0.00	Y	Arm 6 Left	14.50	3.5 %	1948	1948
				Arm 7 Ahead	Inf	96.5 %		
3/2 (Blackbrook Ave N)	3.30	0.00	Y	Arm 8 Right	25.50	100.0 %	1837	1837
4/1 (Insall Rd)	3.90	0.00	Y	Arm 7 Left	18.00	31.7 %	1953	1953
				Arm 8 Ahead	Inf	68.3 %		
4/2 (Insall Rd)	3.90	0.00	Y	Arm 5 Right	14.00	100.0 %	1811	1811
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2030 DS AM' (FG7: '2030 DS AM', Plan 1: 'Peds Every Cycle')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	1	251	104	356
	B	0	0	22	201	223
	C	403	0	0	53	456
	D	146	245	8	0	399
	Tot.	549	246	281	358	1434

Traffic Lane Flows

Lane	Scenario 7: 2030 DS AM
Junction: Unnamed Junction	
1/1 (with short)	356(In) 252(Out)
1/2 (short)	104
2/1 (with short)	223(In) 223(Out)
2/2 (short)	0
3/1 (with short)	456(In) 456(Out)
3/2 (short)	0
4/1 (with short)	399(In) 391(Out)
4/2 (short)	8
5/1	281
6/1	358
7/1	549
8/1	246

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Blackbrook Ave S)	3.20	0.00	Y	Arm 5 Ahead	Inf	99.6 %	1934	1934
				Arm 8 Left	18.00	0.4 %		
1/2 (Blackbrook Ave S)	3.60	0.00	Y	Arm 6 Right	25.50	100.0 %	1865	1865
2/1 (Hilden Rd)	4.20	0.00	Y	Arm 5 Left	16.00	9.9 %	2016	2016
				Arm 6 Ahead	Inf	90.1 %		
2/2 (Hilden Rd)	4.10	0.00	Y	Arm 7 Right	14.00	0.0 %	2025	2025
3/1 (Blackbrook Ave N)	3.40	0.00	Y	Arm 6 Left	14.50	11.6 %	1932	1932
				Arm 7 Ahead	Inf	88.4 %		
3/2 (Blackbrook Ave N)	3.30	0.00	Y	Arm 8 Right	25.50	0.0 %	1945	1945
4/1 (Insall Rd)	3.90	0.00	Y	Arm 7 Left	18.00	37.3 %	1944	1944
				Arm 8 Ahead	Inf	62.7 %		
4/2 (Insall Rd)	3.90	0.00	Y	Arm 5 Right	14.00	100.0 %	1811	1811
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2030 DS PM' (FG8: '2030 DS PM', Plan 1: 'Peds Every Cycle')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	60	275	38	373
	B	0	0	127	170	297
	C	399	8	0	37	444
	D	91	204	18	0	313
	Tot.	490	272	420	245	1427

Traffic Lane Flows

Lane	Scenario 8: 2030 DS PM
Junction: Unnamed Junction	
1/1 (with short)	373(In) 335(Out)
1/2 (short)	38
2/1 (with short)	297(In) 297(Out)
2/2 (short)	0
3/1 (with short)	444(In) 436(Out)
3/2 (short)	8
4/1 (with short)	313(In) 295(Out)
4/2 (short)	18
5/1	420
6/1	245
7/1	490
8/1	272

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Blackbrook Ave S)	3.20	0.00	Y	Arm 5 Ahead	Inf	82.1 %	1907	1907
				Arm 8 Left	18.00	17.9 %		
1/2 (Blackbrook Ave S)	3.60	0.00	Y	Arm 6 Right	25.50	100.0 %	1865	1865
2/1 (Hilden Rd)	4.20	0.00	Y	Arm 5 Left	16.00	42.8 %	1957	1957
				Arm 6 Ahead	Inf	57.2 %		
2/2 (Hilden Rd)	4.10	0.00	Y	Arm 7 Right	14.00	0.0 %	2025	2025
3/1 (Blackbrook Ave N)	3.40	0.00	Y	Arm 6 Left	14.50	8.5 %	1938	1938
				Arm 7 Ahead	Inf	91.5 %		
3/2 (Blackbrook Ave N)	3.30	0.00	Y	Arm 8 Right	25.50	100.0 %	1837	1837
4/1 (Insall Rd)	3.90	0.00	Y	Arm 7 Left	18.00	30.8 %	1955	1955
				Arm 8 Ahead	Inf	69.2 %		
4/2 (Insall Rd)	3.90	0.00	Y	Arm 5 Right	14.00	100.0 %	1811	1811
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2030 DS Link AM' (FG9: '2030 DS Link AM', Plan 1: 'Peds Every Cycle')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	1	250	104	355
	B	0	0	32	176	208
	C	416	0	0	41	457
	D	142	239	19	0	400
	Tot.	558	240	301	321	1420

Traffic Lane Flows

Lane	Scenario 9: 2030 DS Link AM
Junction: Unnamed Junction	
1/1 (with short)	355(In) 251(Out)
1/2 (short)	104
2/1 (with short)	208(In) 208(Out)
2/2 (short)	0
3/1 (with short)	457(In) 457(Out)
3/2 (short)	0
4/1 (with short)	400(In) 381(Out)
4/2 (short)	19
5/1	301
6/1	321
7/1	558
8/1	240

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Blackbrook Ave S)	3.20	0.00	Y	Arm 5 Ahead	Inf	99.6 %	1934	1934
				Arm 8 Left	18.00	0.4 %		
1/2 (Blackbrook Ave S)	3.60	0.00	Y	Arm 6 Right	25.50	100.0 %	1865	1865
2/1 (Hilden Rd)	4.20	0.00	Y	Arm 5 Left	16.00	15.4 %	2006	2006
				Arm 6 Ahead	Inf	84.6 %		
2/2 (Hilden Rd)	4.10	0.00	Y	Arm 7 Right	14.00	0.0 %	2025	2025
3/1 (Blackbrook Ave N)	3.40	0.00	Y	Arm 6 Left	14.50	9.0 %	1937	1937
				Arm 7 Ahead	Inf	91.0 %		
3/2 (Blackbrook Ave N)	3.30	0.00	Y	Arm 8 Right	25.50	0.0 %	1945	1945
4/1 (Insall Rd)	3.90	0.00	Y	Arm 7 Left	18.00	37.3 %	1945	1945
				Arm 8 Ahead	Inf	62.7 %		
4/2 (Insall Rd)	3.90	0.00	Y	Arm 5 Right	14.00	100.0 %	1811	1811
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2030 DS Link PM' (FG10: '2030 DS Link PM', Plan 1: 'Peds Every Cycle')**Traffic Flows, Desired****Desired Flow :**

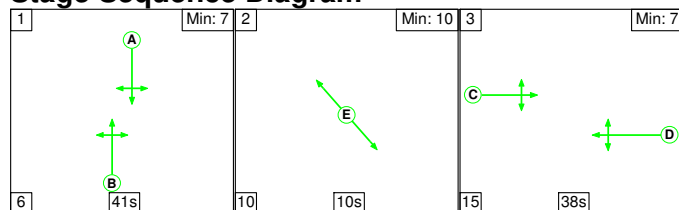
	Destination					
		A	B	C	D	Tot.
Origin	A	0	61	292	30	383
	B	0	0	129	142	271
	C	379	44	0	13	436
	D	76	159	26	0	261
	Tot.	455	264	447	185	1351

Traffic Lane Flows

Lane	Scenario 10: 2030 DS Link PM
Junction: Unnamed Junction	
1/1 (with short)	383(In) 353(Out)
1/2 (short)	30
2/1 (with short)	271(In) 271(Out)
2/2 (short)	0
3/1 (with short)	436(In) 392(Out)
3/2 (short)	44
4/1 (with short)	261(In) 235(Out)
4/2 (short)	26
5/1	447
6/1	185
7/1	455
8/1	264

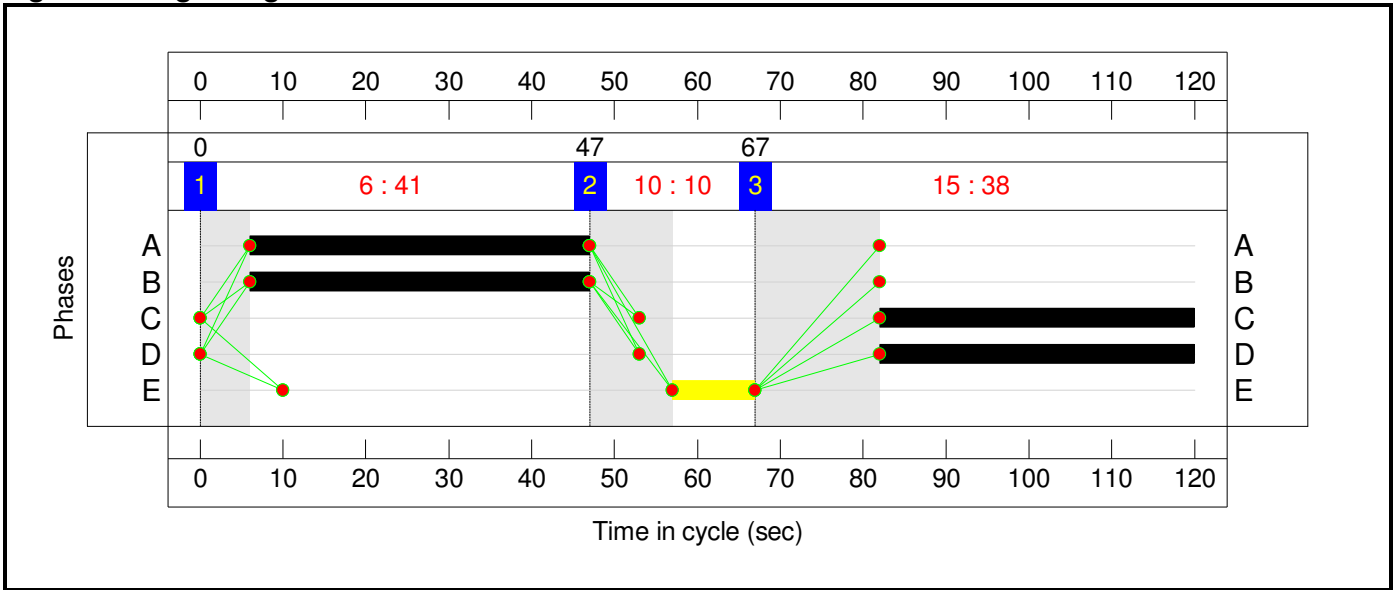
Lane Saturation Flows

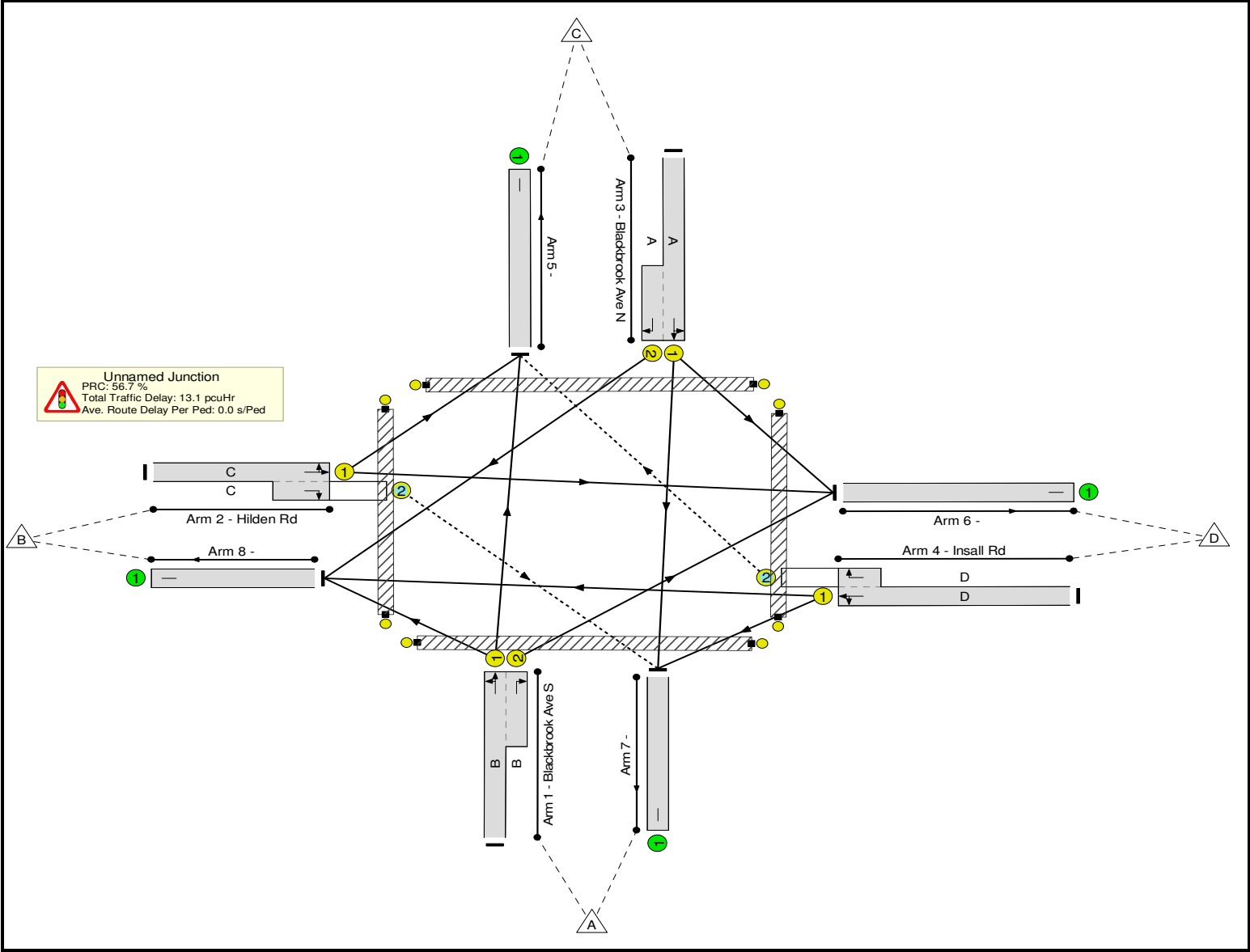
Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Blackbrook Ave S)	3.20	0.00	Y	Arm 5 Ahead	Inf	82.7 %	1908	1908
				Arm 8 Left	18.00	17.3 %		
1/2 (Blackbrook Ave S)	3.60	0.00	Y	Arm 6 Right	25.50	100.0 %	1865	1865
2/1 (Hilden Rd)	4.20	0.00	Y	Arm 5 Left	16.00	47.6 %	1948	1948
				Arm 6 Ahead	Inf	52.4 %		
2/2 (Hilden Rd)	4.10	0.00	Y	Arm 7 Right	14.00	0.0 %	2025	2025
3/1 (Blackbrook Ave N)	3.40	0.00	Y	Arm 6 Left	14.50	3.3 %	1948	1948
				Arm 7 Ahead	Inf	96.7 %		
3/2 (Blackbrook Ave N)	3.30	0.00	Y	Arm 8 Right	25.50	100.0 %	1837	1837
4/1 (Insall Rd)	3.90	0.00	Y	Arm 7 Left	18.00	32.3 %	1952	1952
				Arm 8 Ahead	Inf	67.7 %		
4/2 (Insall Rd)	3.90	0.00	Y	Arm 5 Right	14.00	100.0 %	1811	1811
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2025 DM AM' (FG1: '2025 DM AM', Plan 1: 'Peds Every Cycle')**Stage Sequence Diagram****Stage Timings**

Stage	1	2	3
Duration	41	10	38
Change Point	0	47	67

Signal Timings Diagram





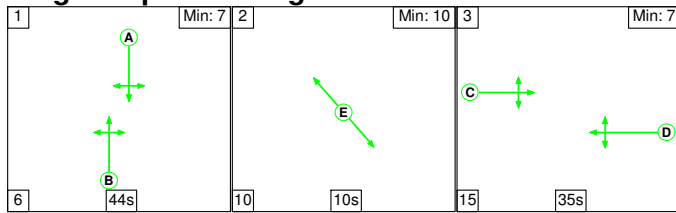
Full Input Data And Results

Network Results

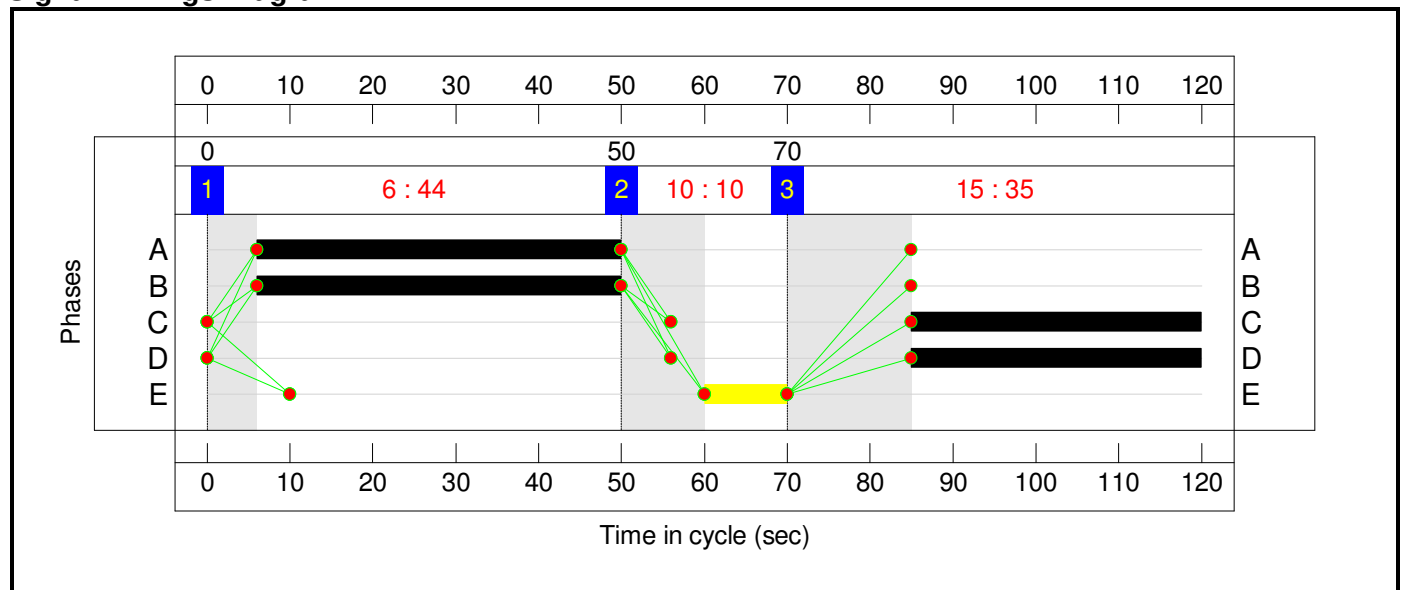
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	57.4%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	57.4%
1/1+1/2	Blackbrook Ave S Ahead Right Left	U	N/A	N/A	B		1	41	-	335	1907:1865	529+213	45.2 : 45.2%
2/1+2/2	Hilden Rd Left Ahead Right	U+O	N/A	N/A	C		1	38	-	215	2020:1829	634+28	32.5 : 32.5%
3/1+3/2	Blackbrook Ave N Left Ahead Right	U	N/A	N/A	A		1	41	-	382	1945:1945	681+0	56.1 : 0.0%
4/1+4/2	Insall Rd Right Left Ahead	U+O	N/A	N/A	D		1	38	-	357	1933:2005	622+0	57.4 : 0.0%
5/1		U	N/A	N/A	-		-	-	-	213	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	305	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	532	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	239	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	10	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	E		1	10	-	0	-	0	0.0%

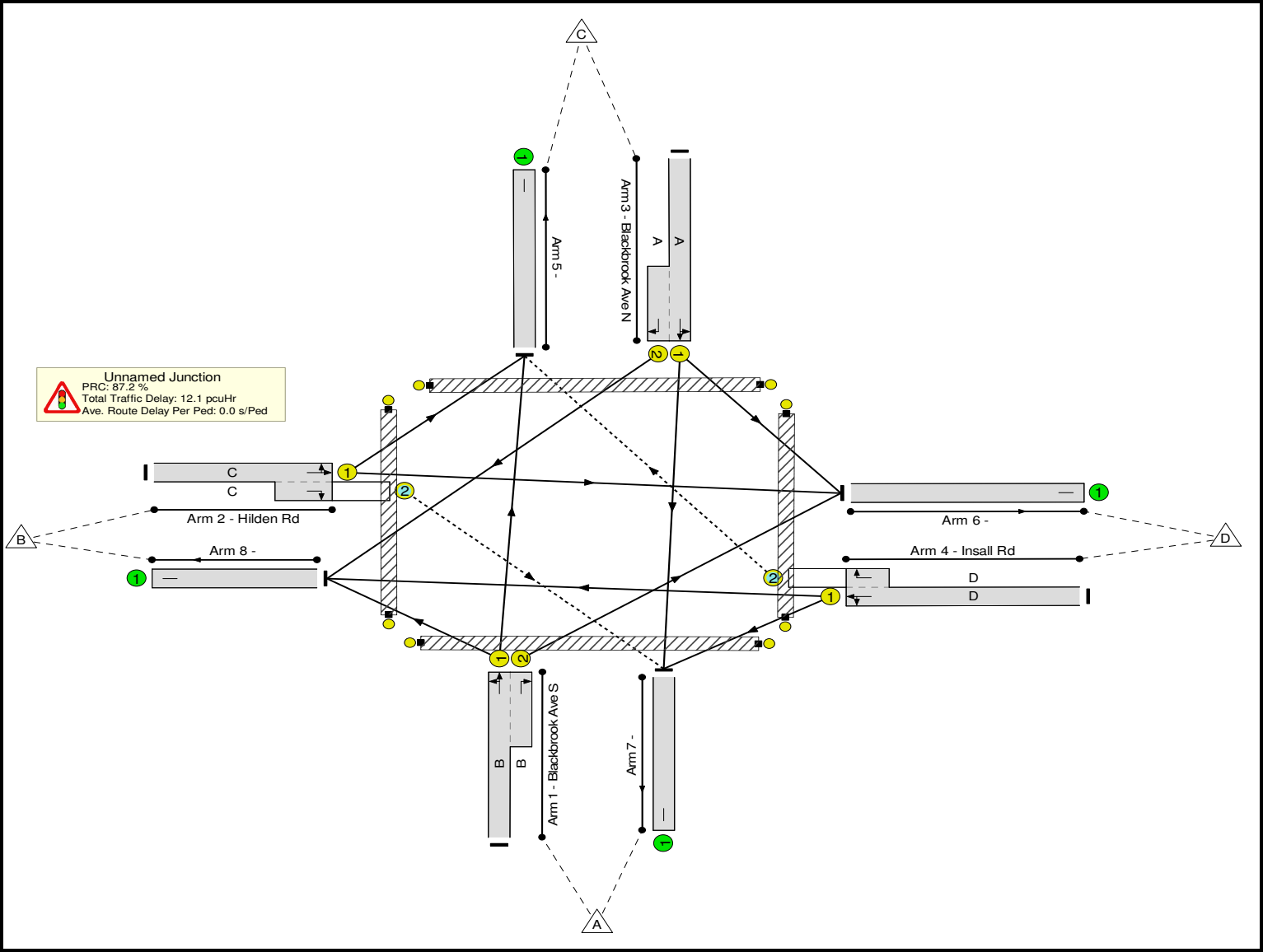
Full Input Data And Results

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	-	-	9	0	0	11.1	2.0	0.0	13.1	-	-	-	-
Unnamed Junction	-	-	9	0	0	11.1	2.0	0.0	13.1	-	-	-	-
1/1+1/2	335	335	-	-	-	2.6	0.4	-	3.0	32.8	5.9	0.4	6.3
2/1+2/2	215	215	9	0	0	1.8	0.2	0.0	2.1	34.8	5.2	0.2	5.4
3/1+3/2	382	382	-	-	-	3.3	0.6	-	4.0	37.5	10.3	0.6	10.9
4/1+4/2	357	357	0	0	0	3.3	0.7	0.0	4.0	40.5	9.8	0.7	10.5
5/1	213	213	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	239	239	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 56.7 PRC Over All Lanes (%): 56.7 Total Delay for Signalled Lanes (pcuHr): 13.13 Total Delay Over All Lanes(pcuHr): 13.13 Cycle Time (s): 120													

Stage Sequence Diagram**Stage Timings**

Stage	1	2	3
Duration	44	10	35
Change Point	0	50	70

Signal Timings Diagram



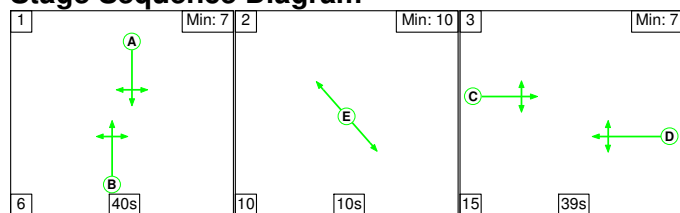
Full Input Data And Results

Network Results

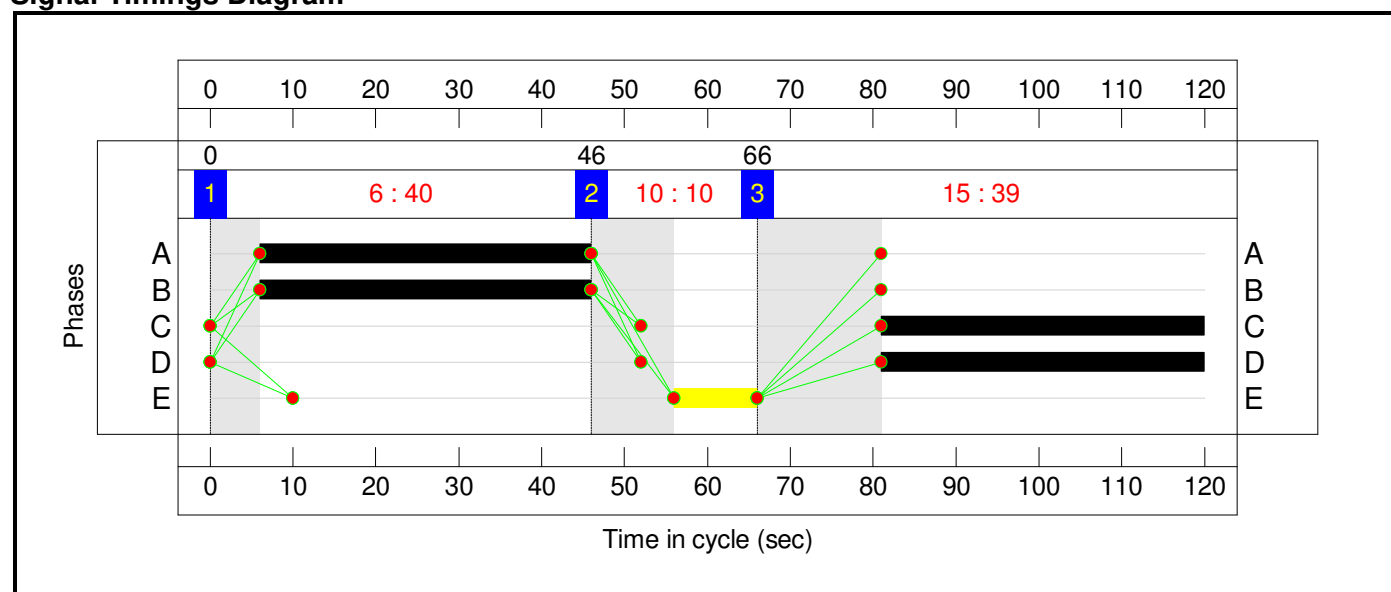
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	48.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	48.1%
1/1+1/2	Blackbrook Ave S Ahead Right Left	U	N/A	N/A	B		1	44	-	326	1903:1865	657+84	44.0 : 44.0%
2/1+2/2	Hilden Rd Left Ahead Right	U+O	N/A	N/A	C		1	35	-	283	1962:2025	589+0	48.1 : 0.0%
3/1+3/2	Blackbrook Ave N Left Ahead Right	U	N/A	N/A	A		1	44	-	349	1950:1837	719+17	47.4 : 47.4%
4/1+4/2	Insall Rd Right Left Ahead	U+O	N/A	N/A	D		1	35	-	259	1953:1811	538+45	44.4 : 44.4%
5/1		U	N/A	N/A	-		-	-	-	363	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	215	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	409	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	230	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	10	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	E		1	10	-	0	-	0	0.0%

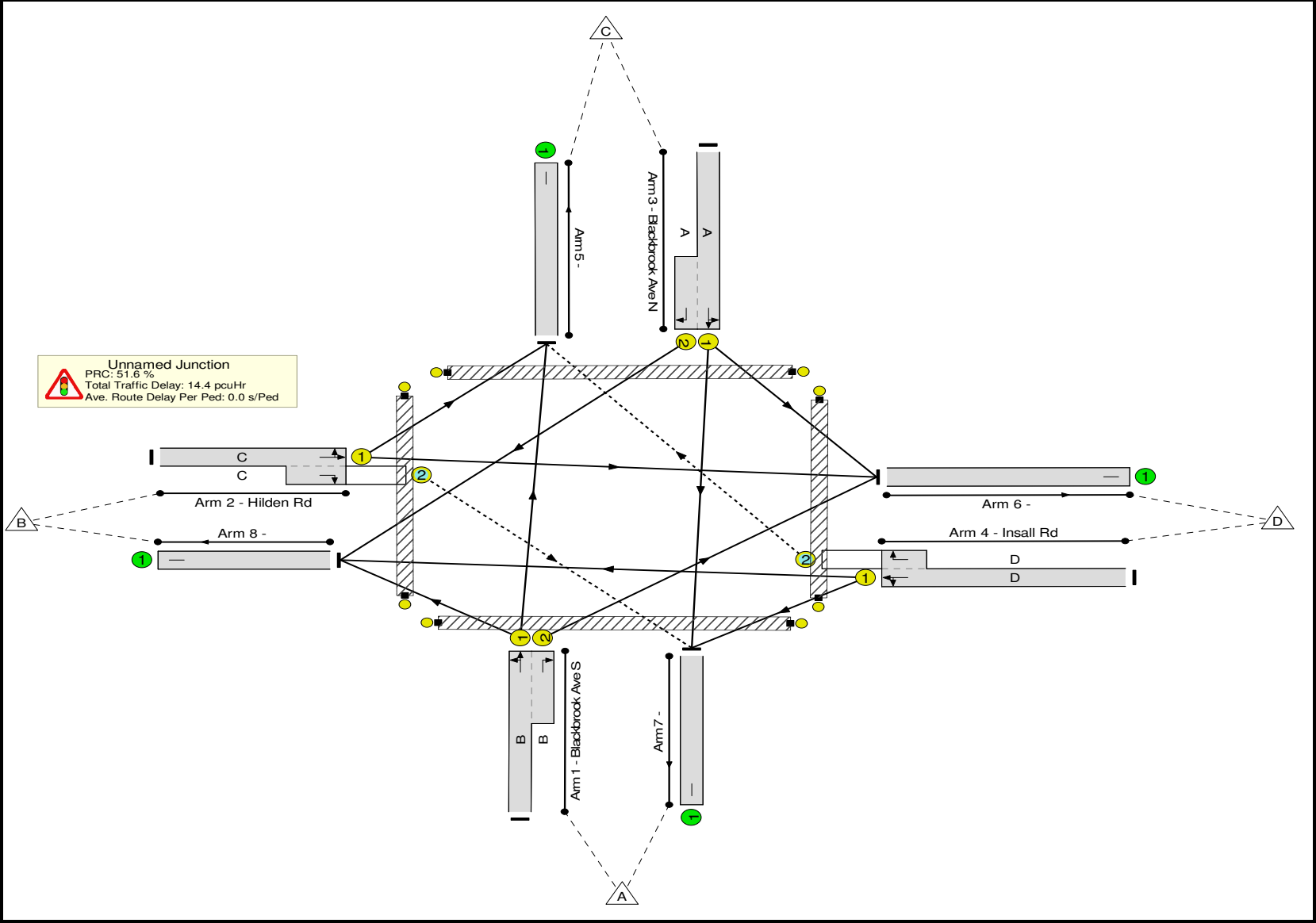
Full Input Data And Results

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	-	-	20	0	0	10.4	1.7	0.0	12.1	-	-	-	-
Unnamed Junction	-	-	20	0	0	10.4	1.7	0.0	12.1	-	-	-	-
1/1+1/2	326	326	-	-	-	2.5	0.4	-	2.9	31.6	7.2	0.4	7.6
2/1+2/2	283	283	0	0	0	2.7	0.5	0.0	3.2	40.2	7.7	0.5	8.2
3/1+3/2	349	349	-	-	-	2.7	0.4	-	3.2	33.0	8.6	0.4	9.0
4/1+4/2	259	259	20	0	0	2.4	0.4	0.0	2.9	39.8	6.7	0.4	7.1
5/1	363	363	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	215	215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	409	409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	230	230	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 87.2 PRC Over All Lanes (%): 87.2 Total Delay for Signalled Lanes (pcuHr): 12.09 Total Delay Over All Lanes(pcuHr): 12.09 Cycle Time (s): 120													

Stage Sequence Diagram**Stage Timings**

Stage	1	2	3
Duration	40	10	39
Change Point	0	46	66

Signal Timings Diagram



Full Input Data And Results

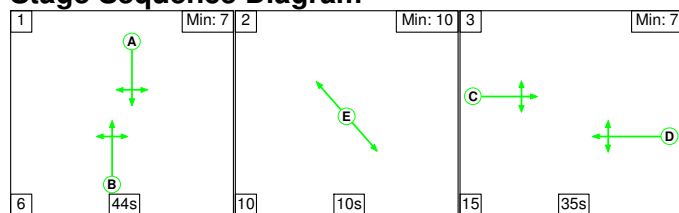
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	59.4%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	59.4%
1/1+1/2	Blackbrook Ave S Ahead Right Left	U	N/A	N/A	B		1	40	-	339	1912:1865	515+215	46.5 : 46.5%
2/1+2/2	Hilden Rd Left Ahead Right	U+O	N/A	N/A	C		1	39	-	277	2023:1829	650+29	40.8 : 40.8%
3/1+3/2	Blackbrook Ave N Left Ahead Right	U	N/A	N/A	A		1	40	-	393	1945:1945	665+0	59.1 : 0.0%
4/1+4/2	Insall Rd Right Left Ahead	U+O	N/A	N/A	D		1	39	-	379	1935:2005	638+0	59.4 : 0.0%
5/1		U	N/A	N/A	-		-	-	-	222	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	368	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	550	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	248	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	10	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	E		1	10	-	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	-	-	12	0	0	12.2	2.2	0.0	14.4	-	-	-	-
Unnamed Junction	-	-	12	0	0	12.2	2.2	0.0	14.4	-	-	-	-
1/1+1/2	339	339	-	-	-	2.7	0.4	-	3.2	33.7	6.0	0.4	6.4
2/1+2/2	277	277	12	0	0	2.4	0.3	0.0	2.7	35.5	6.9	0.3	7.2
3/1+3/2	393	393	-	-	-	3.6	0.7	-	4.3	39.2	10.8	0.7	11.5
4/1+4/2	379	379	0	0	0	3.5	0.7	0.0	4.2	40.3	10.5	0.7	11.3
5/1	222	222	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	368	368	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	248	248	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 51.6 PRC Over All Lanes (%): 51.6 Total Delay for Signalled Lanes (pcuHr): 14.42 Total Delay Over All Lanes(pcuHr): 14.42 Cycle Time (s): 120													

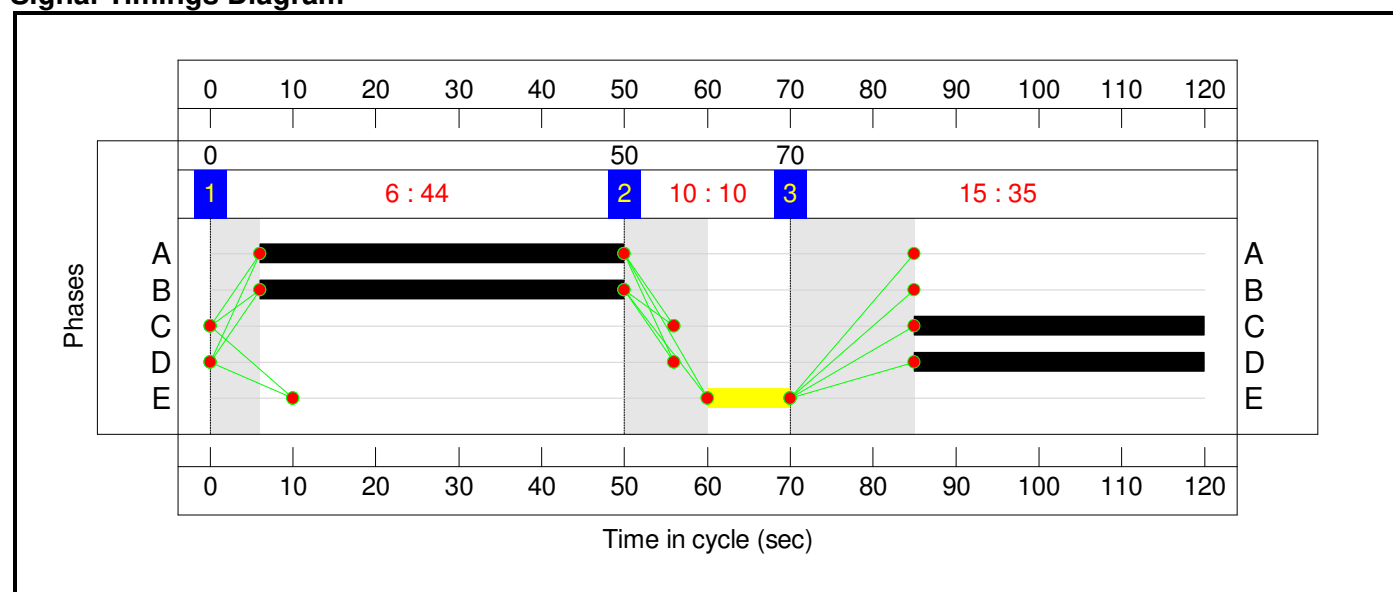
Stage Sequence Diagram

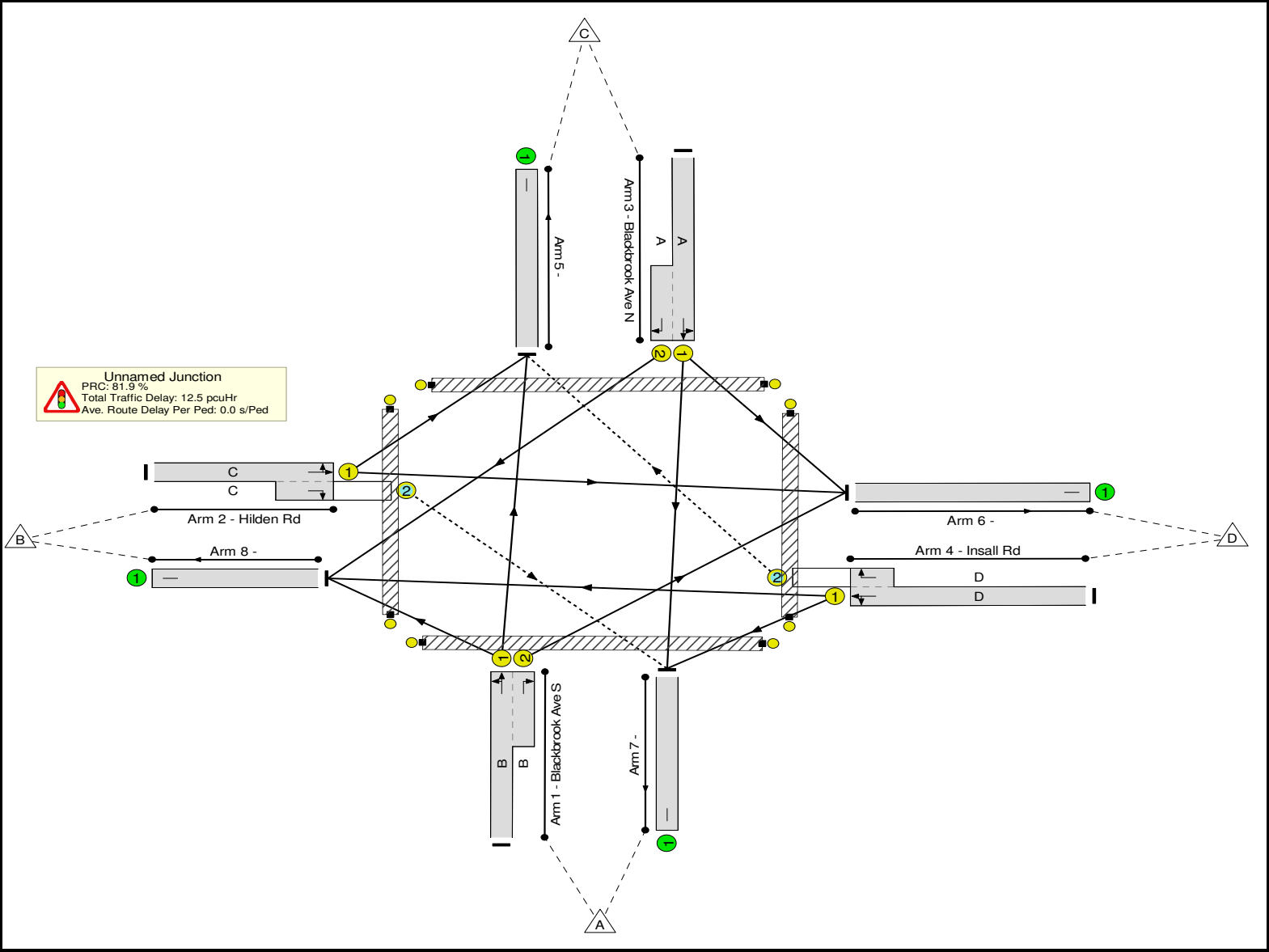


Stage Timings

Stage	1	2	3
Duration	44	10	35
Change Point	0	50	70

Signal Timings Diagram





Full Input Data And Results

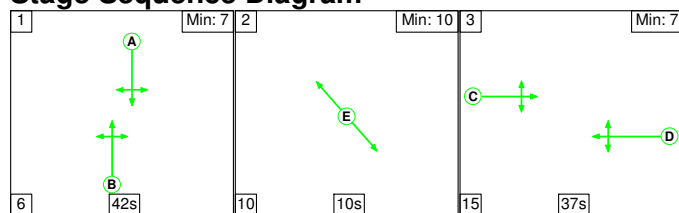
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	49.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	49.5%
1/1+1/2	Blackbrook Ave S Ahead Right Left	U	N/A	N/A	B		1	44	-	339	1903:1865	656+85	45.7 : 45.7%
2/1+2/2	Hilden Rd Left Ahead Right	U+O	N/A	N/A	C		1	35	-	287	1961:1829	588+2	48.6 : 48.6%
3/1+3/2	Blackbrook Ave N Left Ahead Right	U	N/A	N/A	A		1	44	-	364	1950:1837	720+16	49.5 : 49.5%
4/1+4/2	Insall Rd Right Left Ahead	U+O	N/A	N/A	D		1	35	-	263	1953:1811	544+38	45.2 : 45.2%
5/1		U	N/A	N/A	-		-	-	-	371	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	218	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	427	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	237	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	10	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	E		1	10	-	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	-	-	18	0	0	10.7	1.8	0.0	12.5	-	-	-	-
Unnamed Junction	-	-	18	0	0	10.7	1.8	0.0	12.5	-	-	-	-
1/1+1/2	339	339	-	-	-	2.6	0.4	-	3.0	32.0	7.6	0.4	8.0
2/1+2/2	287	287	1	0	0	2.7	0.5	0.0	3.2	40.3	7.8	0.5	8.3
3/1+3/2	364	364	-	-	-	2.9	0.5	-	3.4	33.5	9.1	0.5	9.6
4/1+4/2	263	263	17	0	0	2.5	0.4	0.0	2.9	39.9	6.9	0.4	7.3
5/1	371	371	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	218	218	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	427	427	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	237	237	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 81.9 PRC Over All Lanes (%): 81.9 Total Delay for Signalled Lanes (pcuHr): 12.53 Total Delay Over All Lanes(pcuHr): 12.53 Cycle Time (s): 120													

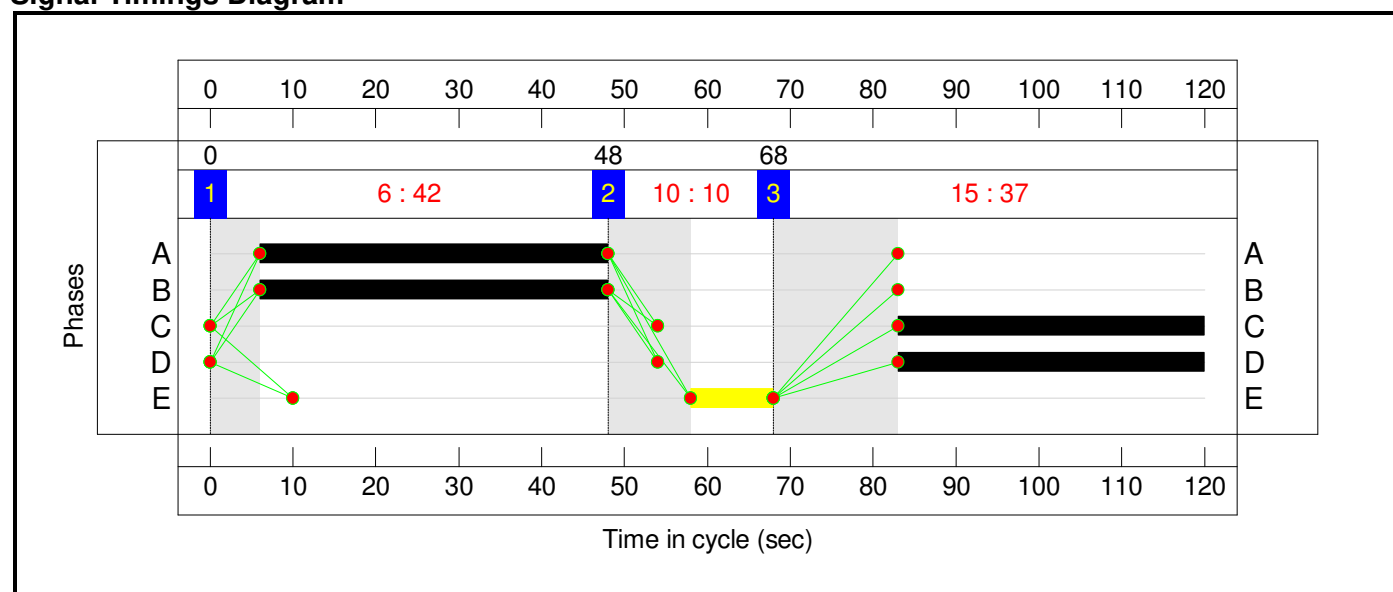
Stage Sequence Diagram

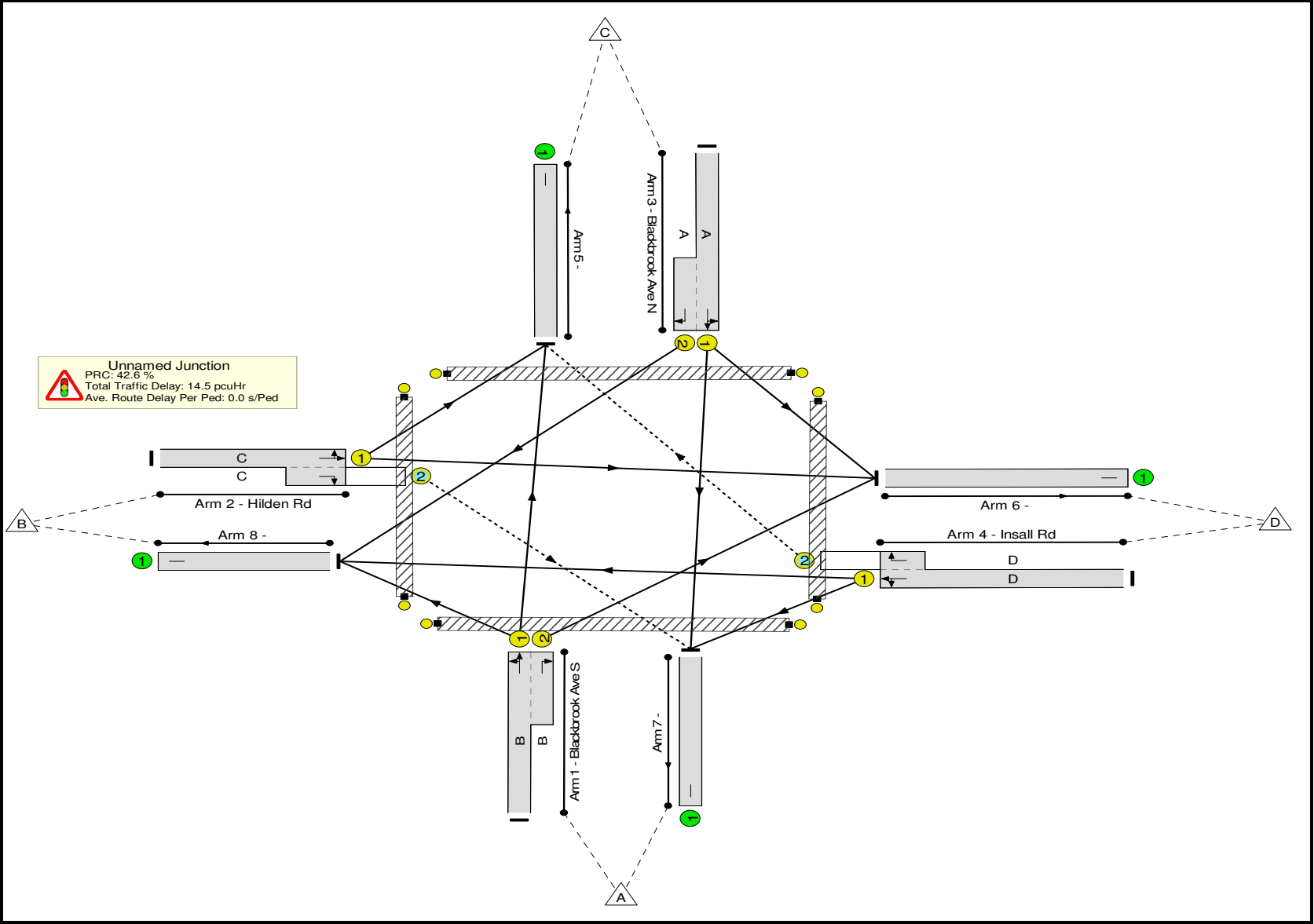


Stage Timings

Stage	1	2	3
Duration	42	10	37
Change Point	0	48	68

Signal Timings Diagram





Full Input Data And Results

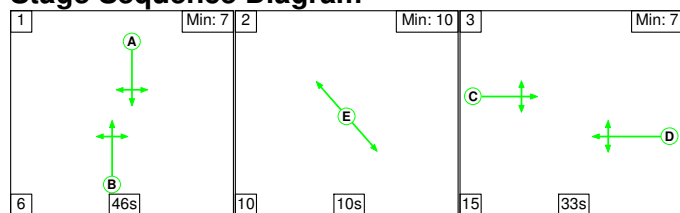
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	63.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	63.1%
1/1+1/2	Blackbrook Ave S Ahead Right Left	U	N/A	N/A	B		1	42	-	338	1913:1865	543+215	44.6 : 44.6%
2/1+2/2	Hilden Rd Left Ahead Right	U+O	N/A	N/A	C		1	37	-	226	2020:1829	619+26	35.1 : 35.1%
3/1+3/2	Blackbrook Ave N Left Ahead Right	U	N/A	N/A	A		1	42	-	439	1941:1945	696+0	63.1 : 0.0%
4/1+4/2	Insall Rd Right Left Ahead	U+O	N/A	N/A	D		1	37	-	376	1936:1811	600+6	62.0 : 62.0%
5/1		U	N/A	N/A	-		-	-	-	230	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	327	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	577	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	245	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	10	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	E		1	10	-	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	-	-	13	0	0	12.1	2.3	0.0	14.5	-	-	-	-
Unnamed Junction	-	-	13	0	0	12.1	2.3	0.0	14.5	-	-	-	-
1/1+1/2	338	338	-	-	-	2.6	0.4	-	3.0	31.9	5.9	0.4	6.3
2/1+2/2	226	226	9	0	0	2.0	0.3	0.0	2.3	36.0	5.5	0.3	5.8
3/1+3/2	439	439	-	-	-	3.9	0.9	-	4.7	38.9	12.1	0.9	12.9
4/1+4/2	376	376	4	0	0	3.7	0.8	0.0	4.5	42.8	10.6	0.8	11.4
5/1	230	230	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	577	577	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	245	245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 42.6 PRC Over All Lanes (%): 42.6 Total Delay for Signalled Lanes (pcuHr): 14.47 Total Delay Over All Lanes(pcuHr): 14.47 Cycle Time (s): 120													

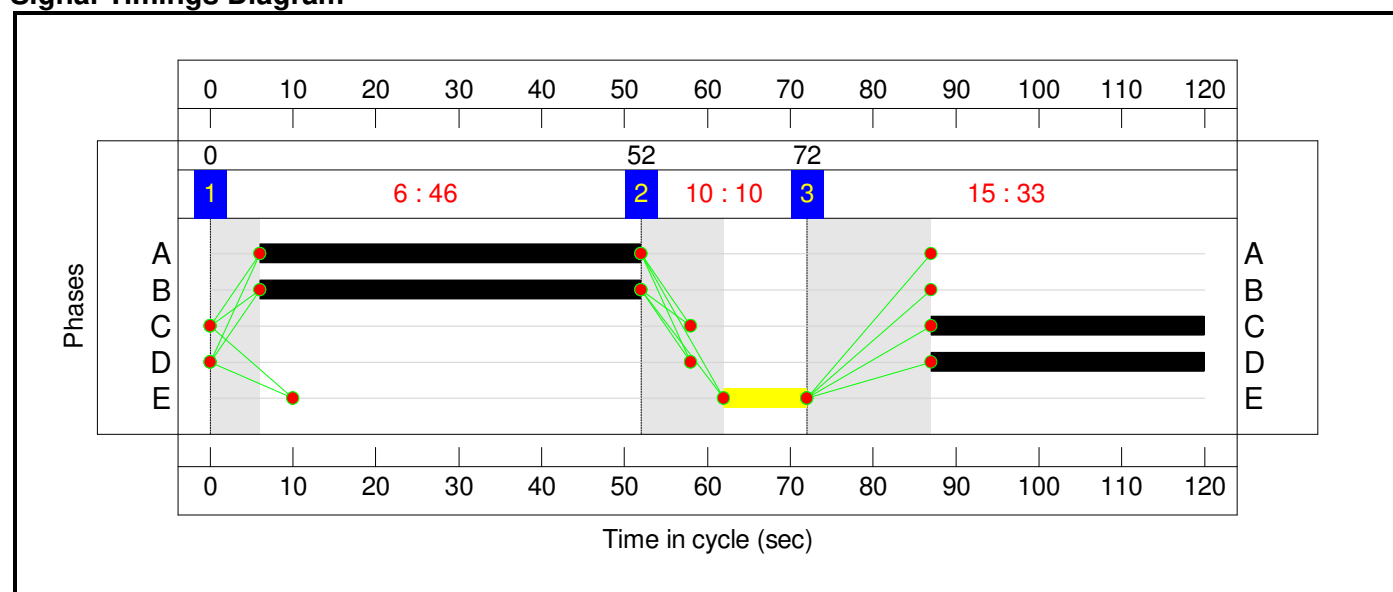
Stage Sequence Diagram

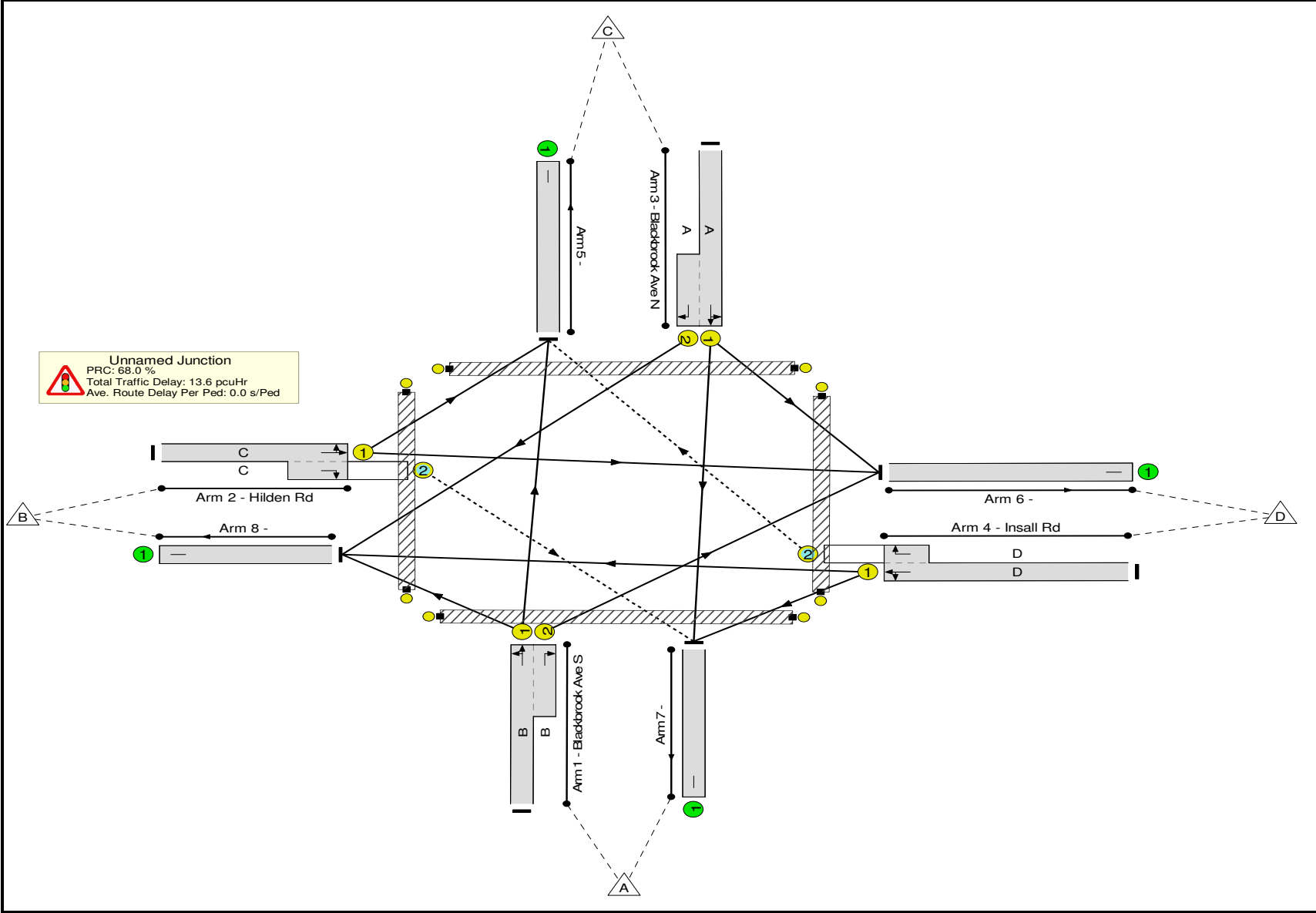


Stage Timings

Stage	1	2	3
Duration	46	10	33
Change Point	0	52	72

Signal Timings Diagram





Full Input Data And Results

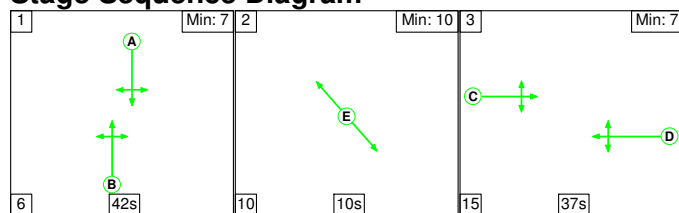
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	53.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	53.6%
1/1+1/2	Blackbrook Ave S Ahead Right Left	U	N/A	N/A	B		1	46	-	374	1908:1865	707+59	48.8 : 48.8%
2/1+2/2	Hilden Rd Left Ahead Right	U+O	N/A	N/A	C		1	33	-	295	1952:2025	553+0	53.3 : 0.0%
3/1+3/2	Blackbrook Ave N Left Ahead Right	U	N/A	N/A	A		1	46	-	411	1948:1837	752+15	53.6 : 53.6%
4/1+4/2	Insall Rd Right Left Ahead	U+O	N/A	N/A	D		1	33	-	260	1953:1811	508+42	47.2 : 47.2%
5/1		U	N/A	N/A	-		-	-	-	439	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	205	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	231	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	10	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	E		1	10	-	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	-	-	20	0	0	11.5	2.1	0.0	13.6	-	-	-	-
Unnamed Junction	-	-	20	0	0	11.5	2.1	0.0	13.6	-	-	-	-
1/1+1/2	374	374	-	-	-	2.8	0.5	-	3.3	31.5	8.7	0.5	9.2
2/1+2/2	295	295	0	0	0	3.0	0.6	0.0	3.5	43.3	8.3	0.6	8.8
3/1+3/2	411	411	-	-	-	3.2	0.6	-	3.8	33.0	10.4	0.6	11.0
4/1+4/2	260	260	20	0	0	2.6	0.4	0.0	3.0	42.2	6.9	0.4	7.3
5/1	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	205	205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	465	465	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 68.0 PRC Over All Lanes (%): 68.0 Total Delay for Signalled Lanes (pcuHr): 13.63 Total Delay Over All Lanes(pcuHr): 13.63 Cycle Time (s): 120													

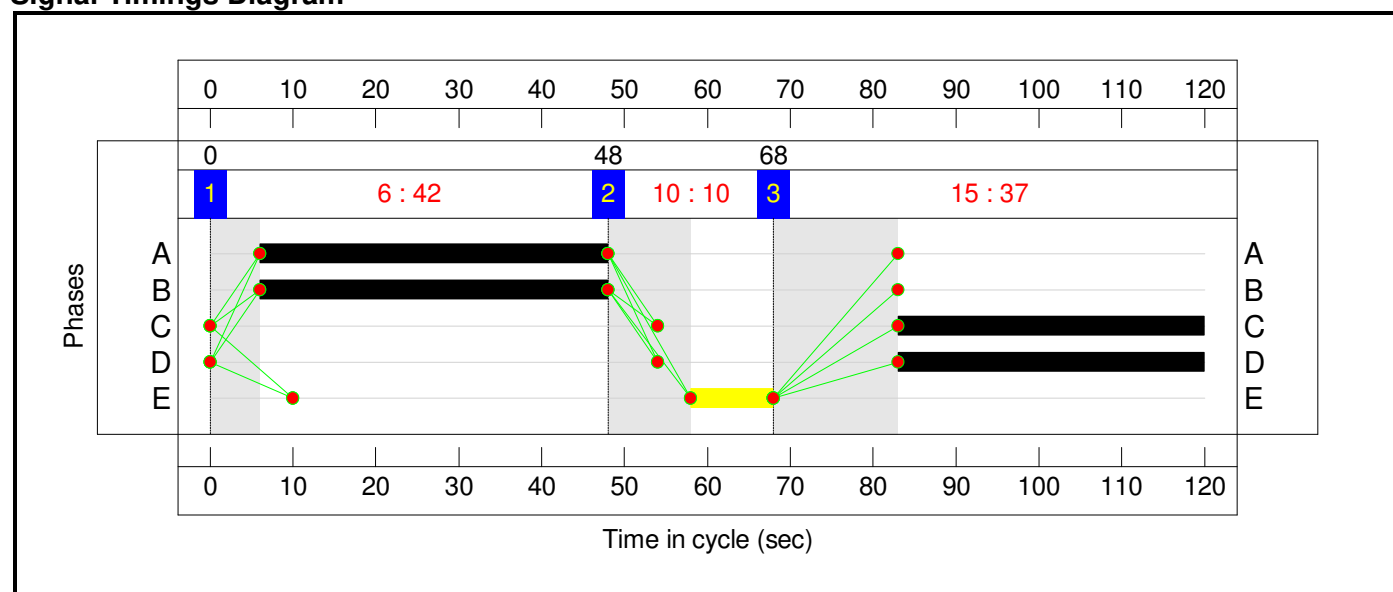
Stage Sequence Diagram

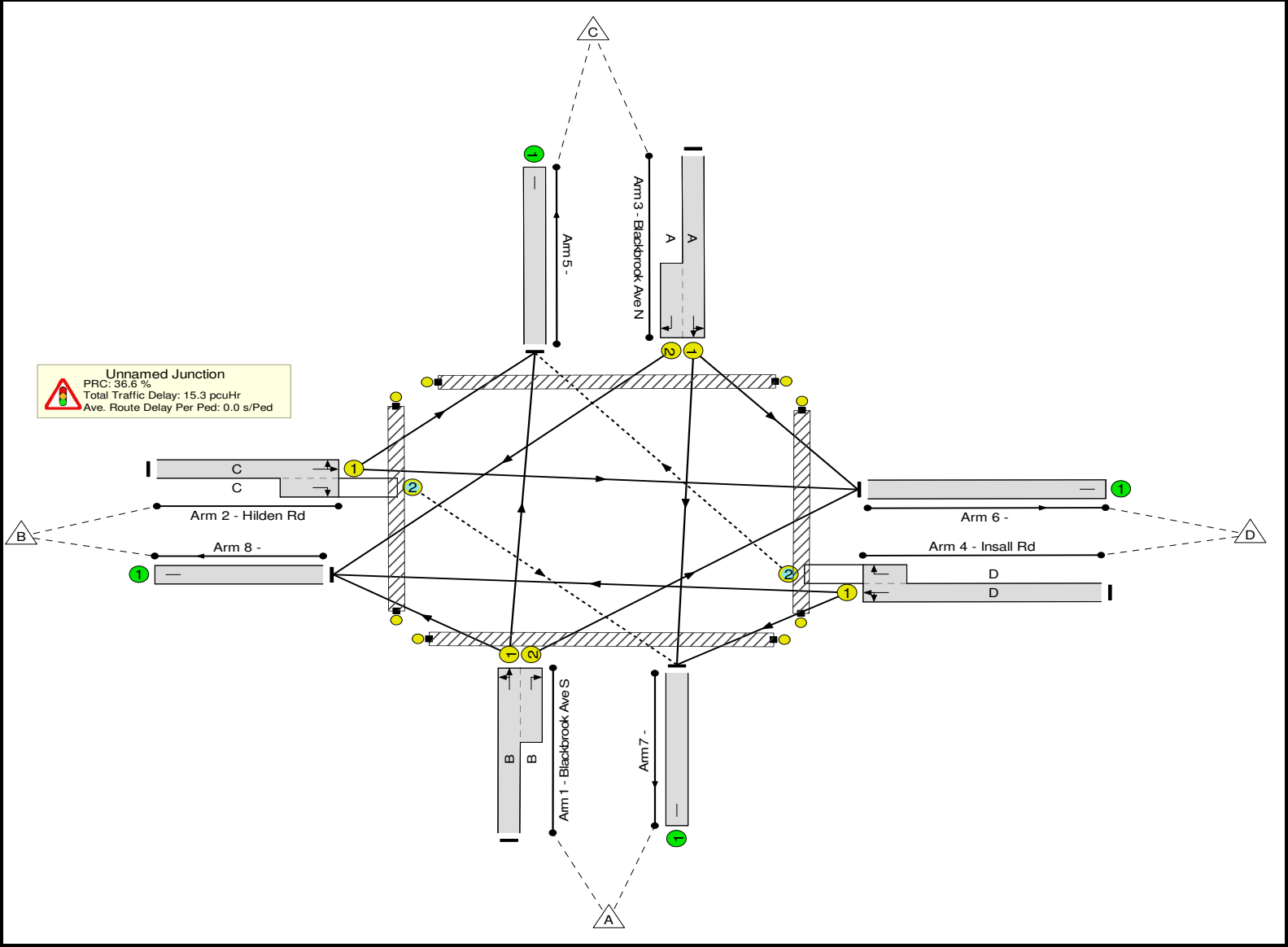


Stage Timings

Stage	1	2	3
Duration	42	10	37
Change Point	0	48	68

Signal Timings Diagram





Full Input Data And Results

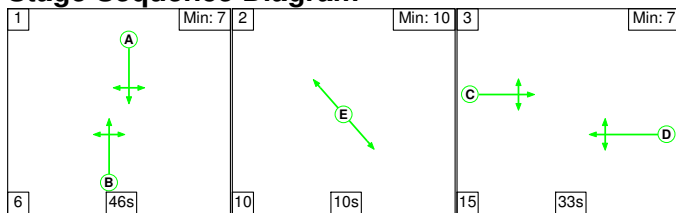
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	65.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	65.9%
1/1+1/2	Blackbrook Ave S Ahead Right Left	U	N/A	N/A	B		1	42	-	356	1934:1865	541+223	46.6 : 46.6%
2/1+2/2	Hilden Rd Left Ahead Right	U+O	N/A	N/A	C		1	37	-	223	2016:2025	638+0	34.9 : 0.0%
3/1+3/2	Blackbrook Ave N Left Ahead Right	U	N/A	N/A	A		1	42	-	456	1932:1945	692+0	65.9 : 0.0%
4/1+4/2	Insall Rd Right Left Ahead	U+O	N/A	N/A	D		1	37	-	399	1944:1811	597+12	65.5 : 65.5%
5/1		U	N/A	N/A	-		-	-	-	281	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	358	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	549	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	246	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	10	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	E		1	10	-	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	-	-	8	0	0	12.7	2.6	0.0	15.3	-	-	-	-
Unnamed Junction	-	-	8	0	0	12.7	2.6	0.0	15.3	-	-	-	-
1/1+1/2	356	356	-	-	-	2.7	0.4	-	3.2	32.2	6.3	0.4	6.7
2/1+2/2	223	223	0	0	0	2.0	0.3	0.0	2.2	35.8	5.7	0.3	6.0
3/1+3/2	456	456	-	-	-	4.1	1.0	-	5.1	39.9	12.7	1.0	13.6
4/1+4/2	399	399	8	0	0	3.9	0.9	0.0	4.9	44.0	11.4	0.9	12.3
5/1	281	281	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	358	358	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	549	549	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	246	246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 36.6 PRC Over All Lanes (%): 36.6 Total Delay for Signalled Lanes (pcuHr): 15.33 Total Delay Over All Lanes(pcuHr): 15.33 Cycle Time (s): 120													

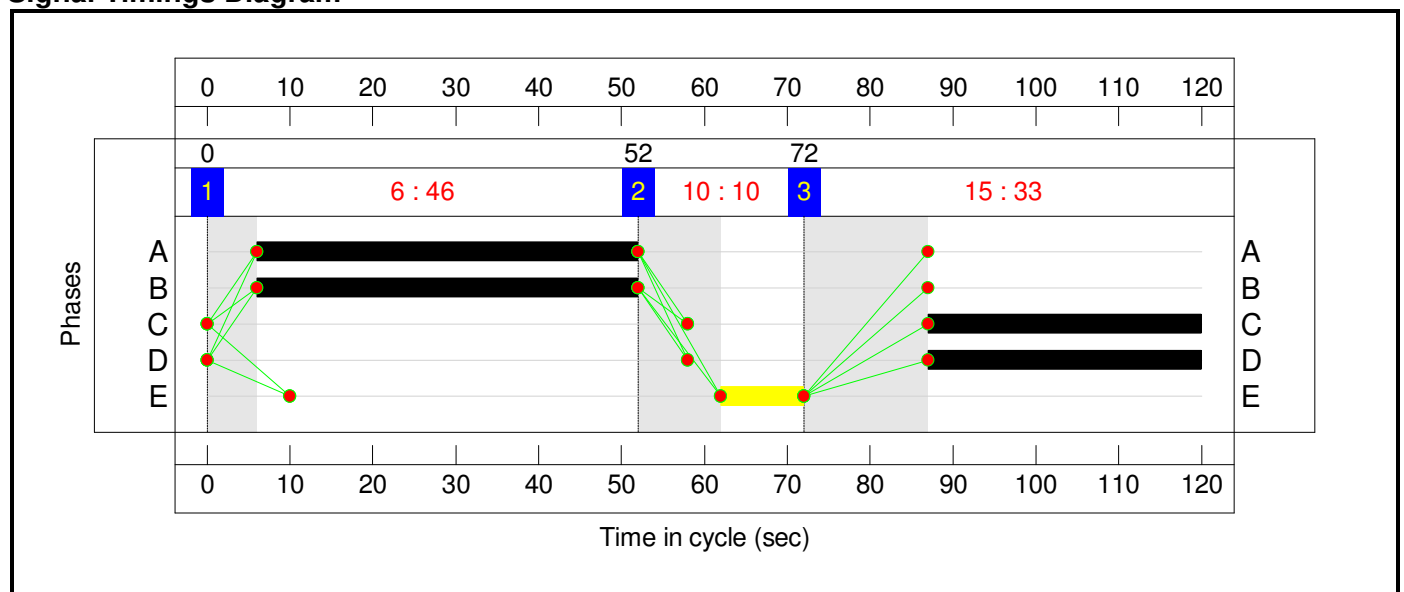
Stage Sequence Diagram

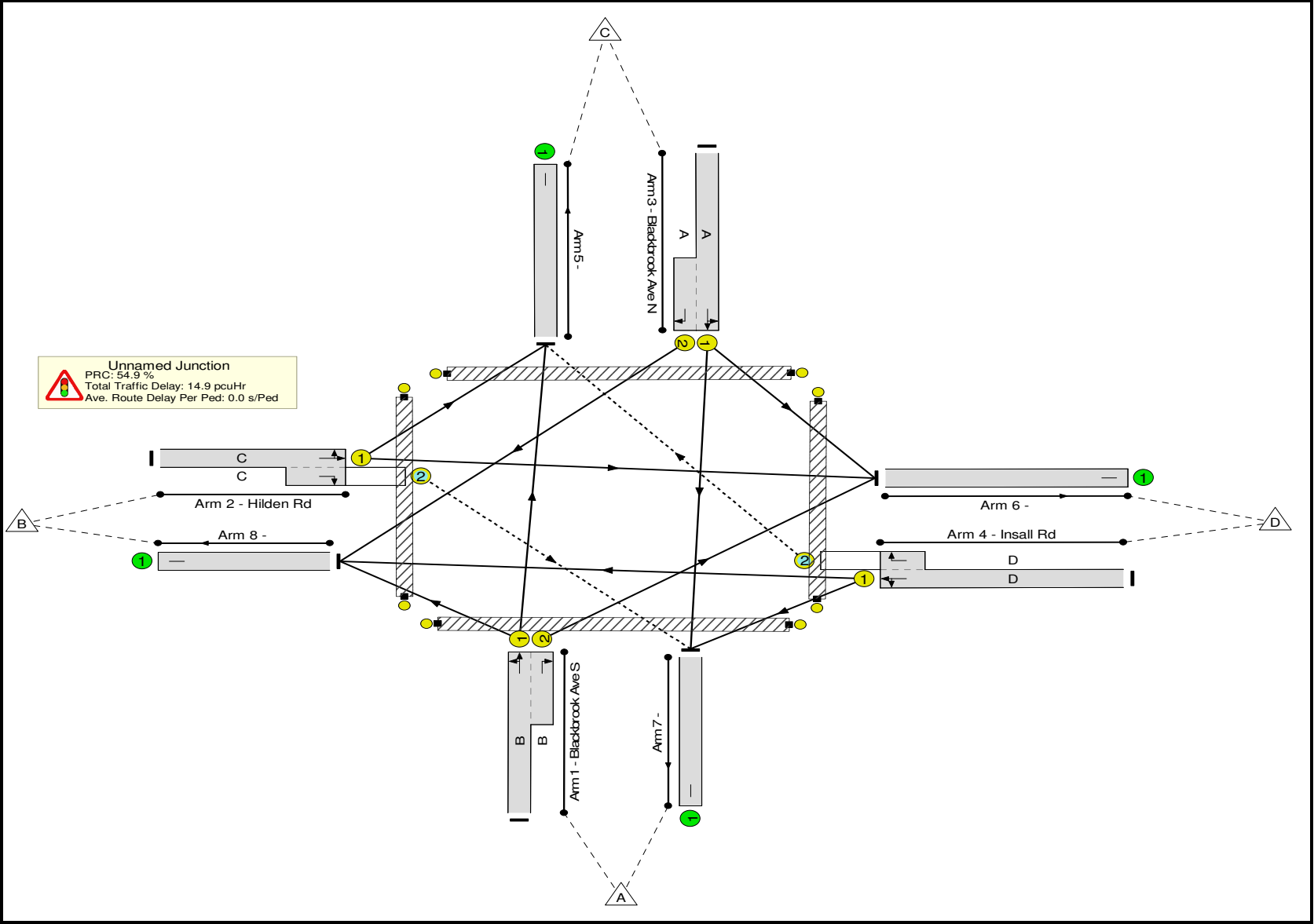


Stage Timings

Stage	1	2	3
Duration	46	10	33
Change Point	0	52	72

Signal Timings Diagram





Full Input Data And Results

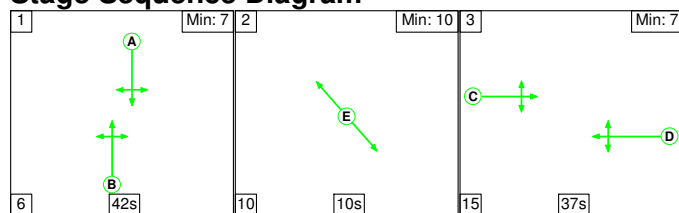
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	58.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	58.1%
1/1+1/2	Blackbrook Ave S Ahead Right Left	U	N/A	N/A	B		1	46	-	373	1907:1865	693+79	48.4 : 48.4%
2/1+2/2	Hilden Rd Left Ahead Right	U+O	N/A	N/A	C		1	33	-	297	1957:2025	554+0	53.6 : 0.0%
3/1+3/2	Blackbrook Ave N Left Ahead Right	U	N/A	N/A	A		1	46	-	444	1938:1837	750+14	58.1 : 58.1%
4/1+4/2	Insall Rd Right Left Ahead	U+O	N/A	N/A	D		1	33	-	313	1955:1811	518+32	57.0 : 57.0%
5/1		U	N/A	N/A	-		-	-	-	420	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	245	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	490	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	272	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	10	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	E		1	10	-	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	-	-	18	0	0	12.5	2.4	0.0	14.9	-	-	-	-
Unnamed Junction	-	-	18	0	0	12.5	2.4	0.0	14.9	-	-	-	-
1/1+1/2	373	373	-	-	-	2.8	0.5	-	3.2	31.2	8.4	0.5	8.9
2/1+2/2	297	297	0	0	0	3.0	0.6	0.0	3.6	43.3	8.3	0.6	8.9
3/1+3/2	444	444	-	-	-	3.5	0.7	-	4.2	34.2	11.5	0.7	12.2
4/1+4/2	313	313	18	0	0	3.2	0.7	0.0	3.9	44.6	8.7	0.7	9.3
5/1	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	245	245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	490	490	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 54.9 PRC Over All Lanes (%): 54.9 Total Delay for Signalled Lanes (pcuHr): 14.90 Total Delay Over All Lanes(pcuHr): 14.90 Cycle Time (s): 120													

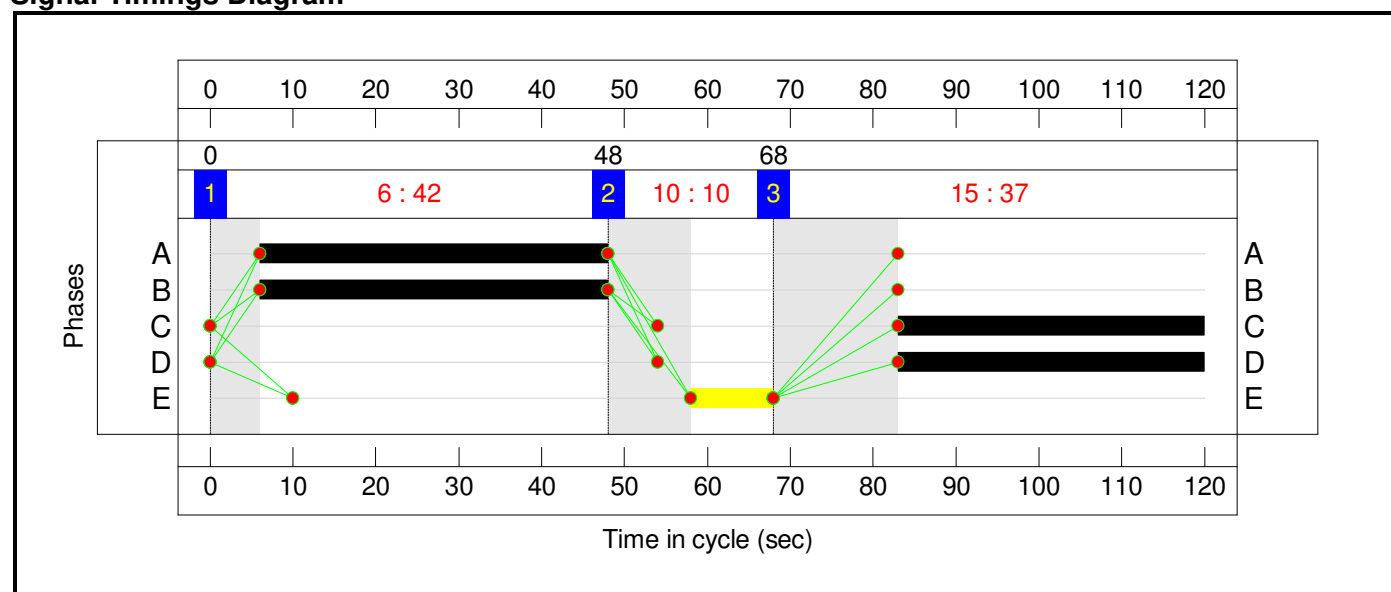
Stage Sequence Diagram

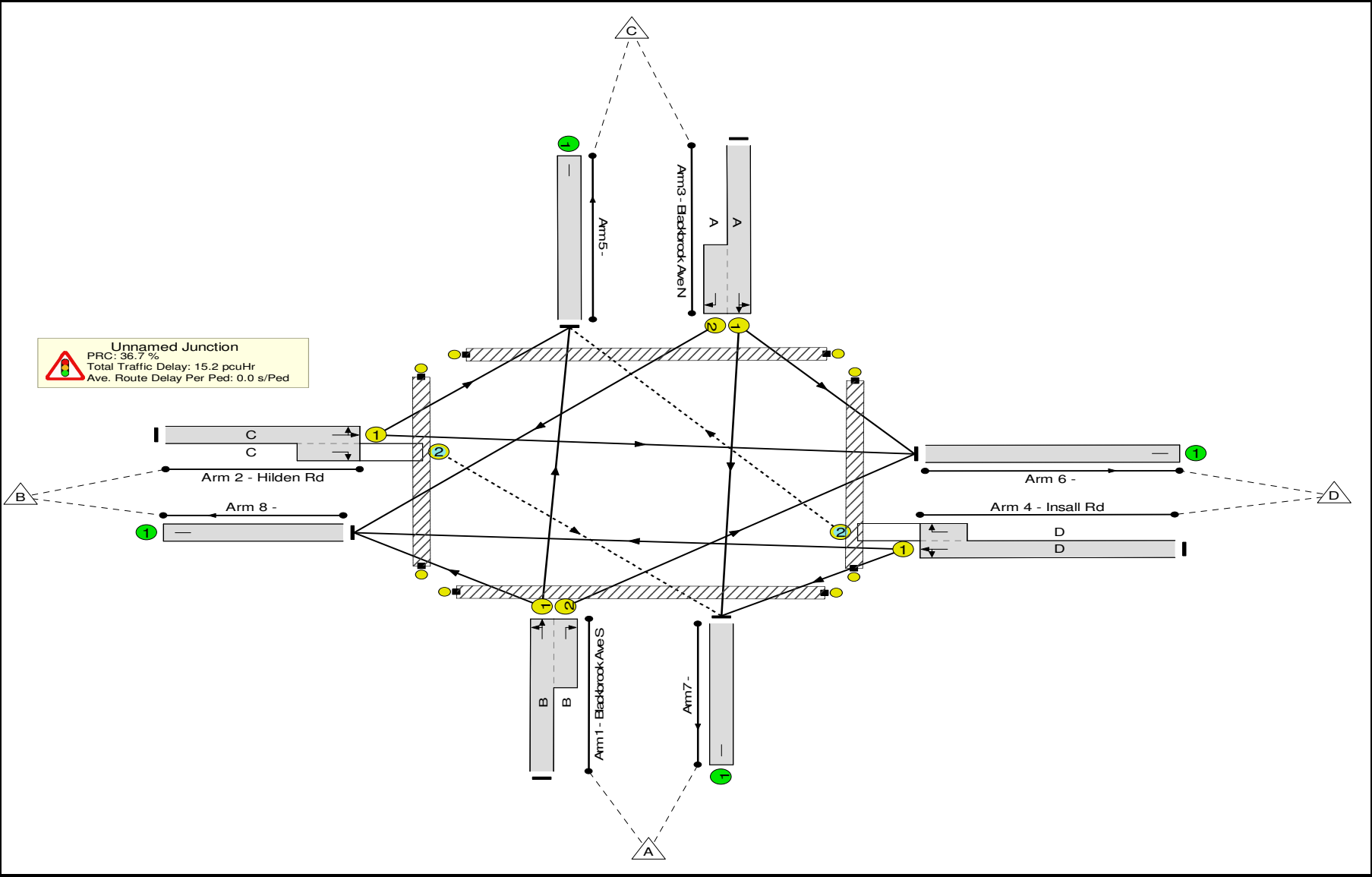


Stage Timings

Stage	1	2	3
Duration	42	10	37
Change Point	0	48	68

Signal Timings Diagram





Full Input Data And Results

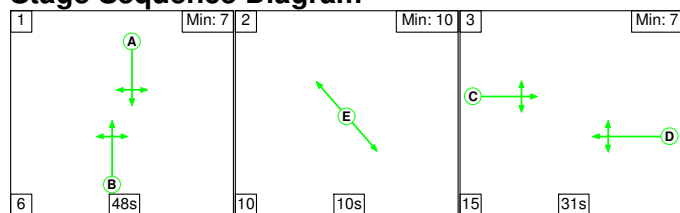
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	65.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	65.8%
1/1+1/2	Blackbrook Ave S Ahead Right Left	U	N/A	N/A	B		1	42	-	355	1934:1865	541+224	46.4 : 46.4%
2/1+2/2	Hilden Rd Left Ahead Right	U+O	N/A	N/A	C		1	37	-	208	2006:2025	635+0	32.7 : 0.0%
3/1+3/2	Blackbrook Ave N Left Ahead Right	U	N/A	N/A	A		1	42	-	457	1937:1945	694+0	65.8 : 0.0%
4/1+4/2	Insall Rd Right Left Ahead	U+O	N/A	N/A	D		1	37	-	400	1945:1811	582+29	65.4 : 65.4%
5/1		U	N/A	N/A	-		-	-	-	301	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	321	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	558	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	240	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	10	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	E		1	10	-	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	-	-	19	0	0	12.6	2.6	0.0	15.2	-	-	-	-
Unnamed Junction	-	-	19	0	0	12.6	2.6	0.0	15.2	-	-	-	-
1/1+1/2	355	355	-	-	-	2.7	0.4	-	3.2	32.1	6.3	0.4	6.7
2/1+2/2	208	208	0	0	0	1.8	0.2	0.0	2.0	35.5	5.3	0.2	5.5
3/1+3/2	457	457	-	-	-	4.1	1.0	-	5.1	39.9	12.7	1.0	13.7
4/1+4/2	400	400	19	0	0	3.9	0.9	0.0	4.9	43.9	11.3	0.9	12.2
5/1	301	301	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	321	321	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	240	240	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 36.7 PRC Over All Lanes (%): 36.7 Total Delay for Signalled Lanes (pcuHr): 15.15 Total Delay Over All Lanes(pcuHr): 15.15 Cycle Time (s): 120													

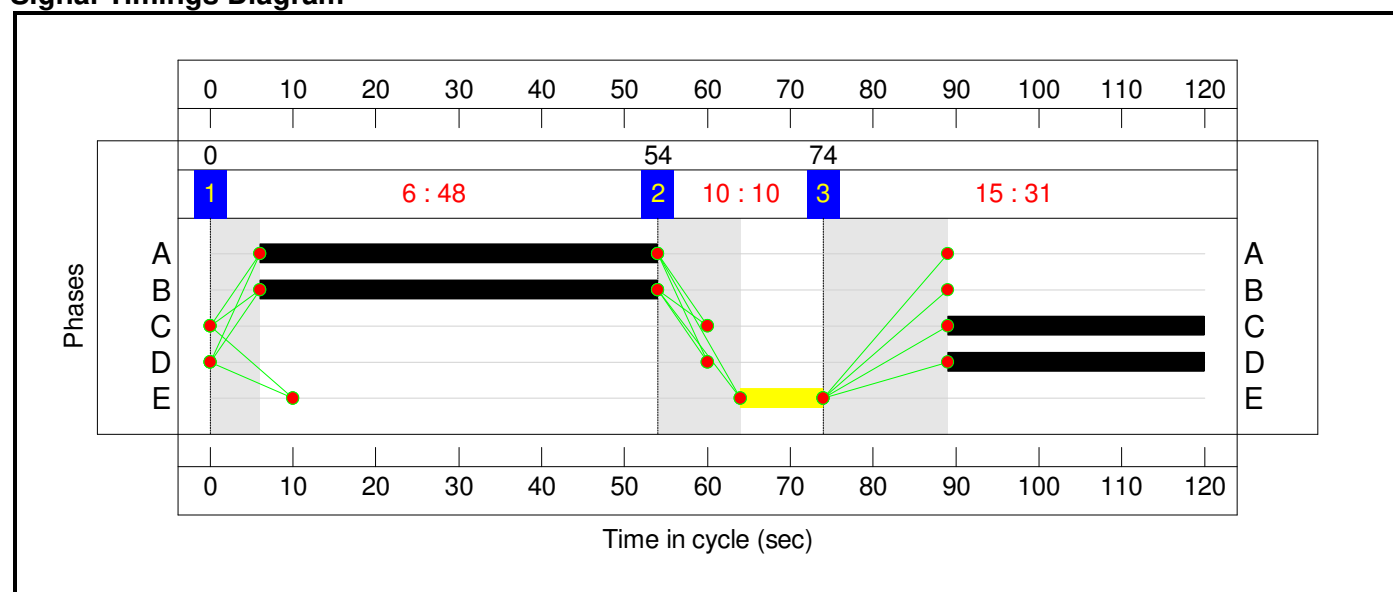
Stage Sequence Diagram

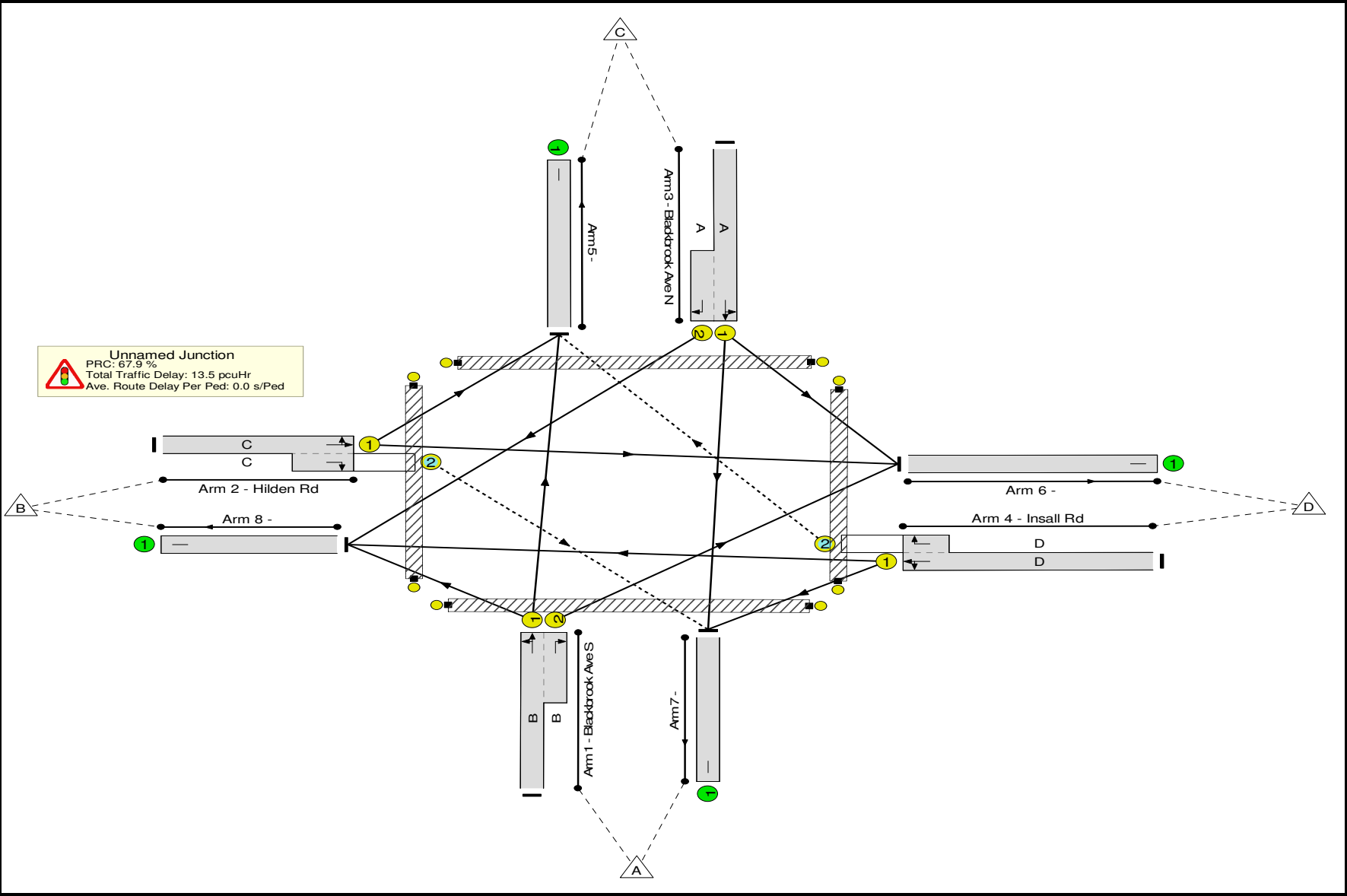


Stage Timings

Stage	1	2	3
Duration	48	10	31
Change Point	0	54	74

Signal Timings Diagram





Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	53.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	53.6%
1/1+1/2	Blackbrook Ave S Ahead Right Left	U	N/A	N/A	B		1	48	-	383	1908:1865	736+63	48.0 : 48.0%
2/1+2/2	Hilden Rd Left Ahead Right	U+O	N/A	N/A	C		1	31	-	271	1948:2025	519+0	52.2 : 0.0%
3/1+3/2	Blackbrook Ave N Left Ahead Right	U	N/A	N/A	A		1	48	-	436	1948:1837	731+82	53.6 : 53.6%
4/1+4/2	Insall Rd Right Left Ahead	U+O	N/A	N/A	D		1	31	-	261	1952:1811	468+52	50.2 : 50.2%
5/1		U	N/A	N/A	-		-	-	-	447	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	185	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	455	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	264	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	10	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	E		1	10	-	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	-	-	26	0	0	11.4	2.1	0.0	13.5	-	-	-	-
Unnamed Junction	-	-	26	0	0	11.4	2.1	0.0	13.5	-	-	-	-
1/1+1/2	383	383	-	-	-	2.7	0.5	-	3.2	29.9	8.7	0.5	9.2
2/1+2/2	271	271	0	0	0	2.8	0.5	0.0	3.4	44.7	7.7	0.5	8.2
3/1+3/2	436	436	-	-	-	3.2	0.6	-	3.7	30.9	10.1	0.6	10.7
4/1+4/2	261	261	26	0	0	2.7	0.5	0.0	3.2	44.6	7.0	0.5	7.5
5/1	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	185	185	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	455	455	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	264	264	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 67.9 PRC Over All Lanes (%): 67.9 Total Delay for Signalled Lanes (pcuHr): 13.53 Total Delay Over All Lanes(pcuHr): 13.53 Cycle Time (s): 120													

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947
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Filename: Birchwood Way_Blackbrook Avenue Existing Arrangement.j9
Report generation date: 25/01/2018 18:43:48

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
A1 - 2025 Do Minimum						
1 - A574 (E)	1.1	4.98	0.52	2.0	7.21	0.67
2 - Blackbrook Avenue (N)	0.9	5.76	0.48	0.7	6.01	0.43
3 - A574 (W)	2.0	8.68	0.67	2.0	7.93	0.67
4 - Blackbrook Avenue (S)	1.1	4.69	0.52	1.0	4.44	0.50
A1 - 2025 Do Something						
1 - A574 (E)	1.1	5.15	0.53	1.8	6.94	0.64
2 - Blackbrook Avenue (N)	1.1	6.48	0.53	0.9	6.31	0.47
3 - A574 (W)	2.1	8.98	0.68	2.5	9.34	0.72
4 - Blackbrook Avenue (S)	1.1	4.75	0.53	1.3	5.04	0.56
A1 - 2030 Do Minimum						
1 - A574 (E)	1.1	5.17	0.53	1.9	7.22	0.66
2 - Blackbrook Avenue (N)	1.0	6.17	0.51	0.8	6.16	0.45
3 - A574 (W)	1.9	8.26	0.65	2.3	8.83	0.70
4 - Blackbrook Avenue (S)	1.1	4.70	0.53	1.1	4.70	0.52
A1 - 2030 Do Something						
1 - A574 (E)	1.2	5.53	0.54	1.8	7.10	0.64
2 - Blackbrook Avenue (N)	1.0	6.41	0.51	1.0	6.76	0.50
3 - A574 (W)	2.8	11.15	0.74	2.6	9.90	0.73
4 - Blackbrook Avenue (S)	1.3	5.21	0.57	1.3	5.25	0.57
A1 - 2030 Through-Route						
1 - A574 (E)	1.1	5.32	0.53	2.1	7.77	0.68
2 - Blackbrook Avenue (N)	1.0	6.29	0.51	0.9	6.57	0.48
3 - A574 (W)	2.8	11.16	0.74	2.4	9.35	0.71
4 - Blackbrook Avenue (S)	1.3	5.23	0.57	1.3	5.20	0.57

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

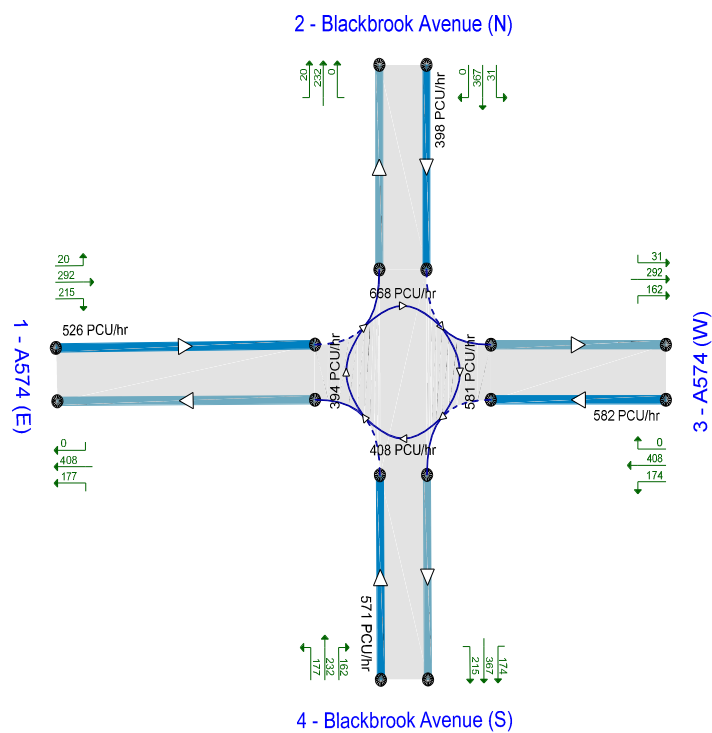
File summary

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	Birchwood Way / Blackbrook Avenue RBT	Standard Roundabout	1, 2, 3, 4	6.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A574 (E)	Eastbound
2	Blackbrook Avenue (N)	Southbound
3	A574 (W)	Westbound
4	Blackbrook Avenue (S)	Northbound

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A574 (E)	3.60	8.30	20.2	21.0	39.9	34.0	
2 - Blackbrook Avenue (N)	3.70	8.20	16.1	16.9	39.9	21.0	
3 - A574 (W)	3.60	7.90	17.6	22.5	39.9	28.0	

4 - Blackbrook Avenue (S)	4.60	9.10	12.8	18.8	39.9	30.0	
---------------------------	------	------	------	------	------	------	--

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A574 (E)	0.676	1885
2 - Blackbrook Avenue (N)	0.685	1882
3 - A574 (W)	0.675	1845
4 - Blackbrook Avenue (S)	0.707	2029

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 - A574 (E)		✓	701	100.000
2 - Blackbrook Avenue (N)		✓	531	100.000
3 - A574 (W)		✓	776	100.000
4 - Blackbrook Avenue (S)		✓	761	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A574 (E)	2 - Blackbrook Avenue (N)	3 - A574 (W)	4 - Blackbrook Avenue (S)
From	1 - A574 (E)	0	26	389	286
	2 - Blackbrook Avenue (N)	0	0	42	489
	3 - A574 (W)	544	0	0	232
	4 - Blackbrook Avenue (S)	236	309	216	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - A574 (E)	2 - Blackbrook Avenue (N)	3 - A574 (W)	4 - Blackbrook Avenue (S)
From	1 - A574 (E)	0	0	0	0
	2 - Blackbrook Avenue (N)	0	0	0	0
	3 - A574 (W)	0	0	0	0
	4 - Blackbrook 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 - A574 (E)	0.52	4.98	1.1	A
2 - Blackbrook Avenue (N)	0.48	5.76	0.9	A
3 - A574 (W)	0.67	8.68	2.0	A
4 - Blackbrook Avenue (S)	0.52	4.69	1.1	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	528	394	1619	0.326	526	0.5	3.288	A
2 - Blackbrook Avenue (N)	400	668	1424	0.281	398	0.4	3.506	A
3 - A574 (W)	584	581	1452	0.402	582	0.7	4.122	A
4 - Blackbrook Avenue (S)	573	408	1741	0.329	571	0.5	3.071	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	630	471	1567	0.402	629	0.7	3.838	A
2 - Blackbrook Avenue (N)	477	800	1334	0.358	477	0.6	4.201	A
3 - A574 (W)	698	696	1375	0.507	696	1.0	5.292	A
4 - Blackbrook Avenue (S)	684	488	1684	0.406	683	0.7	3.596	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	772	577	1495	0.516	770	1.1	4.956	A
2 - Blackbrook Avenue (N)	585	979	1211	0.483	583	0.9	5.720	A
3 - A574 (W)	854	851	1270	0.673	850	2.0	8.499	A
4 - Blackbrook Avenue (S)	838	596	1608	0.521	836	1.1	4.658	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	772	578	1495	0.516	772	1.1	4.980	A
2 - Blackbrook Avenue (N)	585	981	1210	0.483	585	0.9	5.759	A
3 - A574 (W)	854	853	1269	0.673	854	2.0	8.677	A
4 - Blackbrook Avenue (S)	838	599	1606	0.522	838	1.1	4.687	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	630	473	1565	0.403	632	0.7	3.862	A
2 - Blackbrook Avenue (N)	477	803	1332	0.358	479	0.6	4.228	A
3 - A574 (W)	698	699	1373	0.508	702	1.0	5.390	A
4 - Blackbrook Avenue (S)	684	492	1681	0.407	686	0.7	3.620	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	528	396	1618	0.326	529	0.5	3.306	A
2 - Blackbrook Avenue (N)	400	672	1422	0.281	400	0.4	3.529	A
3 - A574 (W)	584	584	1450	0.403	586	0.7	4.172	A
4 - Blackbrook Avenue (S)	573	411	1739	0.329	574	0.5	3.091	A

(Default Analysis Set) - 2025 Do Minimum, PM

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Birchwood Way / Blackbrook Avenue RBT	Standard Roundabout	1, 2, 3, 4	6.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
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 - A574 (E)		✓	903	100.000
2 - Blackbrook Avenue (N)		✓	409	100.000
3 - A574 (W)		✓	824	100.000
4 - Blackbrook Avenue (S)		✓	733	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A574 (E)	2 - Blackbrook Avenue (N)	3 - A574 (W)	4 - Blackbrook Avenue (S)
From	1 - A574 (E)	0	25	600	278
	2 - Blackbrook Avenue (N)	0	0	36	373
	3 - A574 (W)	528	0	0	296
	4 - Blackbrook Avenue (S)	206	301	226	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - A574 (E)	2 - Blackbrook Avenue (N)	3 - A574 (W)	4 - Blackbrook Avenue (S)
From	1 - A574 (E)	0	0	0	0
	2 - Blackbrook Avenue (N)	0	0	0	0
	3 - A574 (W)	0	0	0	0
	4 - Blackbrook 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 - A574 (E)	0.67	7.21	2.0	A
2 - Blackbrook Avenue (N)	0.43	6.01	0.7	A
3 - A574 (W)	0.67	7.93	2.0	A
4 - Blackbrook Avenue (S)	0.50	4.44	1.0	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	680	395	1618	0.420	677	0.7	3.815	A
2 - Blackbrook Avenue (N)	308	828	1315	0.234	307	0.3	3.566	A
3 - A574 (W)	620	488	1515	0.409	618	0.7	3.999	A
4 - Blackbrook Avenue (S)	552	396	1749	0.315	550	0.5	2.998	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	812	473	1565	0.519	810	1.1	4.760	A
2 - Blackbrook Avenue (N)	368	991	1203	0.306	367	0.4	4.305	A
3 - A574 (W)	741	584	1450	0.511	739	1.0	5.052	A
4 - Blackbrook Avenue (S)	659	474	1694	0.389	658	0.6	3.473	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	994	579	1494	0.666	991	1.9	7.107	A
2 - Blackbrook Avenue (N)	450	1212	1052	0.428	449	0.7	5.963	A
3 - A574 (W)	907	715	1362	0.666	904	1.9	7.785	A
4 - Blackbrook Avenue (S)	807	579	1620	0.498	806	1.0	4.415	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	994	580	1493	0.666	994	2.0	7.212	A
2 - Blackbrook Avenue (N)	450	1215	1049	0.429	450	0.7	6.012	A
3 - A574 (W)	907	717	1361	0.667	907	2.0	7.928	A
4 - Blackbrook Avenue (S)	807	581	1618	0.499	807	1.0	4.437	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	812	475	1564	0.519	815	1.1	4.828	A
2 - Blackbrook Avenue (N)	368	996	1199	0.307	369	0.4	4.343	A
3 - A574 (W)	741	587	1448	0.512	744	1.1	5.140	A
4 - Blackbrook Avenue (S)	659	477	1692	0.389	660	0.6	3.493	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	680	397	1617	0.421	681	0.7	3.854	A
2 - Blackbrook Avenue (N)	308	833	1311	0.235	308	0.3	3.593	A
3 - A574 (W)	620	491	1513	0.410	622	0.7	4.044	A
4 - Blackbrook Avenue (S)	552	398	1747	0.316	553	0.5	3.013	A

(Default Analysis Set) - 2025 Do Something, AM

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Birchwood Way / Blackbrook Avenue RBT	Standard Roundabout	1, 2, 3, 4	6.34	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 - A574 (E)		✓	704	100.000
2 - Blackbrook Avenue (N)		✓	576	100.000
3 - A574 (W)		✓	767	100.000
4 - Blackbrook Avenue (S)		✓	787	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A574 (E)	2 - Blackbrook Avenue (N)	3 - A574 (W)	4 - Blackbrook Avenue (S)
From	1 - A574 (E)	0	12	406	286
	2 - Blackbrook Avenue (N)	0	0	55	521
	3 - A574 (W)	520	0	0	247
	4 - Blackbrook Avenue (S)	235	327	225	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - A574 (E)	2 - Blackbrook Avenue (N)	3 - A574 (W)	4 - Blackbrook Avenue (S)
From	1 - A574 (E)	0	0	0	0
	2 - Blackbrook Avenue (N)	0	0	0	0
	3 - A574 (W)	0	0	0	0
	4 - Blackbrook 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 - A574 (E)	0.53	5.15	1.1	A
2 - Blackbrook Avenue (N)	0.53	6.48	1.1	A
3 - A574 (W)	0.68	8.98	2.1	A
4 - Blackbrook Avenue (S)	0.53	4.75	1.1	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	530	414	1605	0.330	528	0.5	3.336	A
2 - Blackbrook Avenue (N)	434	688	1411	0.307	432	0.4	3.672	A
3 - A574 (W)	577	605	1436	0.402	575	0.7	4.167	A
4 - Blackbrook Avenue (S)	592	390	1754	0.338	590	0.5	3.090	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	633	496	1550	0.408	632	0.7	3.918	A
2 - Blackbrook Avenue (N)	518	823	1318	0.393	517	0.6	4.491	A
3 - A574 (W)	690	724	1356	0.509	688	1.0	5.381	A
4 - Blackbrook Avenue (S)	707	467	1699	0.416	707	0.7	3.623	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	775	607	1475	0.525	773	1.1	5.114	A
2 - Blackbrook Avenue (N)	634	1008	1191	0.532	632	1.1	6.416	A
3 - A574 (W)	844	886	1247	0.677	840	2.0	8.774	A
4 - Blackbrook Avenue (S)	867	570	1626	0.533	865	1.1	4.717	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	775	608	1474	0.526	775	1.1	5.147	A
2 - Blackbrook Avenue (N)	634	1010	1190	0.533	634	1.1	6.475	A
3 - A574 (W)	844	888	1245	0.678	844	2.1	8.976	A
4 - Blackbrook Avenue (S)	867	572	1624	0.533	866	1.1	4.749	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	633	497	1549	0.409	635	0.7	3.943	A
2 - Blackbrook Avenue (N)	518	826	1316	0.394	520	0.7	4.533	A
3 - A574 (W)	690	728	1353	0.509	694	1.1	5.490	A
4 - Blackbrook Avenue (S)	707	470	1697	0.417	709	0.7	3.653	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	530	416	1604	0.330	531	0.5	3.356	A
2 - Blackbrook Avenue (N)	434	691	1408	0.308	434	0.4	3.699	A
3 - A574 (W)	577	609	1434	0.403	579	0.7	4.219	A
4 - Blackbrook Avenue (S)	592	392	1752	0.338	593	0.5	3.109	A

(Default Analysis Set) - 2025 Do Something, PM

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Birchwood Way / Blackbrook Avenue RBT	Standard Roundabout	1, 2, 3, 4	7.03	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 - A574 (E)		✓	834	100.000
2 - Blackbrook Avenue (N)		✓	463	100.000
3 - A574 (W)		✓	878	100.000
4 - Blackbrook Avenue (S)		✓	818	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A574 (E)	2 - Blackbrook Avenue (N)	3 - A574 (W)	4 - Blackbrook Avenue (S)
From	1 - A574 (E)	0	24	546	264
	2 - Blackbrook Avenue (N)	0	0	63	400
	3 - A574 (W)	533	0	0	345
	4 - Blackbrook Avenue (S)	215	350	253	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - A574 (E)	2 - Blackbrook Avenue (N)	3 - A574 (W)	4 - Blackbrook Avenue (S)
From	1 - A574 (E)	0	0	0	0
	2 - Blackbrook Avenue (N)	0	0	0	0
	3 - A574 (W)	0	0	0	0
	4 - Blackbrook 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 - A574 (E)	0.64	6.94	1.8	A
2 - Blackbrook Avenue (N)	0.47	6.31	0.9	A
3 - A574 (W)	0.72	9.34	2.5	A
4 - Blackbrook Avenue (S)	0.56	5.04	1.3	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	628	452	1579	0.398	625	0.7	3.764	A
2 - Blackbrook Avenue (N)	349	797	1336	0.261	347	0.4	3.637	A
3 - A574 (W)	661	498	1509	0.438	658	0.8	4.216	A
4 - Blackbrook Avenue (S)	616	399	1747	0.353	614	0.5	3.172	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	750	541	1519	0.493	749	1.0	4.663	A
2 - Blackbrook Avenue (N)	416	954	1228	0.339	416	0.5	4.424	A
3 - A574 (W)	789	596	1442	0.547	788	1.2	5.483	A
4 - Blackbrook Avenue (S)	735	478	1691	0.435	734	0.8	3.759	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	918	663	1437	0.639	915	1.7	6.851	A
2 - Blackbrook Avenue (N)	510	1167	1082	0.471	508	0.9	6.254	A
3 - A574 (W)	967	729	1353	0.715	962	2.4	9.094	A
4 - Blackbrook Avenue (S)	901	584	1616	0.557	899	1.2	5.003	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	918	664	1437	0.639	918	1.8	6.942	A
2 - Blackbrook Avenue (N)	510	1170	1080	0.472	510	0.9	6.313	A
3 - A574 (W)	967	731	1351	0.715	967	2.5	9.343	A
4 - Blackbrook Avenue (S)	901	587	1614	0.558	901	1.3	5.043	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	750	543	1518	0.494	753	1.0	4.723	A
2 - Blackbrook Avenue (N)	416	959	1225	0.340	418	0.5	4.470	A
3 - A574 (W)	789	599	1440	0.548	794	1.2	5.616	A
4 - Blackbrook Avenue (S)	735	482	1688	0.436	737	0.8	3.795	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	628	455	1578	0.398	629	0.7	3.798	A
2 - Blackbrook Avenue (N)	349	802	1332	0.262	349	0.4	3.665	A
3 - A574 (W)	661	501	1507	0.439	663	0.8	4.276	A
4 - Blackbrook Avenue (S)	616	402	1745	0.353	617	0.5	3.196	A

(Default Analysis Set) - 2030 Do Minimum, AM

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Birchwood Way / Blackbrook Avenue RBT	Standard Roundabout	1, 2, 3, 4	6.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
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 - A574 (E)		✓	709	100.000
2 - Blackbrook Avenue (N)		✓	551	100.000
3 - A574 (W)		✓	742	100.000
4 - Blackbrook Avenue (S)		✓	792	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		1 - A574 (E)	2 - Blackbrook Avenue (N)	3 - A574 (W)	4 - Blackbrook Avenue (S)
	1 - A574 (E)	0	18	398	293
	2 - Blackbrook Avenue (N)	0	0	47	504
	3 - A574 (W)	502	0	0	240
	4 - Blackbrook Avenue (S)	244	322	226	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - A574 (E)	2 - Blackbrook Avenue (N)	3 - A574 (W)	4 - Blackbrook Avenue (S)
From	1 - A574 (E)	0	0	0	0
	2 - Blackbrook Avenue (N)	0	0	0	0
	3 - A574 (W)	0	0	0	0
	4 - Blackbrook 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 - A574 (E)	0.53	5.17	1.1	A
2 - Blackbrook Avenue (N)	0.51	6.17	1.0	A
3 - A574 (W)	0.65	8.26	1.9	A
4 - Blackbrook Avenue (S)	0.53	4.70	1.1	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	534	411	1607	0.332	532	0.5	3.342	A
2 - Blackbrook Avenue (N)	415	688	1411	0.294	413	0.4	3.603	A
3 - A574 (W)	559	598	1441	0.388	556	0.6	4.056	A
4 - Blackbrook Avenue (S)	596	376	1763	0.338	594	0.5	3.074	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	637	492	1553	0.411	637	0.7	3.926	A
2 - Blackbrook Avenue (N)	495	823	1318	0.376	495	0.6	4.370	A
3 - A574 (W)	667	715	1362	0.490	666	0.9	5.163	A
4 - Blackbrook Avenue (S)	712	450	1711	0.416	711	0.7	3.598	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	781	602	1478	0.528	779	1.1	5.135	A
2 - Blackbrook Avenue (N)	607	1008	1191	0.509	605	1.0	6.121	A
3 - A574 (W)	817	875	1254	0.652	813	1.8	8.108	A
4 - Blackbrook Avenue (S)	872	550	1640	0.532	870	1.1	4.666	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	781	603	1477	0.528	781	1.1	5.165	A
2 - Blackbrook Avenue (N)	607	1010	1190	0.510	607	1.0	6.170	A
3 - A574 (W)	817	877	1252	0.652	817	1.9	8.259	A
4 - Blackbrook Avenue (S)	872	553	1638	0.532	872	1.1	4.696	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	637	494	1551	0.411	639	0.7	3.953	A
2 - Blackbrook Avenue (N)	495	826	1316	0.377	497	0.6	4.406	A
3 - A574 (W)	667	719	1360	0.491	671	1.0	5.252	A
4 - Blackbrook Avenue (S)	712	454	1708	0.417	714	0.7	3.626	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	534	413	1606	0.332	535	0.5	3.364	A
2 - Blackbrook Avenue (N)	415	691	1408	0.295	416	0.4	3.631	A
3 - A574 (W)	559	601	1439	0.388	560	0.6	4.101	A
4 - Blackbrook Avenue (S)	596	379	1761	0.339	597	0.5	3.093	A

(Default Analysis Set) - 2030 Do Minimum, PM

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Birchwood Way / Blackbrook Avenue RBT	Standard Roundabout	1, 2, 3, 4	6.88	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)
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 - A574 (E)		✓	889	100.000
2 - Blackbrook Avenue (N)		✓	426	100.000
3 - A574 (W)		✓	853	100.000
4 - Blackbrook Avenue (S)		✓	762	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A574 (E)	2 - Blackbrook Avenue (N)	3 - A574 (W)	4 - Blackbrook Avenue (S)
From	1 - A574 (E)	0	25	581	283
	2 - Blackbrook Avenue (N)	0	0	38	388
	3 - A574 (W)	545	1	0	307
	4 - Blackbrook Avenue (S)	215	313	234	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - A574 (E)	2 - Blackbrook Avenue (N)	3 - A574 (W)	4 - Blackbrook Avenue (S)
From	1 - A574 (E)	0	0	0	0
	2 - Blackbrook Avenue (N)	0	0	0	0
	3 - A574 (W)	0	0	0	0
	4 - Blackbrook 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 - A574 (E)	0.66	7.22	1.9	A
2 - Blackbrook Avenue (N)	0.45	6.16	0.8	A
3 - A574 (W)	0.70	8.83	2.3	A
4 - Blackbrook Avenue (S)	0.52	4.70	1.1	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	669	411	1607	0.416	666	0.7	3.815	A
2 - Blackbrook Avenue (N)	321	823	1318	0.243	319	0.3	3.601	A
3 - A574 (W)	642	503	1505	0.427	639	0.7	4.143	A
4 - Blackbrook Avenue (S)	574	409	1740	0.330	572	0.5	3.076	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	799	492	1553	0.515	798	1.0	4.760	A
2 - Blackbrook Avenue (N)	383	986	1207	0.317	382	0.5	4.365	A
3 - A574 (W)	767	602	1438	0.533	765	1.1	5.338	A
4 - Blackbrook Avenue (S)	685	490	1683	0.407	684	0.7	3.605	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	979	602	1478	0.662	975	1.9	7.108	A
2 - Blackbrook Avenue (N)	469	1205	1056	0.444	468	0.8	6.104	A
3 - A574 (W)	939	736	1348	0.697	935	2.2	8.627	A
4 - Blackbrook Avenue (S)	839	598	1606	0.522	837	1.1	4.674	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	979	603	1477	0.662	979	1.9	7.215	A
2 - Blackbrook Avenue (N)	469	1209	1054	0.445	469	0.8	6.158	A
3 - A574 (W)	939	739	1346	0.698	939	2.3	8.834	A
4 - Blackbrook Avenue (S)	839	601	1604	0.523	839	1.1	4.704	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	799	494	1551	0.515	803	1.1	4.829	A
2 - Blackbrook Avenue (N)	383	991	1203	0.318	384	0.5	4.404	A
3 - A574 (W)	767	606	1436	0.534	771	1.2	5.450	A
4 - Blackbrook Avenue (S)	685	494	1680	0.408	687	0.7	3.631	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	669	413	1606	0.417	671	0.7	3.854	A
2 - Blackbrook Avenue (N)	321	828	1314	0.244	321	0.3	3.629	A
3 - A574 (W)	642	506	1503	0.427	644	0.8	4.197	A
4 - Blackbrook Avenue (S)	574	412	1738	0.330	574	0.5	3.098	A

(Default Analysis Set) - 2030 Do Something, AM

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Birchwood Way / Blackbrook Avenue RBT	Standard Roundabout	1, 2, 3, 4	7.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
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 - A574 (E)		✓	702	100.000
2 - Blackbrook Avenue (N)		✓	537	100.000
3 - A574 (W)		✓	844	100.000
4 - Blackbrook Avenue (S)		✓	841	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A574 (E)	2 - Blackbrook Avenue (N)	3 - A574 (W)	4 - Blackbrook Avenue (S)
From	1 - A574 (E)	0	4	413	285
	2 - Blackbrook Avenue (N)	0	0	24	513
	3 - A574 (W)	530	0	0	314
	4 - Blackbrook Avenue (S)	221	352	268	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - A574 (E)	2 - Blackbrook Avenue (N)	3 - A574 (W)	4 - Blackbrook Avenue (S)
From	1 - A574 (E)	0	0	0	0
	2 - Blackbrook Avenue (N)	0	0	0	0
	3 - A574 (W)	0	0	0	0
	4 - Blackbrook 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 - A574 (E)	0.54	5.53	1.2	A
2 - Blackbrook Avenue (N)	0.51	6.41	1.0	A
3 - A574 (W)	0.74	11.15	2.8	B
4 - Blackbrook Avenue (S)	0.57	5.21	1.3	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	529	465	1571	0.336	526	0.5	3.442	A
2 - Blackbrook Avenue (N)	404	725	1385	0.292	403	0.4	3.656	A
3 - A574 (W)	635	598	1441	0.441	632	0.8	4.436	A
4 - Blackbrook Avenue (S)	633	397	1748	0.362	631	0.6	3.214	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	631	557	1509	0.418	630	0.7	4.093	A
2 - Blackbrook Avenue (N)	483	867	1288	0.375	482	0.6	4.465	A
3 - A574 (W)	759	716	1361	0.557	757	1.2	5.939	A
4 - Blackbrook Avenue (S)	756	475	1693	0.447	755	0.8	3.834	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	773	681	1425	0.542	771	1.2	5.490	A
2 - Blackbrook Avenue (N)	591	1061	1155	0.512	589	1.0	6.350	A
3 - A574 (W)	929	876	1253	0.741	923	2.7	10.715	B
4 - Blackbrook Avenue (S)	926	580	1619	0.572	924	1.3	5.161	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	773	683	1424	0.543	773	1.2	5.529	A
2 - Blackbrook Avenue (N)	591	1064	1153	0.513	591	1.0	6.406	A
3 - A574 (W)	929	879	1252	0.742	929	2.8	11.146	B
4 - Blackbrook Avenue (S)	926	583	1617	0.573	926	1.3	5.211	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	631	559	1507	0.419	633	0.7	4.125	A
2 - Blackbrook Avenue (N)	483	871	1285	0.376	485	0.6	4.505	A
3 - A574 (W)	759	720	1359	0.558	765	1.3	6.120	A
4 - Blackbrook Avenue (S)	756	480	1690	0.447	758	0.8	3.873	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	529	467	1569	0.337	529	0.5	3.463	A
2 - Blackbrook Avenue (N)	404	728	1383	0.292	405	0.4	3.684	A
3 - A574 (W)	635	602	1438	0.442	637	0.8	4.505	A
4 - Blackbrook Avenue (S)	633	400	1746	0.363	634	0.6	3.241	A

(Default Analysis Set) - 2030 Do Something, PM

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Birchwood Way / Blackbrook Avenue RBT	Standard Roundabout	1, 2, 3, 4	7.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
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 - A574 (E)		✓	834	100.000
2 - Blackbrook Avenue (N)		✓	487	100.000
3 - A574 (W)		✓	881	100.000
4 - Blackbrook Avenue (S)		✓	834	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A574 (E)	2 - Blackbrook Avenue (N)	3 - A574 (W)	4 - Blackbrook Avenue (S)
From	1 - A574 (E)	0	24	546	264
	2 - Blackbrook Avenue (N)	0	0	62	425
	3 - A574 (W)	546	0	0	335
	4 - Blackbrook Avenue (S)	215	351	268	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - A574 (E)	2 - Blackbrook Avenue (N)	3 - A574 (W)	4 - Blackbrook Avenue (S)
From	1 - A574 (E)	0	0	0	0
	2 - Blackbrook Avenue (N)	0	0	0	0
	3 - A574 (W)	0	0	0	0
	4 - Blackbrook 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 - A574 (E)	0.64	7.10	1.8	A
2 - Blackbrook Avenue (N)	0.50	6.76	1.0	A
3 - A574 (W)	0.73	9.90	2.6	A
4 - Blackbrook Avenue (S)	0.57	5.25	1.3	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	628	464	1571	0.400	625	0.7	3.793	A
2 - Blackbrook Avenue (N)	367	808	1328	0.276	365	0.4	3.727	A
3 - A574 (W)	663	517	1496	0.443	660	0.8	4.290	A
4 - Blackbrook Avenue (S)	628	409	1740	0.361	626	0.6	3.223	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	750	556	1510	0.497	748	1.0	4.722	A
2 - Blackbrook Avenue (N)	438	968	1219	0.359	437	0.6	4.601	A
3 - A574 (W)	792	618	1427	0.555	790	1.2	5.634	A
4 - Blackbrook Avenue (S)	750	490	1683	0.446	749	0.8	3.850	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	918	680	1426	0.644	915	1.8	7.007	A
2 - Blackbrook Avenue (N)	536	1183	1071	0.501	534	1.0	6.686	A
3 - A574 (W)	970	756	1334	0.727	965	2.6	9.599	A
4 - Blackbrook Avenue (S)	918	598	1606	0.572	916	1.3	5.199	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	918	681	1425	0.645	918	1.8	7.105	A
2 - Blackbrook Avenue (N)	536	1187	1069	0.502	536	1.0	6.760	A
3 - A574 (W)	970	759	1333	0.728	970	2.6	9.902	A
4 - Blackbrook Avenue (S)	918	601	1604	0.572	918	1.3	5.247	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	750	558	1508	0.497	753	1.0	4.788	A
2 - Blackbrook Avenue (N)	438	973	1215	0.360	440	0.6	4.650	A
3 - A574 (W)	792	622	1425	0.556	797	1.3	5.786	A
4 - Blackbrook Avenue (S)	750	494	1680	0.446	752	0.8	3.887	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	628	467	1570	0.400	629	0.7	3.834	A
2 - Blackbrook Avenue (N)	367	813	1325	0.277	367	0.4	3.765	A
3 - A574 (W)	663	520	1494	0.444	665	0.8	4.353	A
4 - Blackbrook Avenue (S)	628	412	1738	0.361	629	0.6	3.248	A

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Birchwood Way / Blackbrook Avenue RBT	Standard Roundabout	1, 2, 3, 4	7.16	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 - A574 (E)		✓	684	100.000
2 - Blackbrook Avenue (N)		✓	545	100.000
3 - A574 (W)		✓	840	100.000
4 - Blackbrook Avenue (S)		✓	833	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A574 (E)	2 - Blackbrook Avenue (N)	3 - A574 (W)	4 - Blackbrook Avenue (S)
From	1 - A574 (E)	0	7	400	277
	2 - Blackbrook Avenue (N)	0	0	17	528
	3 - A574 (W)	544	0	0	296
	4 - Blackbrook Avenue (S)	221	349	263	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - A574 (E)	2 - Blackbrook Avenue (N)	3 - A574 (W)	4 - Blackbrook Avenue (S)
From	1 - A574 (E)	0	0	0	0
	2 - Blackbrook Avenue (N)	0	0	0	0
	3 - A574 (W)	0	0	0	0
	4 - Blackbrook 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 - A574 (E)	0.53	5.32	1.1	A
2 - Blackbrook Avenue (N)	0.51	6.29	1.0	A
3 - A574 (W)	0.74	11.16	2.8	B
4 - Blackbrook Avenue (S)	0.57	5.23	1.3	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	515	459	1575	0.327	513	0.5	3.384	A
2 - Blackbrook Avenue (N)	410	705	1399	0.293	409	0.4	3.629	A
3 - A574 (W)	632	604	1437	0.440	629	0.8	4.439	A
4 - Blackbrook Avenue (S)	627	408	1741	0.360	625	0.6	3.218	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	615	549	1514	0.406	614	0.7	3.998	A
2 - Blackbrook Avenue (N)	490	844	1304	0.376	489	0.6	4.417	A
3 - A574 (W)	755	723	1357	0.557	753	1.2	5.946	A
4 - Blackbrook Avenue (S)	749	488	1684	0.445	748	0.8	3.840	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	753	672	1431	0.526	751	1.1	5.286	A
2 - Blackbrook Avenue (N)	600	1033	1174	0.511	598	1.0	6.232	A
3 - A574 (W)	925	884	1248	0.741	919	2.7	10.742	B
4 - Blackbrook Avenue (S)	917	595	1608	0.570	915	1.3	5.176	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	753	674	1430	0.527	753	1.1	5.318	A
2 - Blackbrook Avenue (N)	600	1035	1173	0.512	600	1.0	6.285	A
3 - A574 (W)	925	886	1247	0.742	925	2.8	11.157	B
4 - Blackbrook Avenue (S)	917	599	1606	0.571	917	1.3	5.227	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	615	552	1512	0.407	617	0.7	4.027	A
2 - Blackbrook Avenue (N)	490	847	1301	0.377	492	0.6	4.455	A
3 - A574 (W)	755	726	1355	0.557	761	1.3	6.126	A
4 - Blackbrook Avenue (S)	749	493	1681	0.446	751	0.8	3.882	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	515	461	1573	0.327	516	0.5	3.408	A
2 - Blackbrook Avenue (N)	410	709	1396	0.294	411	0.4	3.659	A
3 - A574 (W)	632	607	1435	0.441	634	0.8	4.507	A
4 - Blackbrook Avenue (S)	627	411	1739	0.361	628	0.6	3.243	A

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Birchwood Way / Blackbrook Avenue RBT	Standard Roundabout	1, 2, 3, 4	7.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
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 - A574 (E)		✓	879	100.000
2 - Blackbrook Avenue (N)		✓	453	100.000
3 - A574 (W)		✓	841	100.000
4 - Blackbrook Avenue (S)		✓	835	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A574 (E)	2 - Blackbrook Avenue (N)	3 - A574 (W)	4 - Blackbrook Avenue (S)
From	1 - A574 (E)	0	24	570	285
	2 - Blackbrook Avenue (N)	0	0	19	434
	3 - A574 (W)	537	0	0	304
	4 - Blackbrook Avenue (S)	224	359	252	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - A574 (E)	2 - Blackbrook Avenue (N)	3 - A574 (W)	4 - Blackbrook Avenue (S)
From	1 - A574 (E)	0	0	0	0
	2 - Blackbrook Avenue (N)	0	0	0	0
	3 - A574 (W)	0	0	0	0
	4 - Blackbrook 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 - A574 (E)	0.68	7.77	2.1	A
2 - Blackbrook Avenue (N)	0.48	6.57	0.9	A
3 - A574 (W)	0.71	9.35	2.4	A
4 - Blackbrook Avenue (S)	0.57	5.20	1.3	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	662	458	1575	0.420	659	0.7	3.916	A
2 - Blackbrook Avenue (N)	341	830	1313	0.260	340	0.3	3.693	A
3 - A574 (W)	633	539	1481	0.428	630	0.7	4.218	A
4 - Blackbrook Avenue (S)	629	402	1745	0.360	626	0.6	3.212	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	790	549	1514	0.522	789	1.1	4.950	A
2 - Blackbrook Avenue (N)	407	993	1201	0.339	407	0.5	4.527	A
3 - A574 (W)	756	645	1409	0.537	754	1.1	5.485	A
4 - Blackbrook Avenue (S)	751	482	1689	0.445	750	0.8	3.831	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	968	671	1432	0.676	964	2.0	7.635	A
2 - Blackbrook Avenue (N)	499	1214	1050	0.475	497	0.9	6.498	A
3 - A574 (W)	926	789	1312	0.706	921	2.3	9.099	A
4 - Blackbrook Avenue (S)	919	588	1613	0.570	917	1.3	5.157	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	968	673	1431	0.676	968	2.1	7.772	A
2 - Blackbrook Avenue (N)	499	1219	1047	0.476	499	0.9	6.568	A
3 - A574 (W)	926	792	1310	0.707	926	2.4	9.347	A
4 - Blackbrook Avenue (S)	919	591	1611	0.571	919	1.3	5.202	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	790	551	1513	0.522	794	1.1	5.033	A
2 - Blackbrook Avenue (N)	407	1000	1197	0.340	409	0.5	4.577	A
3 - A574 (W)	756	649	1407	0.538	761	1.2	5.614	A
4 - Blackbrook Avenue (S)	751	486	1686	0.445	753	0.8	3.866	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - A574 (E)	662	461	1574	0.420	663	0.7	3.959	A
2 - Blackbrook Avenue (N)	341	835	1310	0.260	342	0.4	3.721	A
3 - A574 (W)	633	542	1479	0.428	635	0.8	4.275	A
4 - Blackbrook Avenue (S)	629	405	1743	0.361	630	0.6	3.236	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947
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Filename: Import of J20 - Capesthorpe Road_Poplars Avenue Existing Arrangement.j9
Report generation date: 25/01/2018 11:22:45

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2025 Do Minimum								
1 - Capesthorpe Road (W)	0.4	4.04	0.30	A	0.5	5.07	0.35	A
2 - Poplars Avenue (N)	0.6	4.38	0.36	A	0.3	3.70	0.24	A
3 - Capesthorpe Road (E)	1.2	7.96	0.56	A	2.3	10.95	0.70	B
4 - Poplars Avenue (S)	0.3	3.73	0.22	A	0.7	6.16	0.41	A
A1 - 2025 Do Something								
1 - Capesthorpe Road (W)	0.5	4.53	0.33	A	0.7	6.68	0.42	A
2 - Poplars Avenue (N)	0.8	5.24	0.46	A	0.7	4.82	0.42	A
3 - Capesthorpe Road (E)	1.8	10.25	0.65	B	11.7	46.52	0.94	E
4 - Poplars Avenue (S)	0.4	4.30	0.30	A	1.3	9.59	0.58	A
A1 - 2030 Do Minimum								
1 - Capesthorpe 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 - Capesthorpe Road (E)	1.3	8.25	0.57	A	3.6	15.50	0.79	C
4 - Poplars Avenue (S)	0.3	3.84	0.24	A	0.8	6.60	0.43	A
A1 - 2030 Do Something								
1 - Capesthorpe Road (W)	0.6	5.19	0.37	A	0.8	7.15	0.45	A
2 - Poplars Avenue (N)	1.2	6.29	0.54	A	0.7	5.01	0.43	A
3 - Capesthorpe Road (E)	3.8	17.66	0.80	C	14.8	55.41	0.96	F
4 - Poplars Avenue (S)	0.5	4.91	0.34	A	1.4	10.12	0.58	B
A1 - 2030 Through-Route								
1 - Capesthorpe Road (W)	0.6	4.98	0.36	A	0.6	5.73	0.39	A
2 - Poplars Avenue (N)	0.7	5.07	0.42	A	0.3	3.95	0.23	A
3 - Capesthorpe Road (E)	3.3	15.43	0.77	C	3.7	16.23	0.79	C
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.

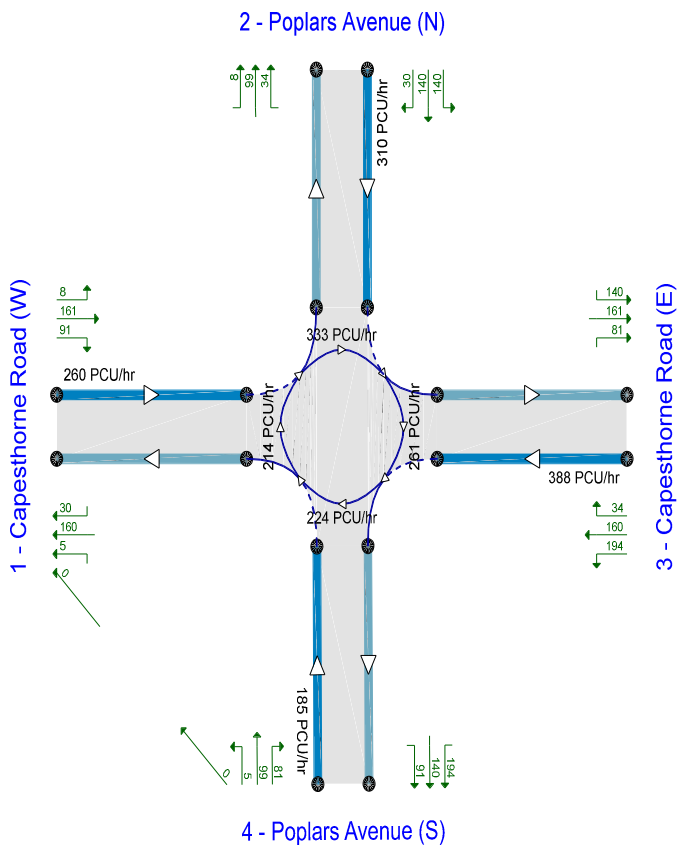
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	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 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	Capesthorpe Road/Poplars Avenue RBT	Standard Roundabout	1, 2, 3, 4	5.41	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

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

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
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	4.89	9.9	14.3	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	1454
2 - Poplars Avenue (N)	0.602	1570
3 - Capesthorne Road (E)	0.546	1231
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)	0.56	7.96	1.2	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	1330	0.196	260	0.2	3.359	A
2 - Poplars Avenue (N)	311	0	333	1370	0.227	310	0.3	3.393	A
3 - Capesthorne Road (E)	390	0	261	1089	0.358	388	0.6	5.119	A
4 - Poplars Avenue (S)	186	0	224	1298	0.143	185	0.2	3.233	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	1306	0.238	311	0.3	3.618	A
2 - Poplars Avenue (N)	371	0	399	1330	0.279	371	0.4	3.749	A
3 - Capesthorne Road (E)	466	0	313	1061	0.439	465	0.8	6.031	A
4 - Poplars Avenue (S)	222	0	268	1272	0.175	222	0.2	3.426	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 - Capesthorpe Road (W)	381	0	313	1273	0.299	380	0.4	4.034	A
2 - Poplars Avenue (N)	455	0	488	1277	0.356	454	0.5	4.373	A
3 - Capesthorpe Road (E)	570	0	383	1023	0.558	568	1.2	7.894	A
4 - Poplars Avenue (S)	272	0	328	1237	0.220	272	0.3	3.727	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 - Capesthorpe Road (W)	381	0	314	1272	0.299	381	0.4	4.038	A
2 - Poplars Avenue (N)	455	0	489	1276	0.356	455	0.6	4.382	A
3 - Capesthorpe Road (E)	570	0	383	1022	0.558	570	1.2	7.961	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 - Capesthorpe Road (W)	311	0	257	1305	0.238	311	0.3	3.625	A
2 - Poplars Avenue (N)	371	0	400	1330	0.279	372	0.4	3.762	A
3 - Capesthorpe Road (E)	466	0	313	1060	0.439	468	0.8	6.089	A
4 - Poplars Avenue (S)	222	0	270	1272	0.175	222	0.2	3.431	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 - Capesthorpe Road (W)	260	0	215	1330	0.196	261	0.2	3.368	A
2 - Poplars Avenue (N)	311	0	335	1369	0.227	311	0.3	3.404	A
3 - Capesthorpe Road (E)	390	0	262	1088	0.358	391	0.6	5.168	A
4 - Poplars Avenue (S)	186	0	226	1297	0.143	186	0.2	3.242	A

(Default Analysis Set) - 2025 Do Minimum, PM

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Capesthorpe Road/Poplars Avenue RBT	Standard Roundabout	1, 2, 3, 4	7.50	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			
From		1 - Capesthorne Road (W)	2 - Poplars Avenue (N)	3 - Capesthorne Road (E)	4 - Poplars Avenue (S)
	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			
From		1 - Capesthorne Road (W)	2 - Poplars Avenue (N)	3 - Capesthorne Road (E)	4 - Poplars Avenue (S)
	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	5.07	0.5	A
2 - Poplars Avenue (N)	0.24	3.70	0.3	A
3 - Capesthorne Road (E)	0.70	10.95	2.3	B
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 - Capesthorpe Road (W)	263	0	424	1209	0.217	262	0.3	3.798	A
2 - Poplars Avenue (N)	206	0	337	1368	0.150	205	0.2	3.094	A
3 - Capesthorpe Road (E)	520	0	178	1134	0.459	517	0.8	5.798	A
4 - Poplars Avenue (S)	279	0	508	1133	0.247	278	0.3	4.206	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 - Capesthorpe Road (W)	314	0	508	1160	0.270	313	0.4	4.249	A
2 - Poplars Avenue (N)	245	0	403	1328	0.185	245	0.2	3.325	A
3 - Capesthorpe Road (E)	621	0	213	1115	0.557	620	1.2	7.240	A
4 - Poplars Avenue (S)	334	0	609	1074	0.311	333	0.4	4.856	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 - Capesthorpe Road (W)	384	0	621	1095	0.351	384	0.5	5.057	A
2 - Poplars Avenue (N)	301	0	493	1273	0.236	300	0.3	3.699	A
3 - Capesthorpe Road (E)	761	0	261	1089	0.699	757	2.2	10.699	B
4 - Poplars Avenue (S)	408	0	744	995	0.410	408	0.7	6.116	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 - Capesthorpe Road (W)	384	0	623	1094	0.351	384	0.5	5.074	A
2 - Poplars Avenue (N)	301	0	494	1273	0.236	301	0.3	3.701	A
3 - Capesthorpe Road (E)	761	0	261	1089	0.699	761	2.3	10.948	B
4 - Poplars Avenue (S)	408	0	747	993	0.411	408	0.7	6.156	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 - Capesthorpe Road (W)	314	0	511	1158	0.271	314	0.4	4.268	A
2 - Poplars Avenue (N)	245	0	405	1327	0.185	246	0.2	3.332	A
3 - Capesthorpe Road (E)	621	0	213	1115	0.557	625	1.3	7.410	A
4 - Poplars Avenue (S)	334	0	614	1071	0.311	334	0.5	4.894	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 - Capesthorpe Road (W)	263	0	427	1207	0.218	263	0.3	3.815	A
2 - Poplars Avenue (N)	206	0	339	1367	0.150	206	0.2	3.100	A
3 - Capesthorpe Road (E)	520	0	179	1134	0.459	522	0.9	5.899	A
4 - Poplars Avenue (S)	279	0	513	1130	0.247	280	0.3	4.238	A

(Default Analysis Set) - 2025 Do Something, AM

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Capesthorpe Road/Poplars Avenue RBT	Standard Roundabout	1, 2, 3, 4	6.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
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 - Capesthorpe Road (W)		✓	350	100.000
2 - Poplars Avenue (N)		✓	524	100.000
3 - Capesthorpe Road (E)		✓	588	100.000
4 - Poplars Avenue (S)		✓	322	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Capesthorpe Road (W)	2 - Poplars Avenue (N)	3 - Capesthorpe Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorpe Road (W)	0	12	217	121
	2 - Poplars Avenue (N)	41	0	257	226
	3 - Capesthorpe 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)	0.65	10.25	1.8	B
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	1268	0.208	262	0.3	3.577	A
2 - Poplars Avenue (N)	394	0	347	1361	0.290	393	0.4	3.710	A
3 - Capesthorne Road (E)	443	0	291	1073	0.413	440	0.7	5.664	A
4 - Poplars Avenue (S)	242	0	277	1267	0.191	241	0.2	3.506	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	1231	0.256	314	0.3	3.926	A
2 - Poplars Avenue (N)	471	0	416	1320	0.357	470	0.6	4.234	A
3 - Capesthorne Road (E)	529	0	348	1041	0.508	527	1.0	6.988	A
4 - Poplars Avenue (S)	289	0	332	1235	0.234	289	0.3	3.805	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	471	1181	0.326	385	0.5	4.517	A
2 - Poplars Avenue (N)	577	0	509	1264	0.456	576	0.8	5.222	A
3 - Capesthorne Road (E)	647	0	426	999	0.648	644	1.8	10.070	B
4 - Poplars Avenue (S)	355	0	406	1192	0.297	354	0.4	4.293	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	1181	0.326	385	0.5	4.525	A
2 - Poplars Avenue (N)	577	0	510	1264	0.457	577	0.8	5.242	A
3 - Capesthorne Road (E)	647	0	427	998	0.649	647	1.8	10.248	B
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	387	1230	0.256	315	0.3	3.936	A
2 - Poplars Avenue (N)	471	0	417	1319	0.357	472	0.6	4.255	A
3 - Capesthorne Road (E)	529	0	350	1041	0.508	532	1.0	7.117	A
4 - Poplars Avenue (S)	289	0	334	1234	0.235	290	0.3	3.817	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	324	1267	0.208	264	0.3	3.592	A
2 - Poplars Avenue (N)	394	0	349	1360	0.290	395	0.4	3.733	A
3 - Capesthorne Road (E)	443	0	293	1072	0.413	444	0.7	5.746	A
4 - Poplars Avenue (S)	242	0	279	1266	0.192	243	0.2	3.521	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	22.89	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
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	6.68	0.7	A
2 - Poplars Avenue (N)	0.42	4.82	0.7	A
3 - Capesthorne Road (E)	0.94	46.52	11.7	E
4 - Poplars Avenue (S)	0.58	9.59	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)	266	0	620	1095	0.243	264	0.3	4.328	A
2 - Poplars Avenue (N)	366	0	327	1374	0.266	364	0.4	3.562	A
3 - Capesthorne Road (E)	659	0	262	1088	0.605	653	1.5	8.159	A
4 - Poplars Avenue (S)	350	0	635	1059	0.331	348	0.5	5.055	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	743	1024	0.310	317	0.4	5.085	A
2 - Poplars Avenue (N)	437	0	391	1335	0.327	436	0.5	4.005	A
3 - Capesthorne Road (E)	787	0	314	1060	0.742	782	2.7	12.711	B
4 - Poplars Avenue (S)	418	0	761	985	0.424	417	0.7	6.323	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	899	934	0.416	388	0.7	6.573	A
2 - Poplars Avenue (N)	535	0	478	1282	0.417	534	0.7	4.805	A
3 - Capesthorne Road (E)	963	0	385	1021	0.943	935	9.7	34.091	D
4 - Poplars Avenue (S)	512	0	912	897	0.571	510	1.3	9.234	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	910	928	0.419	389	0.7	6.677	A
2 - Poplars Avenue (N)	535	0	480	1282	0.418	535	0.7	4.822	A
3 - Capesthorne Road (E)	963	0	385	1021	0.943	956	11.7	46.521	E
4 - Poplars Avenue (S)	512	0	930	887	0.577	512	1.3	9.593	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	764	1012	0.314	318	0.5	5.197	A
2 - Poplars Avenue (N)	437	0	393	1334	0.328	438	0.5	4.024	A
3 - Capesthorne Road (E)	787	0	315	1059	0.743	821	3.1	17.028	C
4 - Poplars Avenue (S)	418	0	796	965	0.433	420	0.8	6.634	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	629	1090	0.244	266	0.3	4.372	A
2 - Poplars Avenue (N)	366	0	329	1372	0.267	366	0.4	3.582	A
3 - Capesthorne Road (E)	659	0	264	1087	0.606	665	1.6	8.632	A
4 - Poplars Avenue (S)	350	0	646	1052	0.333	351	0.5	5.142	A

(Default Analysis Set) - 2030 Do Minimum, AM

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Capesthorpe Road/Poplars Avenue RBT	Standard Roundabout	1, 2, 3, 4	5.59	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 - Capesthorpe Road (W)		✓	360	100.000
2 - Poplars Avenue (N)		✓	438	100.000
3 - Capesthorpe Road (E)		✓	528	100.000
4 - Poplars Avenue (S)		✓	267	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		1 - Capesthorpe Road (W)	2 - Poplars Avenue (N)	3 - Capesthorpe Road (E)	4 - Poplars Avenue (S)
	1 - Capesthorpe Road (W)	0	11	223	126
	2 - Poplars Avenue (N)	41	0	208	189
	3 - Capesthorpe 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)	0.57	8.25	1.3	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	1320	0.205	270	0.3	3.425	A
2 - Poplars Avenue (N)	330	0	351	1359	0.243	328	0.3	3.488	A
3 - Capesthorne Road (E)	398	0	267	1086	0.366	395	0.6	5.197	A
4 - Poplars Avenue (S)	201	0	231	1294	0.155	200	0.2	3.290	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	1294	0.250	323	0.3	3.709	A
2 - Poplars Avenue (N)	394	0	420	1317	0.299	393	0.4	3.894	A
3 - Capesthorne Road (E)	475	0	320	1057	0.449	474	0.8	6.162	A
4 - Poplars Avenue (S)	240	0	277	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	1258	0.315	396	0.5	4.172	A
2 - Poplars Avenue (N)	482	0	515	1261	0.383	481	0.6	4.615	A
3 - Capesthorne Road (E)	581	0	391	1018	0.571	579	1.3	8.173	A
4 - Poplars Avenue (S)	294	0	339	1231	0.239	294	0.3	3.839	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	1258	0.315	396	0.5	4.179	A
2 - Poplars Avenue (N)	482	0	515	1260	0.383	482	0.6	4.626	A
3 - Capesthorne Road (E)	581	0	392	1017	0.571	581	1.3	8.250	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	1293	0.250	324	0.3	3.718	A
2 - Poplars Avenue (N)	394	0	421	1317	0.299	395	0.4	3.907	A
3 - Capesthorne Road (E)	475	0	321	1056	0.449	477	0.8	6.229	A
4 - Poplars Avenue (S)	240	0	279	1266	0.190	240	0.2	3.509	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	1320	0.205	271	0.3	3.437	A
2 - Poplars Avenue (N)	330	0	353	1358	0.243	330	0.3	3.505	A
3 - Capesthorne Road (E)	398	0	268	1085	0.366	398	0.6	5.250	A
4 - Poplars Avenue (S)	201	0	233	1293	0.155	201	0.2	3.297	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	9.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
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)	0.79	15.50	3.6	C
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	1192	0.229	271	0.3	3.907	A
2 - Poplars Avenue (N)	221	0	346	1362	0.162	221	0.2	3.151	A
3 - Capesthorne Road (E)	584	0	183	1132	0.516	580	1.1	6.478	A
4 - Poplars Avenue (S)	285	0	544	1112	0.256	283	0.3	4.339	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 - Capesthorpe Road (W)	325	0	543	1140	0.286	325	0.4	4.417	A
2 - Poplars Avenue (N)	264	0	414	1321	0.200	264	0.2	3.405	A
3 - Capesthorpe Road (E)	698	0	219	1112	0.627	695	1.6	8.592	A
4 - Poplars Avenue (S)	340	0	652	1049	0.324	339	0.5	5.073	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 - Capesthorpe Road (W)	399	0	664	1070	0.372	398	0.6	5.349	A
2 - Poplars Avenue (N)	324	0	506	1266	0.256	323	0.3	3.818	A
3 - Capesthorpe Road (E)	854	0	268	1085	0.787	847	3.4	14.700	B
4 - Poplars Avenue (S)	416	0	795	965	0.431	415	0.7	6.530	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 - Capesthorpe Road (W)	399	0	667	1068	0.373	399	0.6	5.375	A
2 - Poplars Avenue (N)	324	0	508	1265	0.256	324	0.3	3.823	A
3 - Capesthorpe Road (E)	854	0	269	1085	0.788	854	3.6	15.504	C
4 - Poplars Avenue (S)	416	0	801	962	0.433	416	0.8	6.596	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 - Capesthorpe Road (W)	325	0	548	1137	0.286	326	0.4	4.446	A
2 - Poplars Avenue (N)	264	0	416	1320	0.200	265	0.3	3.410	A
3 - Capesthorpe Road (E)	698	0	220	1112	0.628	705	1.7	9.008	A
4 - Poplars Avenue (S)	340	0	661	1044	0.326	341	0.5	5.129	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 - Capesthorpe Road (W)	273	0	458	1189	0.229	273	0.3	3.932	A
2 - Poplars Avenue (N)	221	0	348	1361	0.163	222	0.2	3.158	A
3 - Capesthorpe Road (E)	584	0	184	1131	0.517	587	1.1	6.647	A
4 - Poplars Avenue (S)	285	0	550	1108	0.257	285	0.3	4.377	A

(Default Analysis Set) - 2030 Do Something, AM

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Capesthorpe Road/Poplars Avenue RBT	Standard Roundabout	1, 2, 3, 4	9.89	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 - Capesthorpe Road (W)		✓	366	100.000
2 - Poplars Avenue (N)		✓	605	100.000
3 - Capesthorpe Road (E)		✓	723	100.000
4 - Poplars Avenue (S)		✓	345	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Capesthorpe Road (W)	2 - Poplars Avenue (N)	3 - Capesthorpe Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorpe Road (W)	0	17	227	122
	2 - Poplars Avenue (N)	43	0	338	224
	3 - Capesthorpe 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	5.19	0.6	A
2 - Poplars Avenue (N)	0.54	6.29	1.2	A
3 - Capesthorne Road (E)	0.80	17.66	3.8	C
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	421	1211	0.228	274	0.3	3.841	A
2 - Poplars Avenue (N)	455	0	376	1344	0.339	453	0.5	4.032	A
3 - Capesthorne Road (E)	544	0	292	1072	0.508	540	1.0	6.716	A
4 - Poplars Avenue (S)	260	0	368	1214	0.214	259	0.3	3.765	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	504	1162	0.283	329	0.4	4.316	A
2 - Poplars Avenue (N)	544	0	450	1300	0.418	543	0.7	4.753	A
3 - Capesthorne Road (E)	650	0	349	1041	0.624	648	1.6	9.096	A
4 - Poplars Avenue (S)	310	0	442	1171	0.265	310	0.4	4.176	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	616	1098	0.367	402	0.6	5.170	A
2 - Poplars Avenue (N)	666	0	551	1239	0.538	664	1.1	6.246	A
3 - Capesthorne Road (E)	796	0	427	998	0.797	788	3.6	16.525	C
4 - Poplars Avenue (S)	380	0	538	1115	0.341	379	0.5	4.886	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	1096	0.368	403	0.6	5.192	A
2 - Poplars Avenue (N)	666	0	552	1238	0.538	666	1.2	6.289	A
3 - Capesthorne Road (E)	796	0	428	998	0.798	795	3.8	17.663	C
4 - Poplars Avenue (S)	380	0	542	1113	0.341	380	0.5	4.912	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	508	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	1040	0.625	658	1.7	9.623	A
4 - Poplars Avenue (S)	310	0	448	1167	0.266	311	0.4	4.205	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	3.861	A
2 - Poplars Avenue (N)	455	0	378	1343	0.339	456	0.5	4.063	A
3 - Capesthorne Road (E)	544	0	293	1071	0.508	547	1.0	6.901	A
4 - Poplars Avenue (S)	260	0	373	1211	0.214	260	0.3	3.784	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	27.18	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
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 - Capesthorpe Road (W)		✓	370	100.000
2 - Poplars Avenue (N)		✓	490	100.000
3 - Capesthorpe Road (E)		✓	919	100.000
4 - Poplars Avenue (S)		✓	449	100.000

Origin-Destination Data

Demand (PCU/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Capesthorpe Road (W)	2 - Poplars Avenue (N)	3 - Capesthorpe Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorpe Road (W)	0	0	0	0
	2 - Poplars Avenue (N)	0	0	0	0
	3 - Capesthorpe 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 - Capesthorpe Road (W)	0.45	7.15	0.8	A
2 - Poplars Avenue (N)	0.43	5.01	0.7	A
3 - Capesthorpe Road (E)	0.96	55.41	14.8	F
4 - Poplars Avenue (S)	0.58	10.12	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 - Capesthorpe Road (W)	279	0	642	1083	0.257	277	0.3	4.461	A
2 - Poplars Avenue (N)	369	0	353	1358	0.272	367	0.4	3.631	A
3 - Capesthorpe Road (E)	692	0	227	1107	0.625	685	1.6	8.406	A
4 - Poplars Avenue (S)	338	0	681	1032	0.328	336	0.5	5.160	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 - Capesthorpe Road (W)	333	0	769	1010	0.329	332	0.5	5.309	A
2 - Poplars Avenue (N)	440	0	423	1316	0.335	440	0.5	4.109	A
3 - Capesthorpe Road (E)	826	0	272	1083	0.763	821	3.0	13.426	B
4 - Poplars Avenue (S)	404	0	816	953	0.423	403	0.7	6.523	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 - Capesthorpe Road (W)	407	0	926	918	0.444	406	0.8	7.006	A
2 - Poplars Avenue (N)	540	0	518	1259	0.429	539	0.7	4.993	A
3 - Capesthorpe Road (E)	1012	0	333	1050	0.964	977	11.7	38.102	E
4 - Poplars Avenue (S)	494	0	974	861	0.574	492	1.3	9.682	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 - Capesthorpe Road (W)	407	0	939	911	0.447	407	0.8	7.150	A
2 - Poplars Avenue (N)	540	0	520	1258	0.429	539	0.7	5.012	A
3 - Capesthorpe Road (E)	1012	0	334	1049	0.964	1000	14.8	55.405	F
4 - Poplars Avenue (S)	494	0	994	849	0.582	494	1.4	10.123	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 - Capesthorpe Road (W)	333	0	797	993	0.335	334	0.5	5.472	A
2 - Poplars Avenue (N)	440	0	426	1314	0.335	441	0.5	4.132	A
3 - Capesthorpe Road (E)	826	0	273	1082	0.763	872	3.5	20.181	C
4 - Poplars Avenue (S)	404	0	862	926	0.436	406	0.8	6.950	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 - Capesthorpe Road (W)	279	0	651	1077	0.259	279	0.4	4.515	A
2 - Poplars Avenue (N)	369	0	356	1356	0.272	369	0.4	3.650	A
3 - Capesthorpe Road (E)	692	0	228	1107	0.625	699	1.7	8.970	A
4 - Poplars Avenue (S)	338	0	694	1024	0.330	339	0.5	5.261	A

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Capesthorpe Road/Poplars Avenue RBT	Standard Roundabout	1, 2, 3, 4	8.91	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 - Capesthorpe Road (W)		✓	367	100.000
2 - Poplars Avenue (N)		✓	466	100.000
3 - Capesthorpe Road (E)		✓	717	100.000
4 - Poplars Avenue (S)		✓	342	100.000

Origin-Destination Data

Demand (PCU/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Capesthorne Road (W)	2 - Poplars Avenue (N)	3 - Capesthorne Road (E)	4 - Poplars Avenue (S)
	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	4.98	0.6	A
2 - Poplars Avenue (N)	0.42	5.07	0.7	A
3 - Capesthorne Road (E)	0.77	15.43	3.3	C
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	385	1231	0.224	275	0.3	3.760	A
2 - Poplars Avenue (N)	351	0	394	1333	0.263	349	0.4	3.654	A
3 - Capesthorne Road (E)	540	0	262	1088	0.496	536	1.0	6.473	A
4 - Poplars Avenue (S)	257	0	333	1234	0.209	256	0.3	3.678	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	461	1187	0.278	330	0.4	4.196	A
2 - Poplars Avenue (N)	419	0	471	1287	0.326	418	0.5	4.145	A
3 - Capesthorne Road (E)	645	0	314	1060	0.608	642	1.5	8.576	A
4 - Poplars Avenue (S)	307	0	400	1196	0.257	307	0.3	4.050	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	564	1128	0.358	403	0.6	4.965	A
2 - Poplars Avenue (N)	513	0	577	1223	0.420	512	0.7	5.058	A
3 - Capesthorne Road (E)	789	0	385	1021	0.773	783	3.2	14.681	B
4 - Poplars Avenue (S)	377	0	487	1145	0.329	376	0.5	4.680	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	1127	0.359	404	0.6	4.981	A
2 - Poplars Avenue (N)	513	0	578	1223	0.420	513	0.7	5.073	A
3 - Capesthorne Road (E)	789	0	385	1021	0.773	789	3.3	15.434	C
4 - Poplars Avenue (S)	377	0	491	1143	0.330	377	0.5	4.698	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	464	1185	0.278	331	0.4	4.214	A
2 - Poplars Avenue (N)	419	0	473	1286	0.326	420	0.5	4.163	A
3 - Capesthorne Road (E)	645	0	315	1059	0.608	651	1.6	8.966	A
4 - Poplars Avenue (S)	307	0	405	1193	0.258	308	0.3	4.072	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	388	1230	0.225	277	0.3	3.781	A
2 - Poplars Avenue (N)	351	0	396	1332	0.263	351	0.4	3.674	A
3 - Capesthorne Road (E)	540	0	264	1087	0.496	542	1.0	6.630	A
4 - Poplars Avenue (S)	257	0	337	1232	0.209	258	0.3	3.697	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	10.38	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
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	5.73	0.6	A
2 - Poplars Avenue (N)	0.23	3.95	0.3	A
3 - Capesthorne Road (E)	0.79	16.23	3.7	C
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	492	1169	0.238	277	0.3	4.031	A
2 - Poplars Avenue (N)	190	0	432	1311	0.145	189	0.2	3.208	A
3 - Capesthorne Road (E)	582	0	200	1122	0.519	578	1.1	6.562	A
4 - Poplars Avenue (S)	391	0	482	1148	0.341	389	0.5	4.733	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 - Capesthorpe Road (W)	333	0	590	1113	0.299	332	0.4	4.611	A
2 - Poplars Avenue (N)	227	0	517	1259	0.180	226	0.2	3.485	A
3 - Capesthorpe Road (E)	695	0	240	1101	0.631	692	1.7	8.768	A
4 - Poplars Avenue (S)	467	0	577	1092	0.428	467	0.7	5.744	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 - Capesthorpe Road (W)	407	0	721	1037	0.393	407	0.6	5.699	A
2 - Poplars Avenue (N)	277	0	632	1190	0.233	277	0.3	3.944	A
3 - Capesthorpe Road (E)	851	0	294	1071	0.795	843	3.6	15.306	C
4 - Poplars Avenue (S)	573	0	703	1019	0.562	570	1.3	7.991	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 - Capesthorpe Road (W)	407	0	724	1035	0.394	407	0.6	5.734	A
2 - Poplars Avenue (N)	277	0	634	1189	0.233	277	0.3	3.950	A
3 - Capesthorpe Road (E)	851	0	294	1071	0.795	851	3.7	16.225	C
4 - Poplars Avenue (S)	573	0	709	1016	0.564	572	1.3	8.117	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 - Capesthorpe Road (W)	333	0	595	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 - Capesthorpe Road (E)	695	0	240	1100	0.632	703	1.8	9.228	A
4 - Poplars Avenue (S)	467	0	585	1088	0.430	470	0.8	5.842	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 - Capesthorpe Road (W)	279	0	497	1167	0.239	279	0.3	4.058	A
2 - Poplars Avenue (N)	190	0	435	1309	0.145	190	0.2	3.217	A
3 - Capesthorpe Road (E)	582	0	201	1122	0.519	585	1.1	6.736	A
4 - Poplars Avenue (S)	391	0	487	1145	0.342	392	0.5	4.791	A

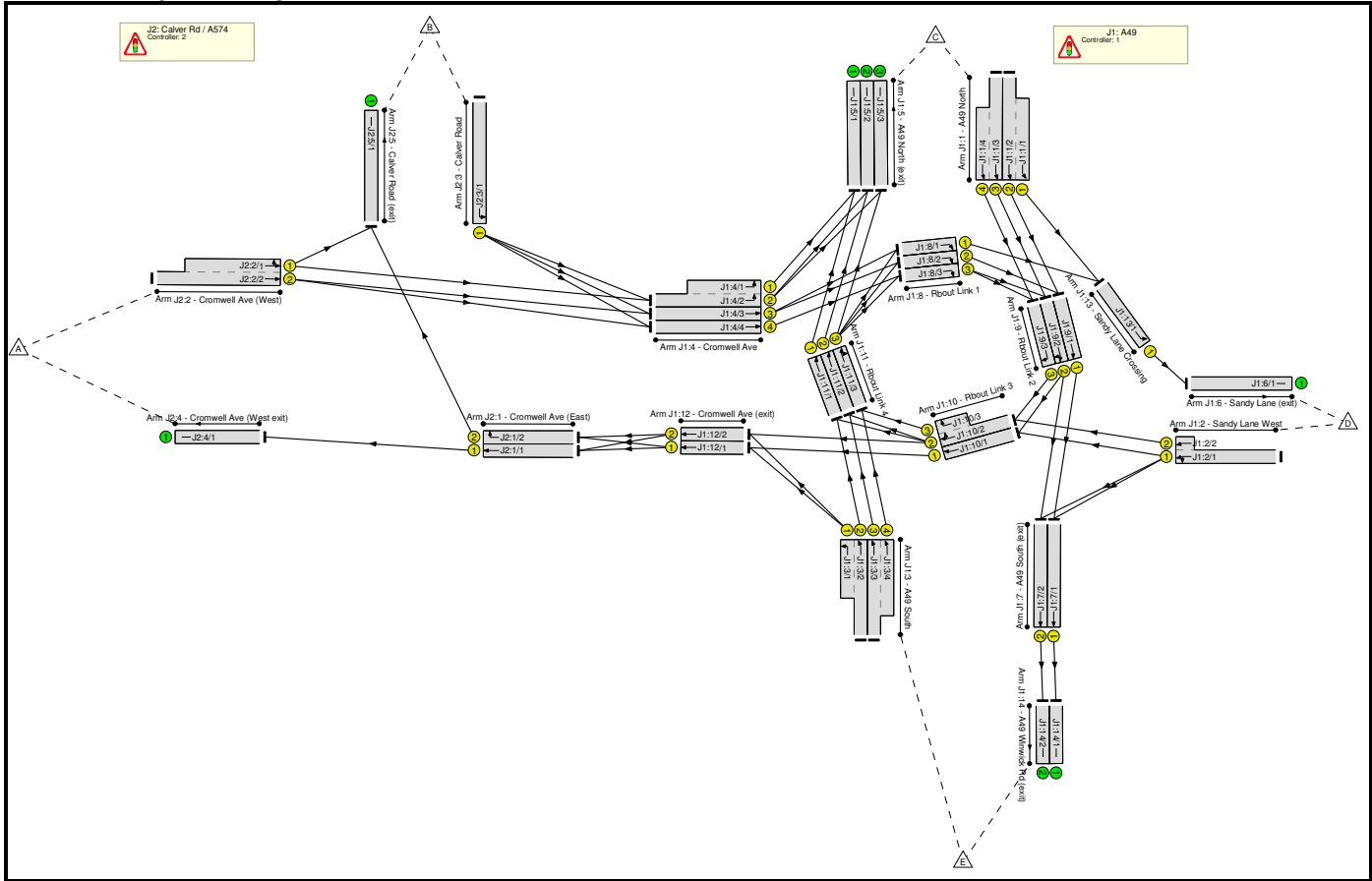
Full Input Data And Results

Full Input Data And Results

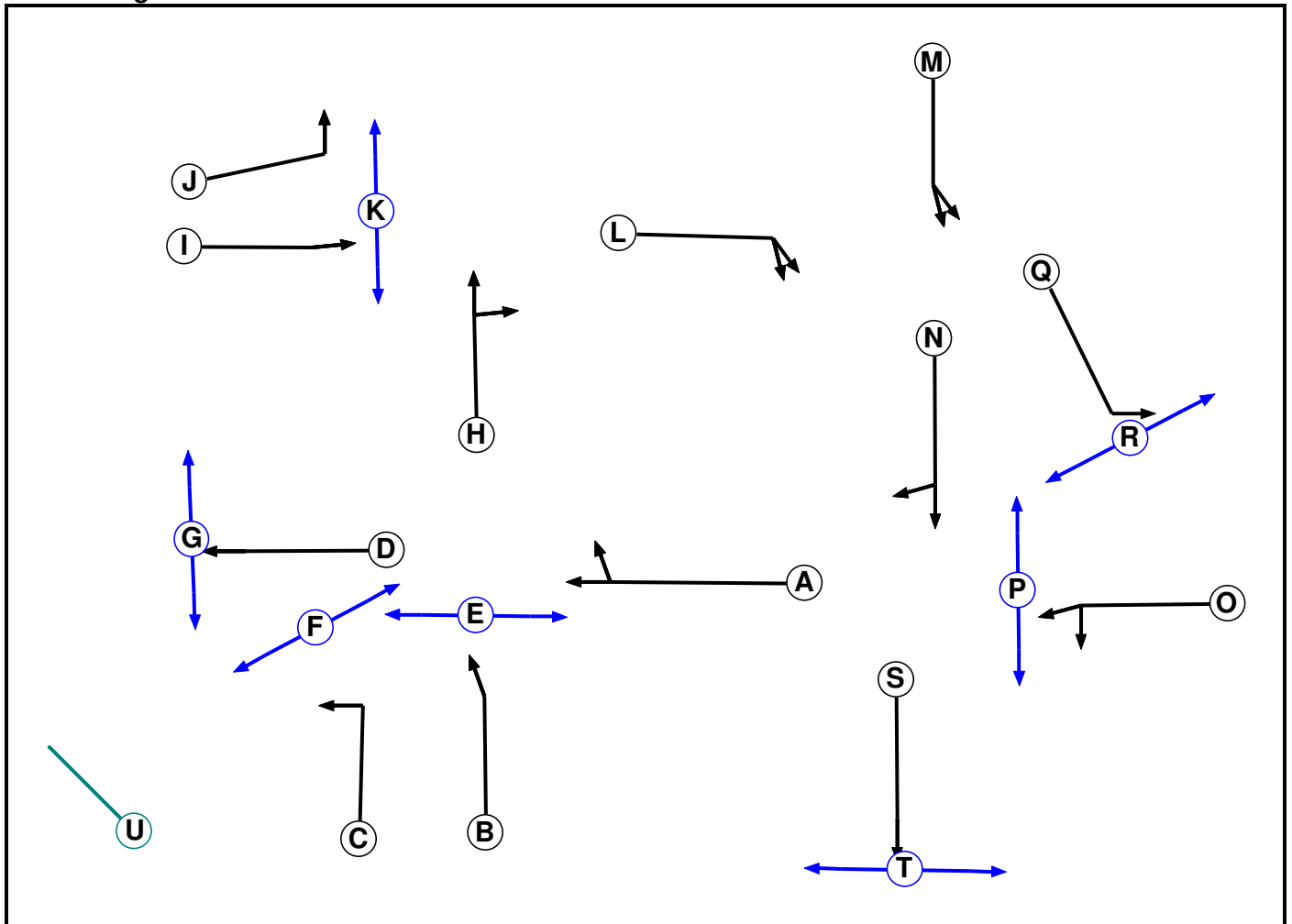
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	LINSIG A49_Sandy Lane_v2 - Existing Sltuation.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

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	-	-	-	-	-	-	-
	P	-	-	-	-	-	-	-	-	-	-	-	-	7	-	-	-	-	-	-	-
	Q	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	-	-	-	-
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	-	-	-	-	-
	S	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	-	-	-
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	-	-	-
	U	-	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Phases in Stage

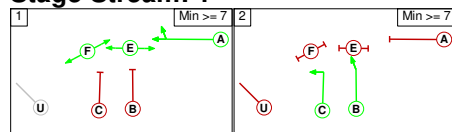
Stream	Stage No.	Phases in Stage
1	1	A E F
1	2	B C
2	1	H K
2	2	I J
3	1	L
3	2	M
4	1	N P
4	2	O
5	1	Q
5	2	R
6	1	S
6	2	T

Full Input Data And Results

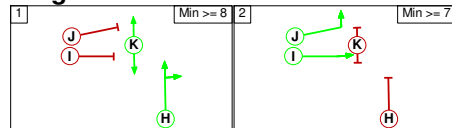
7	1	D
7	2	G

Stage Diagram

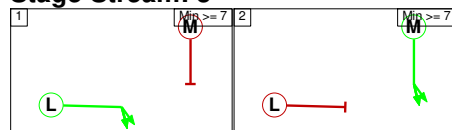
Stage Stream: 1



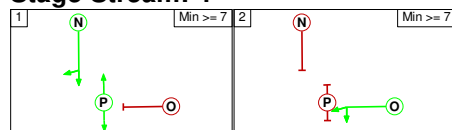
Stage Stream: 2



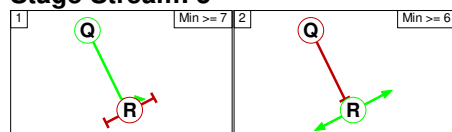
Stage Stream: 3



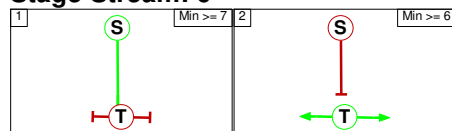
Stage Stream: 4



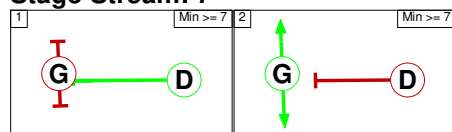
Stage Stream: 5



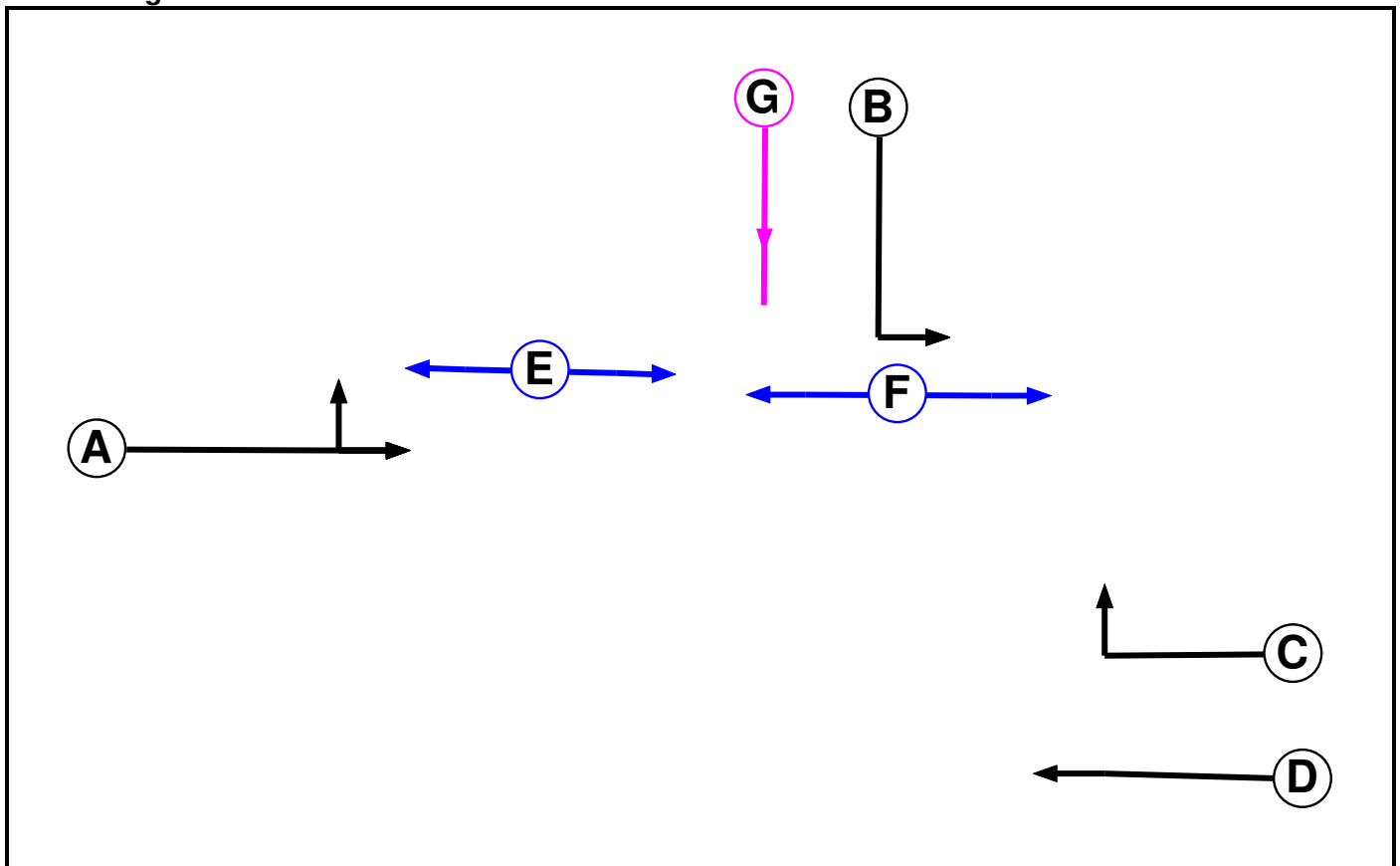
Stage Stream: 6



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

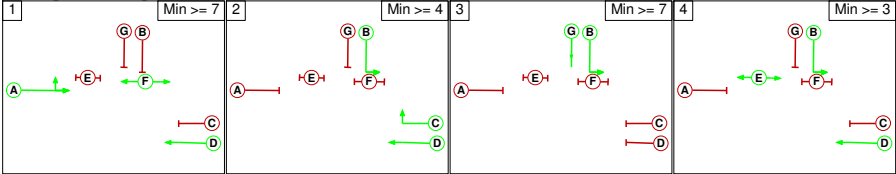
Phase Intergreens Matrix

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



Full Input Data And Results

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	60.0	Geom	-	3.50	0.00	Y	Arm J1:7 Left	35.00
	U	O	2	3	2.1	Geom	-	3.40	0.00	N	Arm J1:10 Ahead	Inf
J1:2/2 (Sandy Lane West)	U	O	2	3	2.1	Geom	-	3.40	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	-	-	-	-	-	-

Full Input Data And Results

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

Full Input Data And Results

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	-	-	-	-	-	-

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	
9: '2030 Through AM'	08:00	09:00	01:00	
10: '2030 Through 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

Full Input Data And Results

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

Full Input Data And Results

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.
Origin	A	58	134	231	64	266	753
	B	64	0	253	70	290	677
	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.
Origin	A	58	114	313	243	427	1155
	B	29	0	157	122	215	523
	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.
Origin	A	58	134	235	77	266	770
	B	63	0	254	83	286	686
	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 9: '2030 Through AM' (FG9: '2030 Through AM', Plan 1: 'Network Control Plan 1')

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	58	114	350	207	426	1155
	B	29	0	176	104	214	523
	C	273	107	27	298	1494	2199
	D	219	86	125	0	53	483
	E	273	107	1129	106	0	1615
	Tot.	852	414	1807	715	2187	5975

Scenario 10: '2030 Through PM' (FG10: '2030 Through PM', Plan 1: 'Network Control Plan 1')

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	59	134	248	62	268	771
	B	63	0	267	67	288	685
	C	360	138	11	283	767	1559
	D	276	106	243	0	78	703
	E	485	186	1389	52	0	2112
	Tot.	1243	564	2158	464	1401	5830

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	-	-	-	-	87.1%	75.9	-	-
J1: A49	-	-	-	-	87.1%	56.6	-	-
1/2+1/1	A49 North Ahead Ahead2	U	62	979	74.9 : 74.9%	4.2	15.4	12.8
1/3+1/4	A49 North Ahead	U	62	1095	79.9 : 79.9%	5.0	16.4	15.0
2/1+2/2	Sandy Lane West Left Ahead	U	28	480	86.0 : 86.0%	5.9	44.3	9.7
3/2+3/1	A49 South Ahead Left	U	38:42	747	67.5 : 67.5%	4.5	21.5	7.5
3/3+3/4	A49 South Ahead	U	38	767	62.8 : 62.8%	4.6	21.4	8.4
4/2+4/1	Cromwell Ave Left	U	44	461	37.5 : 37.5%	1.6	12.5	3.3
4/3	Cromwell Ave Ahead	U	44	570	71.4%	3.1	19.3	9.0
4/4	Cromwell Ave Ahead	U	44	429	53.6%	1.8	15.4	5.3
5/1	A49 North (exit)	U	-	638	0.0%	0.0	0.0	0.0
5/2	A49 North (exit)	U	-	586	0.0%	0.0	0.0	0.0
5/3	A49 North (exit)	U	-	481	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	1031	55.0%	0.6	2.1	0.7
7/2	A49 South (exit) Ahead	U	112	1097	54.7%	0.6	2.0	0.7
8/1	Rbout Link 1 Right	U	34	409	67.7%	2.4	20.9	7.8
8/2	Rbout Link 1 Right	U	34	254	41.4%	0.6	9.0	3.8
8/3	Rbout Link 1 Right	U	34	429	69.4%	1.8	14.8	7.8
9/1	Rbout Link 2 Ahead	U	68	1008	87.1%	4.7	16.7	11.5
9/2	Rbout Link 2 Ahead Right	U	68	1069	86.2%	4.7	15.7	11.5
9/3	Rbout Link 2 Right	U	68	455	38.9%	0.8	6.3	2.5
10/1	Rbout Link 3 Ahead	U	50	261	30.7%	1.4	19.5	4.1
10/2+10/3	Rbout Link 3 Right Ahead	U	50	623	63.8 : 63.8%	2.8	16.1	8.0

Full Input Data And Results

11/1	Rbout Link 4 Ahead	U	40	401	57.6%	1.2	10.4	6.0
11/2	Rbout Link 4 Ahead	U	40	474	63.6%	1.5	11.6	7.2
11/3	Rbout Link 4 Ahead Right	U	40	462	67.2%	1.9	15.0	8.3
12/1	Cromwell Ave (exit) Ahead	U	100	476	26.9%	0.3	2.2	1.3
12/2	Cromwell Ave (exit) Ahead	U	100	585	32.9%	0.3	1.9	1.0
13/1	Sandy Lane Crossing Left	U	102	634	40.4%	0.4	2.4	4.5
14/1	A49 Winwick Rd (exit)	U	-	1031	0.0%	0.0	0.0	0.0
14/2	A49 Winwick Rd (exit)	U	-	1097	0.0%	0.0	0.0	0.0
J2: Calver Rd / A574	-	-	-	-	85.5%	19.4	-	-
1/1	Cromwell Ave (East) Ahead	U	99	776	47.4%	0.9	4.2	5.5
1/2	Cromwell Ave (East) Right	U	25	285	71.9%	4.4	55.3	9.4
2/2+2/1	Cromwell Ave (West) Ahead Left	U	61	1063	85.5 : 85.5%	9.0	30.5	24.4
3/1	Calver Road Left	U	46	507	64.9%	5.1	36.3	14.6
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 C1 Stream: 2 PRC for Signalled Lanes (%): 26.1 C1 Stream: 3 PRC for Signalled Lanes (%): 12.7 C1 Stream: 4 PRC for Signalled Lanes (%): 3.4 C1 Stream: 5 PRC for Signalled Lanes (%): 123.0 C1 Stream: 6 PRC for Signalled Lanes (%): 63.6 C1 Stream: 7 PRC for Signalled Lanes (%): 173.2 C2 PRC for Signalled Lanes (%): 5.3 PRC Over All Lanes (%): 3.4 Total Delay for Signalled Lanes (pcuHr): 13.21 Total Delay for Signalled Lanes (pcuHr): 11.11 Total Delay for Signalled Lanes (pcuHr): 13.95 Total Delay for Signalled Lanes (pcuHr): 16.04 Total Delay for Signalled Lanes (pcuHr): 0.43 Total Delay for Signalled Lanes (pcuHr): 1.22 Total Delay for Signalled Lanes (pcuHr): 0.60 Total Delay for Signalled Lanes (pcuHr): 19.39 Total Delay Over All Lanes(pcuHr): 75.94 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120								

Full Input Data And Results

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	-	-	-	-	90.4%	80.9	-	-
J1: A49	-	-	-	-	90.4%	64.4	-	-
1/2+1/1	A49 North Ahead Ahead2	U	59	722	47.2 : 47.2%	2.2	11.1	5.0
1/3+1/4	A49 North Ahead	U	59	827	53.6 : 53.6%	2.7	11.6	5.3
2/1+2/2	Sandy Lane West Left Ahead	U	45	760	87.0 : 87.0%	6.5	30.8	14.5
3/2+3/1	A49 South Ahead Left	U	43:47	910	89.3 : 89.3%	7.8	30.8	15.4
3/3+3/4	A49 South Ahead	U	43	1167	87.4 : 87.4%	8.7	26.8	13.8
4/2+4/1	Cromwell Ave Left	U	31	465	49.1 : 49.1%	1.9	14.5	3.8
4/3	Cromwell Ave Ahead	U	31	402	70.2%	2.6	23.7	8.3
4/4	Cromwell Ave Ahead	U	31	381	66.4%	2.3	21.9	6.9
5/1	A49 North (exit)	U	-	614	0.0%	0.0	0.0	0.0
5/2	A49 North (exit)	U	-	812	0.0%	0.0	0.0	0.0
5/3	A49 North (exit)	U	-	710	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	690	36.8%	0.3	1.5	0.3
7/2	A49 South (exit) Ahead	U	112	713	35.5%	0.3	1.4	0.4
8/1	Rbout Link 1 Right	U	37	196	29.9%	0.8	13.8	1.6
8/2	Rbout Link 1 Right	U	37	270	40.6%	0.4	5.0	0.6
8/3	Rbout Link 1 Right	U	37	381	56.9%	0.7	6.6	1.3
9/1	Rbout Link 2 Ahead	U	51	689	78.6%	4.7	24.7	12.4
9/2	Rbout Link 2 Ahead Right	U	51	731	78.2%	4.9	24.1	12.5
9/3	Rbout Link 2 Right	U	51	477	53.9%	2.1	15.9	7.5
10/1	Rbout Link 3 Ahead	U	45	449	58.3%	2.5	20.3	8.3
10/2+10/3	Rbout Link 3 Right Ahead	U	45	805	90.4 : 90.4%	5.9	26.5	7.9

Full Input Data And Results

all input Data And Results

11/1	Rbout Link 4 Ahead	U	53	375	41.1%	1.1	10.8	4.9
11/2	Rbout Link 4 Ahead	U	53	699	71.6%	1.5	7.6	3.1
11/3	Rbout Link 4 Ahead Right	U	53	661	72.9%	2.4	13.3	11.5
12/1	Cromwell Ave (exit) Ahead	U	100	783	44.2%	0.8	3.7	5.8
12/2	Cromwell Ave (exit) Ahead	U	100	813	45.8%	0.8	3.8	5.9
13/1	Sandy Lane Crossing Left	U	102	499	31.8%	0.3	2.5	1.5
14/1	A49 Winwick Rd (exit)	U	-	690	0.0%	0.0	0.0	0.0
14/2	A49 Winwick Rd (exit)	U	-	713	0.0%	0.0	0.0	0.0
J2: Calver Rd / A574	-	-	-	-	74.3%	16.5	-	-
1/1	Cromwell Ave (East) Ahead	U	99	1176	71.8%	1.5	4.7	8.9
1/2	Cromwell Ave (East) Right	U	47	420	57.4%	3.3	28.7	11.2
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 (%) -0.4 C1 Stream: 2 PRC for Signalled Lanes (%) 23.4 C1 Stream: 3 PRC for Signalled Lanes (%) 58.3 C1 Stream: 4 PRC for Signalled Lanes (%) 3.5 C1 Stream: 5 PRC for Signalled Lanes (%) 183.3 C1 Stream: 6 PRC for Signalled Lanes (%) 144.4 C1 Stream: 7 PRC for Signalled Lanes (%) 96.6 C2 PRC for Signalled Lanes (%) 21.1 PRC Over All Lanes (%) -0.4 Total Delay for Signalled Lanes (pcuHr) 24.93 Total Delay for Signalled Lanes (pcuHr) 11.90 Total Delay for Signalled Lanes (pcuHr) 6.73 Total Delay for Signalled Lanes (pcuHr) 18.24 Total Delay for Signalled Lanes (pcuHr) 0.34 Total Delay for Signalled Lanes (pcuHr) 0.57 Total Delay for Signalled Lanes (pcuHr) 1.66 Total Delay for Signalled Lanes (pcuHr) 16.50 Total Delay Over All Lanes(pcuHr) 80.87 Cycle Time (s) 120 Cycle Time (s) 120 Cycle Time (s) 120 Cycle Time (s) 120 Cycle Time (s) 120 Cycle Time (s) 120 Cycle Time (s) 120 Cycle Time (s) 120								

Full Input Data And Results

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	-	-	-	-	92.9%	90.4	-	-
J1: A49	-	-	-	-	92.9%	69.3	-	-
1/2+1/1	A49 North Ahead Ahead2	U	60	1020	78.2 : 78.2%	4.7	16.5	11.4
1/3+1/4	A49 North Ahead	U	60	1089	81.4 : 81.4%	5.2	17.1	12.5
2/1+2/2	Sandy Lane West Left Ahead	U	32	579	92.9 : 92.9%	8.5	53.0	14.1
3/2+3/1	A49 South Ahead Left	U	41:45	759	66.3 : 66.3%	4.0	19.1	6.3
3/3+3/4	A49 South Ahead	U	41	802	60.0 : 60.0%	4.2	18.7	6.9
4/2+4/1	Cromwell Ave Left	U	44	453	36.4 : 36.4%	1.6	12.4	3.1
4/3	Cromwell Ave Ahead	U	44	610	76.4%	3.6	21.4	9.9
4/4	Cromwell Ave Ahead	U	44	444	55.5%	1.9	15.6	5.9
5/1	A49 North (exit)	U	-	671	0.0%	0.0	0.0	0.0
5/2	A49 North (exit)	U	-	613	0.0%	0.0	0.0	0.0
5/3	A49 North (exit)	U	-	449	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	1054	56.2%	0.7	2.2	0.9
7/2	A49 South (exit) Ahead	U	112	1111	55.4%	0.6	2.0	0.8
8/1	Rbout Link 1 Right	U	36	499	78.2%	3.8	27.1	9.9
8/2	Rbout Link 1 Right	U	36	250	38.6%	0.5	7.1	3.5
8/3	Rbout Link 1 Right	U	36	444	68.0%	1.7	14.1	8.1
9/1	Rbout Link 2 Ahead	U	64	1007	92.2%	7.3	26.1	21.6
9/2	Rbout Link 2 Ahead Right	U	64	1076	92.1%	7.6	25.5	22.7
9/3	Rbout Link 2 Right	U	64	457	41.4%	0.9	7.2	2.8
10/1	Rbout Link 3 Ahead	U	47	296	36.9%	1.9	22.9	5.6
10/2+10/3	Rbout Link 3 Right Ahead	U	47	658	71.8 : 71.8%	2.9	15.9	6.1

Full Input Data And Results

11/1	Rbout Link 4 Ahead	U	40	442	63.5%	2.1	16.7	7.6
11/2	Rbout Link 4 Ahead	U	40	501	67.2%	2.3	16.6	8.5
11/3	Rbout Link 4 Ahead Right	U	40	476	69.6%	2.2	16.6	7.2
12/1	Cromwell Ave (exit) Ahead	U	100	500	28.2%	0.3	2.1	1.1
12/2	Cromwell Ave (exit) Ahead	U	100	596	33.6%	0.3	2.0	1.0
13/1	Sandy Lane Crossing Left	U	102	762	48.5%	0.6	2.8	6.2
14/1	A49 Winwick Rd (exit)	U	-	1054	0.0%	0.0	0.0	0.0
14/2	A49 Winwick Rd (exit)	U	-	1111	0.0%	0.0	0.0	0.0
J2: Calver Rd / A574	-	-	-	-	87.9%	21.1	-	-
1/1	Cromwell Ave (East) Ahead	U	99	806	49.2%	0.9	4.2	6.1
1/2	Cromwell Ave (East) Right	U	23	290	79.2%	5.0	61.6	10.5
2/2+2/1	Cromwell Ave (West) Ahead Left	U	63	1111	87.9 : 87.9%	9.8	31.7	27.7
3/1	Calver Road Left	U	44	506	67.6%	5.5	38.8	15.1
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 (%): 25.3 C1 Stream: 2 PRC for Signalled Lanes (%): 17.8 C1 Stream: 3 PRC for Signalled Lanes (%): 10.5 C1 Stream: 4 PRC for Signalled Lanes (%): -3.2 C1 Stream: 5 PRC for Signalled Lanes (%): 85.5 C1 Stream: 6 PRC for Signalled Lanes (%): 60.0 C1 Stream: 7 PRC for Signalled Lanes (%): 168.2 C2 PRC for Signalled Lanes (%): 2.4 PRC Over All Lanes (%): -3.2 Total Delay for Signalled Lanes (pcuHr): 12.98 Total Delay for Signalled Lanes (pcuHr): 13.67 Total Delay for Signalled Lanes (pcuHr): 15.82 Total Delay for Signalled Lanes (pcuHr): 24.34 Total Delay for Signalled Lanes (pcuHr): 0.60 Total Delay for Signalled Lanes (pcuHr): 1.28 Total Delay for Signalled Lanes (pcuHr): 0.61 Total Delay for Signalled Lanes (pcuHr): 21.12 Total Delay Over All Lanes(pcuHr): 90.42 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120								

Full Input Data And Results

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	-	-	-	-	94.1%	95.8	-	-
J1: A49	-	-	-	-	94.1%	78.4	-	-
1/2+1/1	A49 North Ahead Ahead2	U	59	775	50.0 : 50.0%	2.5	11.5	5.6
1/3+1/4	A49 North Ahead	U	59	799	57.9 : 57.9%	2.8	12.4	6.7
2/1+2/2	Sandy Lane West Left Ahead	U	51	919	94.1 : 94.1%	10.3	40.3	19.4
3/2+3/1	A49 South Ahead Left	U	41:45	819	87.7 : 87.7%	7.0	30.9	14.3
3/3+3/4	A49 South Ahead	U	41	1287	89.2 : 89.2%	10.3	28.9	14.5
4/2+4/1	Cromwell Ave Left	U	32	464	49.6 : 49.6%	1.8	13.9	3.4
4/3	Cromwell Ave Ahead	U	32	422	71.5%	2.7	22.8	7.6
4/4	Cromwell Ave Ahead	U	32	378	64.0%	2.1	20.3	5.8
5/1	A49 North (exit)	U	-	700	0.0%	0.0	0.0	0.0
5/2	A49 North (exit)	U	-	830	0.0%	0.0	0.0	0.0
5/3	A49 North (exit)	U	-	714	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	720	38.4%	0.3	1.6	0.3
7/2	A49 South (exit) Ahead	U	112	735	36.6%	0.3	1.5	0.5
8/1	Rbout Link 1 Right	U	37	214	32.7%	0.8	13.0	1.6
8/2	Rbout Link 1 Right	U	37	275	41.4%	0.5	5.9	0.6
8/3	Rbout Link 1 Right	U	37	378	56.4%	0.8	7.3	0.9
9/1	Rbout Link 2 Ahead	U	45	716	92.1%	7.1	35.7	16.1
9/2	Rbout Link 2 Ahead Right	U	45	765	92.6%	7.7	36.3	13.7
9/3	Rbout Link 2 Right	U	45	412	52.5%	1.6	13.9	4.0
10/1	Rbout Link 3 Ahead	U	47	541	67.4%	2.8	18.5	6.1
10/2+10/3	Rbout Link 3 Right Ahead	U	47	816	92.9 : 92.9%	9.2	40.7	18.2

Full Input Data And Results

11/1	Rbout Link 4 Ahead	U	52	446	49.8%	2.2	17.6	6.9
11/2	Rbout Link 4 Ahead	U	52	725	75.6%	1.9	9.2	2.7
11/3	Rbout Link 4 Ahead Right	U	52	676	75.9%	1.9	9.9	8.7
12/1	Cromwell Ave (exit) Ahead	U	100	844	47.6%	0.8	3.6	5.6
12/2	Cromwell Ave (exit) Ahead	U	100	772	43.5%	0.8	3.8	6.4
13/1	Sandy Lane Crossing Left	U	102	548	34.9%	0.4	2.6	1.7
14/1	A49 Winwick Rd (exit)	U	-	720	0.0%	0.0	0.0	0.0
14/2	A49 Winwick Rd (exit)	U	-	735	0.0%	0.0	0.0	0.0
J2: Calver Rd / A574	-	-	-	-	73.1%	17.3	-	-
1/1	Cromwell Ave (East) Ahead	U	99	1197	73.1%	2.0	6.0	10.9
1/2	Cromwell Ave (East) Right	U	44	419	61.1%	3.8	32.2	11.4
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 (%): -3.2 C1 Stream: 2 PRC for Signalled Lanes (%): 18.5 C1 Stream: 3 PRC for Signalled Lanes (%): 55.3 C1 Stream: 4 PRC for Signalled Lanes (%): -4.6 C1 Stream: 5 PRC for Signalled Lanes (%): 158.0 C1 Stream: 6 PRC for Signalled Lanes (%): 134.2 C1 Stream: 7 PRC for Signalled Lanes (%): 88.9 C2 PRC for Signalled Lanes (%): 23.1 PRC Over All Lanes (%): -4.6 Total Delay for Signalled Lanes (pcuHr): 29.37 Total Delay for Signalled Lanes (pcuHr): 12.49 Total Delay for Signalled Lanes (pcuHr): 7.22 Total Delay for Signalled Lanes (pcuHr): 26.70 Total Delay for Signalled Lanes (pcuHr): 0.40 Total Delay for Signalled Lanes (pcuHr): 0.61 Total Delay for Signalled Lanes (pcuHr): 1.65 Total Delay for Signalled Lanes (pcuHr): 17.31 Total Delay Over All Lanes(pcuHr): 95.76 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120								

Full Input Data And Results

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	-	-	-	-	89.6%	84.7	-	-
J1: A49	-	-	-	-	89.6%	63.1	-	-
1/2+1/1	A49 North Ahead Ahead2	U	61	1018	76.9 : 76.9%	4.4	15.7	11.7
1/3+1/4	A49 North Ahead	U	61	1116	82.4 : 82.4%	5.4	17.3	13.9
2/1+2/2	Sandy Lane West Left Ahead	U	28	500	89.6 : 89.6%	6.7	48.5	11.6
3/2+3/1	A49 South Ahead Left	U	43:47	782	66.2 : 66.2%	4.0	18.2	6.2
3/3+3/4	A49 South Ahead	U	43	789	60.6 : 60.6%	4.0	18.1	6.9
4/2+4/1	Cromwell Ave Left	U	44	470	38.3 : 38.3%	1.6	12.6	3.0
4/3	Cromwell Ave Ahead	U	44	600	75.1%	3.5	21.2	10.9
4/4	Cromwell Ave Ahead	U	44	441	55.2%	2.0	16.2	6.5
5/1	A49 North (exit)	U	-	673	0.0%	0.0	0.0	0.0
5/2	A49 North (exit)	U	-	601	0.0%	0.0	0.0	0.0
5/3	A49 North (exit)	U	-	482	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	1047	55.9%	0.6	2.2	0.7
7/2	A49 South (exit) Ahead	U	112	1122	55.9%	0.6	2.1	0.8
8/1	Rbout Link 1 Right	U	35	431	69.4%	2.7	22.3	7.5
8/2	Rbout Link 1 Right	U	35	273	43.3%	1.4	18.2	5.1
8/3	Rbout Link 1 Right	U	35	441	69.4%	3.2	25.9	8.6
9/1	Rbout Link 2 Ahead	U	68	1026	88.6%	5.5	19.3	19.7
9/2	Rbout Link 2 Ahead Right	U	68	1090	87.9%	5.5	18.1	20.3
9/3	Rbout Link 2 Right	U	68	467	39.9%	0.8	6.3	2.6
10/1	Rbout Link 3 Ahead	U	45	272	35.3%	1.2	16.4	5.3
10/2+10/3	Rbout Link 3 Right Ahead	U	45	642	71.3 : 71.3%	2.9	16.2	6.3

Full Input Data And Results

11/1	Rbout Link 4 Ahead	U	40	431	61.9%	1.6	13.5	7.3
11/2	Rbout Link 4 Ahead	U	40	487	65.3%	1.8	13.4	8.5
11/3	Rbout Link 4 Ahead Right	U	40	472	68.7%	2.5	18.9	8.2
12/1	Cromwell Ave (exit) Ahead	U	100	496	28.0%	0.3	2.1	1.1
12/2	Cromwell Ave (exit) Ahead	U	100	599	33.7%	0.3	1.9	0.9
13/1	Sandy Lane Crossing Left	U	102	696	44.3%	0.5	2.6	4.5
14/1	A49 Winwick Rd (exit)	U	-	1047	0.0%	0.0	0.0	0.0
14/2	A49 Winwick Rd (exit)	U	-	1122	0.0%	0.0	0.0	0.0
J2: Calver Rd / A574	-	-	-	-	87.7%	21.6	-	-
1/1	Cromwell Ave (East) Ahead	U	99	799	48.8%	1.1	5.0	6.9
1/2	Cromwell Ave (East) Right	U	24	296	77.6%	5.2	62.7	10.5
2/2+2/1	Cromwell Ave (West) Ahead Left	U	62	1102	87.7 : 87.7%	9.8	31.9	26.7
3/1	Calver Road Left	U	45	523	68.4%	5.6	38.3	15.6
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 (%): 26.3 C1 Stream: 2 PRC for Signalled Lanes (%): 19.8 C1 Stream: 3 PRC for Signalled Lanes (%): 9.3 C1 Stream: 4 PRC for Signalled Lanes (%): 0.4 C1 Stream: 5 PRC for Signalled Lanes (%): 103.1 C1 Stream: 6 PRC for Signalled Lanes (%): 60.9 C1 Stream: 7 PRC for Signalled Lanes (%): 166.8 C2 PRC for Signalled Lanes (%): 2.6 PRC Over All Lanes (%): 0.4 Total Delay for Signalled Lanes (pcuHr): 12.05 Total Delay for Signalled Lanes (pcuHr): 13.07 Total Delay for Signalled Lanes (pcuHr): 17.03 Total Delay for Signalled Lanes (pcuHr): 18.53 Total Delay for Signalled Lanes (pcuHr): 0.50 Total Delay for Signalled Lanes (pcuHr): 1.28 Total Delay for Signalled Lanes (pcuHr): 0.61 Total Delay for Signalled Lanes (pcuHr): 21.61 Total Delay Over All Lanes(pcuHr): 84.67 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120								

Full Input Data And Results

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	-	-	-	-	90.4%	90.0	-	-
J1: A49	-	-	-	-	90.4%	72.2	-	-
1/2+1/1	A49 North Ahead Ahead2	U	59	756	49.6 : 49.6%	2.5	11.9	6.1
1/3+1/4	A49 North Ahead	U	59	826	59.0 : 59.0%	2.9	12.9	7.3
2/1+2/2	Sandy Lane West Left Ahead	U	47	813	89.0 : 89.0%	7.2	31.9	14.5
3/2+3/1	A49 South Ahead Left	U	42:46	884	90.4 : 90.4%	8.3	33.9	17.8
3/3+3/4	A49 South Ahead	U	42	1213	90.2 : 90.2%	10.2	30.3	16.6
4/2+4/1	Cromwell Ave Left	U	30	484	51.5 : 51.5%	2.0	14.5	3.8
4/3	Cromwell Ave Ahead	U	30	419	75.4%	3.0	25.7	8.5
4/4	Cromwell Ave Ahead	U	30	393	70.6%	2.5	23.4	7.2
5/1	A49 North (exit)	U	-	651	0.0%	0.0	0.0	0.0
5/2	A49 North (exit)	U	-	825	0.0%	0.0	0.0	0.0
5/3	A49 North (exit)	U	-	723	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	728	38.8%	0.3	1.6	0.3
7/2	A49 South (exit) Ahead	U	112	712	35.5%	0.3	1.4	0.6
8/1	Rbout Link 1 Right	U	37	197	30.1%	0.8	15.3	3.0
8/2	Rbout Link 1 Right	U	37	285	42.9%	0.8	9.8	4.5
8/3	Rbout Link 1 Right	U	37	393	58.6%	1.3	12.2	6.4
9/1	Rbout Link 2 Ahead	U	49	725	85.9%	5.5	27.5	15.1
9/2	Rbout Link 2 Ahead Right	U	49	774	86.3%	5.6	26.1	15.7
9/3	Rbout Link 2 Right	U	49	445	52.2%	1.5	12.3	6.2
10/1	Rbout Link 3 Ahead	U	46	510	64.9%	3.3	23.6	8.4
10/2+10/3	Rbout Link 3 Right Ahead	U	46	807	90.0 : 90.0%	6.4	28.4	14.5

Full Input Data And Results

11/1	Rbout Link 4 Ahead	U	54	397	42.7%	0.9	8.3	3.9
11/2	Rbout Link 4 Ahead	U	54	710	71.4%	2.3	11.5	11.9
11/3	Rbout Link 4 Ahead Right	U	54	671	72.7%	2.2	11.8	10.7
12/1	Cromwell Ave (exit) Ahead	U	100	836	47.2%	0.9	3.9	6.4
12/2	Cromwell Ave (exit) Ahead	U	100	800	45.0%	0.9	4.2	6.8
13/1	Sandy Lane Crossing Left	U	102	513	32.7%	0.4	2.5	1.5
14/1	A49 Winwick Rd (exit)	U	-	728	0.0%	0.0	0.0	0.0
14/2	A49 Winwick Rd (exit)	U	-	712	0.0%	0.0	0.0	0.0
J2: Calver Rd / A574	-	-	-	-	75.8%	17.8	-	-
1/1	Cromwell Ave (East) Ahead	U	99	1207	73.7%	1.7	5.2	9.3
1/2	Cromwell Ave (East) Right	U	46	429	59.9%	3.8	32.0	11.3
2/2+2/1	Cromwell Ave (West) Ahead Left	U	40	753	75.8 : 75.8%	8.3	39.6	12.0
3/1	Calver Road Left	U	67	677	59.9%	4.0	21.0	15.4
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 (%): -0.5 C1 Stream: 2 PRC for Signalled Lanes (%): 19.3 C1 Stream: 3 PRC for Signalled Lanes (%): 52.5 C1 Stream: 4 PRC for Signalled Lanes (%): 1.1 C1 Stream: 5 PRC for Signalled Lanes (%): 175.6 C1 Stream: 6 PRC for Signalled Lanes (%): 131.7 C1 Stream: 7 PRC for Signalled Lanes (%): 90.7 C2 PRC for Signalled Lanes (%): 18.7 PRC Over All Lanes (%): -0.5 Total Delay for Signalled Lanes (pcuHr): 28.26 Total Delay for Signalled Lanes (pcuHr): 12.86 Total Delay for Signalled Lanes (pcuHr): 8.38 Total Delay for Signalled Lanes (pcuHr): 19.86 Total Delay for Signalled Lanes (pcuHr): 0.36 Total Delay for Signalled Lanes (pcuHr): 0.60 Total Delay for Signalled Lanes (pcuHr): 1.85 Total Delay for Signalled Lanes (pcuHr): 17.78 Total Delay Over All Lanes(pcuHr): 89.96 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120								

Full Input Data And Results

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	-	-	-	-	97.1%	113.7	-	-
J1: A49	-	-	-	-	97.1%	88.9	-	-
1/2+1/1	A49 North Ahead Ahead2	U	60	1084	80.5 : 80.5%	5.1	17.1	12.7
1/3+1/4	A49 North Ahead	U	60	1091	81.3 : 81.3%	5.2	17.2	13.4
2/1+2/2	Sandy Lane West Left Ahead	U	34	638	97.1 : 97.1%	12.6	71.2	18.7
3/2+3/1	A49 South Ahead Left	U	40:44	787	69.8 : 69.8%	4.4	20.3	7.0
3/3+3/4	A49 South Ahead	U	40	829	65.5 : 65.5%	4.6	20.2	8.1
4/2+4/1	Cromwell Ave Left	U	43	470	39.1 : 39.1%	1.7	13.4	3.8
4/3	Cromwell Ave Ahead	U	43	623	79.8%	4.2	24.5	12.6
4/4	Cromwell Ave Ahead	U	43	471	60.2%	2.3	17.5	8.0
5/1	A49 North (exit)	U	-	706	0.0%	0.0	0.0	0.0
5/2	A49 North (exit)	U	-	634	0.0%	0.0	0.0	0.0
5/3	A49 North (exit)	U	-	467	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	1071	57.2%	0.7	2.3	0.8
7/2	A49 South (exit) Ahead	U	112	1138	56.7%	0.7	2.1	0.8
8/1	Rbout Link 1 Right	U	36	509	79.8%	4.2	29.5	10.6
8/2	Rbout Link 1 Right	U	36	258	39.8%	0.9	12.1	3.9
8/3	Rbout Link 1 Right	U	36	471	72.1%	2.8	21.6	10.2
9/1	Rbout Link 2 Ahead	U	62	1025	96.8%	12.7	44.8	26.8
9/2	Rbout Link 2 Ahead Right	U	62	1100	97.1%	14.4	47.1	27.7
9/3	Rbout Link 2 Right	U	62	462	43.2%	1.3	10.0	6.3
10/1	Rbout Link 3 Ahead	U	48	332	40.5%	1.2	13.3	6.3
10/2+10/3	Rbout Link 3 Right Ahead	U	48	684	72.3 : 72.3%	2.4	12.8	4.2

Full Input Data And Results

11/1	Rbout Link 4 Ahead	U	41	462	64.8%	1.5	11.8	3.2
11/2	Rbout Link 4 Ahead	U	41	521	68.3%	1.6	11.3	2.3
11/3	Rbout Link 4 Ahead Right	U	41	498	71.1%	2.8	20.3	9.0
12/1	Cromwell Ave (exit) Ahead	U	100	546	30.8%	0.3	2.1	1.1
12/2	Cromwell Ave (exit) Ahead	U	100	605	34.1%	0.3	2.0	1.0
13/1	Sandy Lane Crossing Left	U	102	826	52.6%	0.7	3.1	6.9
14/1	A49 Winwick Rd (exit)	U	-	1071	0.0%	0.0	0.0	0.0
14/2	A49 Winwick Rd (exit)	U	-	1138	0.0%	0.0	0.0	0.0
J2: Calver Rd / A574	-	-	-	-	90.2%	24.8	-	-
1/1	Cromwell Ave (East) Ahead	U	99	850	51.9%	1.3	5.5	10.5
1/2	Cromwell Ave (East) Right	U	22	301	85.8%	6.6	79.2	12.6
2/2+2/1	Cromwell Ave (West) Ahead Left	U	64	1155	90.2 : 90.2%	10.9	33.9	30.4
3/1	Calver Road Left	U	43	523	71.5%	6.0	41.1	16.2
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 (%): 24.4 C1 Stream: 2 PRC for Signalled Lanes (%): 12.8 C1 Stream: 3 PRC for Signalled Lanes (%): 10.6 C1 Stream: 4 PRC for Signalled Lanes (%): -7.9 C1 Stream: 5 PRC for Signalled Lanes (%): 71.1 C1 Stream: 6 PRC for Signalled Lanes (%): 57.5 C1 Stream: 7 PRC for Signalled Lanes (%): 164.2 C2 PRC for Signalled Lanes (%): -0.3 PRC Over All Lanes (%): -7.9 Total Delay for Signalled Lanes (pcuHr): 12.73 Total Delay for Signalled Lanes (pcuHr): 14.24 Total Delay for Signalled Lanes (pcuHr): 18.23 Total Delay for Signalled Lanes (pcuHr): 41.03 Total Delay for Signalled Lanes (pcuHr): 0.71 Total Delay for Signalled Lanes (pcuHr): 1.33 Total Delay for Signalled Lanes (pcuHr): 0.65 Total Delay for Signalled Lanes (pcuHr): 24.76 Total Delay Over All Lanes(pcuHr): 113.69 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120								

Full Input Data And Results

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	-	-	-	-	95.4%	108.3	-	-
J1: A49	-	-	-	-	95.4%	89.4	-	-
1/2+1/1	A49 North Ahead Ahead2	U	61	801	49.5 : 49.5%	2.4	10.7	5.3
1/3+1/4	A49 North Ahead	U	61	822	56.8 : 56.8%	2.6	11.4	6.0
2/1+2/2	Sandy Lane West Left Ahead	U	52	939	94.6 : 94.6%	10.7	41.1	19.9
3/2+3/1	A49 South Ahead Left	U	40:44	842	91.2 : 91.2%	8.6	36.6	16.3
3/3+3/4	A49 South Ahead	U	40	1279	92.9 : 92.9%	12.3	34.7	16.9
4/2+4/1	Cromwell Ave Left	U	32	489	48.9 : 48.9%	1.9	14.0	3.4
4/3	Cromwell Ave Ahead	U	32	437	74.0%	2.9	24.1	7.9
4/4	Cromwell Ave Ahead	U	32	396	67.0%	2.3	21.3	6.4
5/1	A49 North (exit)	U	-	715	0.0%	0.0	0.0	0.0
5/2	A49 North (exit)	U	-	837	0.0%	0.0	0.0	0.0
5/3	A49 North (exit)	U	-	733	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	723	38.6%	0.3	1.6	0.3
7/2	A49 South (exit) Ahead	U	112	749	37.3%	0.3	1.5	0.4
8/1	Rbout Link 1 Right	U	35	223	35.9%	0.8	12.8	1.6
8/2	Rbout Link 1 Right	U	35	277	43.9%	0.5	6.4	0.6
8/3	Rbout Link 1 Right	U	35	396	62.3%	1.0	8.7	1.1
9/1	Rbout Link 2 Ahead	U	44	720	94.6%	8.9	44.6	19.0
9/2	Rbout Link 2 Ahead Right	U	44	772	95.4%	9.9	46.4	20.7
9/3	Rbout Link 2 Right	U	44	446	58.0%	1.9	15.3	5.0
10/1	Rbout Link 3 Ahead	U	48	548	66.9%	2.7	18.1	5.5
10/2+10/3	Rbout Link 3 Right Ahead	U	48	857	95.0 : 95.0%	11.2	46.9	20.9

Full Input Data And Results

11/1	Rbout Link 4 Ahead	U	52	462	51.6%	2.0	15.9	6.9
11/2	Rbout Link 4 Ahead	U	52	719	75.0%	1.8	9.2	2.8
11/3	Rbout Link 4 Ahead Right	U	52	678	76.1%	2.0	10.7	8.3
12/1	Cromwell Ave (exit) Ahead	U	100	860	48.5%	0.9	3.7	5.6
12/2	Cromwell Ave (exit) Ahead	U	100	807	45.4%	0.9	4.0	6.2
13/1	Sandy Lane Crossing Left	U	102	581	37.0%	0.4	2.7	1.8
14/1	A49 Winwick Rd (exit)	U	-	723	0.0%	0.0	0.0	0.0
14/2	A49 Winwick Rd (exit)	U	-	749	0.0%	0.0	0.0	0.0
J2: Calver Rd / A574	-	-	-	-	76.8%	19.0	-	-
1/1	Cromwell Ave (East) Ahead	U	99	1238	75.6%	2.6	7.5	13.2
1/2	Cromwell Ave (East) Right	U	45	429	61.2%	3.8	32.0	11.8
2/2+2/1	Cromwell Ave (West) Ahead Left	U	41	770	76.8 : 76.8%	8.4	39.2	12.3
3/1	Calver Road Left	U	66	686	61.6%	4.2	22.0	16.0
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 (%): -5.6 C1 Stream: 2 PRC for Signalled Lanes (%): 18.2 C1 Stream: 3 PRC for Signalled Lanes (%): 44.5 C1 Stream: 4 PRC for Signalled Lanes (%): -6.0 C1 Stream: 5 PRC for Signalled Lanes (%): 143.3 C1 Stream: 6 PRC for Signalled Lanes (%): 133.3 C1 Stream: 7 PRC for Signalled Lanes (%): 85.4 C2 PRC for Signalled Lanes (%): 17.2 PRC Over All Lanes (%): -6.0 Total Delay for Signalled Lanes (pcuHr): 34.81 Total Delay for Signalled Lanes (pcuHr): 13.05 Total Delay for Signalled Lanes (pcuHr): 7.24 Total Delay for Signalled Lanes (pcuHr): 31.45 Total Delay for Signalled Lanes (pcuHr): 0.43 Total Delay for Signalled Lanes (pcuHr): 0.62 Total Delay for Signalled Lanes (pcuHr): 1.76 Total Delay for Signalled Lanes (pcuHr): 18.96 Total Delay Over All Lanes(pcuHr): 108.32 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120								

Full Input Data And Results

Scenario 9: '2030 Through AM' (FG9: '2030 Through 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	-	-	-	-	89.6%	88.0	-	-
J1: A49	-	-	-	-	89.6%	65.4	-	-
1/2+1/1	A49 North Ahead Ahead2	U	63	1056	76.3 : 76.3%	4.3	14.6	10.6
1/3+1/4	A49 North Ahead	U	63	1143	81.1 : 81.1%	5.0	15.7	11.9
2/1+2/2	Sandy Lane West Left Ahead	U	28	483	89.6 : 89.6%	6.7	49.6	11.5
3/2+3/1	A49 South Ahead Left	U	38:42	778	70.5 : 70.5%	4.7	22.0	7.8
3/3+3/4	A49 South Ahead	U	38	837	65.8 : 65.8%	5.0	21.7	8.8
4/2+4/1	Cromwell Ave Left	U	41	526	43.5 : 43.5%	2.2	15.0	3.8
4/3	Cromwell Ave Ahead	U	41	588	78.8%	4.2	25.8	11.7
4/4	Cromwell Ave Ahead	U	41	450	60.2%	2.4	19.6	7.4
5/1	A49 North (exit)	U	-	683	0.0%	0.0	0.0	0.0
5/2	A49 North (exit)	U	-	638	0.0%	0.0	0.0	0.0
5/3	A49 North (exit)	U	-	486	0.0%	0.0	0.0	0.0
6/1	Sandy Lane (exit)	U	-	715	0.0%	0.0	0.0	0.0
7/1	A49 South (exit) Ahead	U	112	1064	56.8%	0.7	2.2	0.9
7/2	A49 South (exit) Ahead	U	112	1123	56.0%	0.6	2.0	0.9
8/1	Rbout Link 1 Right	U	33	417	71.0%	2.7	23.7	7.7
8/2	Rbout Link 1 Right	U	33	277	46.4%	1.1	14.8	5.4
8/3	Rbout Link 1 Right	U	33	450	74.8%	3.1	24.5	9.8
9/1	Rbout Link 2 Ahead	U	68	1035	89.4%	6.0	20.9	20.0
9/2	Rbout Link 2 Ahead Right	U	68	1099	88.7%	5.9	19.4	20.5
9/3	Rbout Link 2 Right	U	68	494	42.2%	0.8	6.1	2.6
10/1	Rbout Link 3 Ahead	U	50	292	34.3%	1.2	14.9	5.8
10/2+10/3	Rbout Link 3 Right Ahead	U	50	632	66.2 : 66.2%	2.3	12.9	5.1

Full Input Data And Results

11/1	Rbout Link 4 Ahead	U	43	421	56.4%	1.4	12.0	6.4
11/2	Rbout Link 4 Ahead	U	43	506	63.3%	1.8	12.8	7.6
11/3	Rbout Link 4 Ahead Right	U	43	460	62.5%	1.6	12.7	7.3
12/1	Cromwell Ave (exit) Ahead	U	100	504	28.4%	0.5	3.4	3.0
12/2	Cromwell Ave (exit) Ahead	U	100	648	36.5%	0.5	2.9	2.6
13/1	Sandy Lane Crossing Left	U	102	715	45.5%	0.5	2.7	4.2
14/1	A49 Winwick Rd (exit)	U	-	1064	0.0%	0.0	0.0	0.0
14/2	A49 Winwick Rd (exit)	U	-	1123	0.0%	0.0	0.0	0.0
J2: Calver Rd / A574	-	-	-	-	89.6%	22.6	-	-
1/1	Cromwell Ave (East) Ahead	U	99	852	52.0%	0.8	3.4	6.2
1/2	Cromwell Ave (East) Right	U	23	300	82.0%	5.4	64.5	10.9
2/2+2/1	Cromwell Ave (West) Ahead Left	U	63	1155	89.6 : 89.6%	10.6	33.1	28.9
3/1	Calver Road Left	U	44	523	69.9%	5.8	39.7	15.8
4/1	Cromwell Ave (West exit)	U	-	852	0.0%	0.0	0.0	0.0
5/1	Calver Road (exit)	U	-	414	0.0%	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 27.7 C1 Stream: 2 PRC for Signalled Lanes (%): 14.2 C1 Stream: 3 PRC for Signalled Lanes (%): 10.9 C1 Stream: 4 PRC for Signalled Lanes (%): 0.4 C1 Stream: 5 PRC for Signalled Lanes (%): 97.7 C1 Stream: 6 PRC for Signalled Lanes (%): 58.5 C1 Stream: 7 PRC for Signalled Lanes (%): 146.7 C2 PRC for Signalled Lanes (%): 0.5 PRC Over All Lanes (%): 0.4 Total Delay for Signalled Lanes (pcuHr): 13.27 Total Delay for Signalled Lanes (pcuHr): 13.69 Total Delay for Signalled Lanes (pcuHr): 16.21 Total Delay for Signalled Lanes (pcuHr): 19.44 Total Delay for Signalled Lanes (pcuHr): 0.54 Total Delay for Signalled Lanes (pcuHr): 1.30 Total Delay for Signalled Lanes (pcuHr): 1.00 Total Delay for Signalled Lanes (pcuHr): 22.57 Total Delay Over All Lanes(pcuHr): 88.02 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120								

Full Input Data And Results

Scenario 10: '2030 Through PM' (FG10: '2030 Through 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	-	-	-	-	88.0%	81.8	-	-
J1: A49	-	-	-	-	88.0%	62.9	-	-
1/2+1/1	A49 North Ahead Ahead2	U	58	721	49.3 : 49.3%	2.3	11.7	5.5
1/3+1/4	A49 North Ahead	U	58	838	58.7 : 58.7%	2.9	12.6	6.2
2/1+2/2	Sandy Lane West Left Ahead	U	43	703	86.8 : 86.8%	6.3	32.3	13.1
3/2+3/1	A49 South Ahead Left	U	46:50	951	86.9 : 86.9%	6.9	26.1	14.2
3/3+3/4	A49 South Ahead	U	46	1161	78.7 : 78.7%	6.7	20.7	10.7
4/2+4/1	Cromwell Ave Left	U	31	515	53.2 : 53.2%	2.2	15.5	4.4
4/3	Cromwell Ave Ahead	U	31	413	72.1%	2.7	23.8	9.1
4/4	Cromwell Ave Ahead	U	31	394	68.7%	2.5	23.2	7.6
5/1	A49 North (exit)	U	-	676	0.0%	0.0	0.0	0.0
5/2	A49 North (exit)	U	-	793	0.0%	0.0	0.0	0.0
5/3	A49 North (exit)	U	-	689	0.0%	0.0	0.0	0.0
6/1	Sandy Lane (exit)	U	-	464	0.0%	0.0	0.0	0.0
7/1	A49 South (exit) Ahead	U	112	724	38.6%	0.3	1.6	0.3
7/2	A49 South (exit) Ahead	U	112	677	33.8%	0.3	1.4	0.4
8/1	Rbout Link 1 Right	U	38	181	26.9%	0.7	13.2	2.6
8/2	Rbout Link 1 Right	U	38	284	41.7%	1.2	15.7	5.9
8/3	Rbout Link 1 Right	U	38	394	57.3%	2.1	19.5	7.7
9/1	Rbout Link 2 Ahead	U	53	722	79.4%	3.8	19.0	9.8
9/2	Rbout Link 2 Ahead Right	U	53	768	79.6%	3.9	18.2	9.6
9/3	Rbout Link 2 Right	U	53	464	50.5%	1.4	11.2	4.0
10/1	Rbout Link 3 Ahead	U	42	542	75.2%	4.4	29.1	10.0
10/2+10/3	Rbout Link 3 Right Ahead	U	42	714	88.0 : 88.0%	5.7	28.5	11.0

Full Input Data And Results

11/1	Rbout Link 4 Ahead	U	53	409	44.8%	1.2	10.6	5.1
11/2	Rbout Link 4 Ahead	U	53	669	68.5%	1.6	8.7	11.1
11/3	Rbout Link 4 Ahead Right	U	53	617	68.0%	1.8	10.4	9.9
12/1	Cromwell Ave (exit) Ahead	U	100	866	48.9%	0.8	3.2	2.9
12/2	Cromwell Ave (exit) Ahead	U	100	807	45.4%	0.7	3.3	3.0
13/1	Sandy Lane Crossing Left	U	102	464	29.5%	0.3	2.4	1.4
14/1	A49 Winwick Rd (exit)	U	-	724	0.0%	0.0	0.0	0.0
14/2	A49 Winwick Rd (exit)	U	-	677	0.0%	0.0	0.0	0.0
J2: Calver Rd / A574	-	-	-	-	77.0%	19.0	-	-
1/1	Cromwell Ave (East) Ahead	U	99	1243	75.9%	2.6	7.6	11.7
1/2	Cromwell Ave (East) Right	U	46	430	60.0%	3.7	31.3	11.3
2/2+2/1	Cromwell Ave (West) Ahead Left	U	40	771	77.0 : 77.0%	8.6	40.1	12.2
3/1	Calver Road Left	U	67	685	60.6%	4.0	21.2	15.8
4/1	Cromwell Ave (West exit)	U	-	1243	0.0%	0.0	0.0	0.0
5/1	Calver Road (exit)	U	-	564	0.0%	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 2.3 C1 Stream: 2 PRC for Signalled Lanes (%): 24.8 C1 Stream: 3 PRC for Signalled Lanes (%): 53.4 C1 Stream: 4 PRC for Signalled Lanes (%): 3.7 C1 Stream: 5 PRC for Signalled Lanes (%): 204.7 C1 Stream: 6 PRC for Signalled Lanes (%): 132.9 C1 Stream: 7 PRC for Signalled Lanes (%): 84.1 C2 PRC for Signalled Lanes (%): 16.8 PRC Over All Lanes (%): 2.3 Total Delay for Signalled Lanes (pcuHr): 23.62 Total Delay for Signalled Lanes (pcuHr): 12.09 Total Delay for Signalled Lanes (pcuHr): 9.30 Total Delay for Signalled Lanes (pcuHr): 15.45 Total Delay for Signalled Lanes (pcuHr): 0.31 Total Delay for Signalled Lanes (pcuHr): 0.57 Total Delay for Signalled Lanes (pcuHr): 1.52 Total Delay for Signalled Lanes (pcuHr): 18.98 Total Delay Over All Lanes(pcuHr): 81.83 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120								