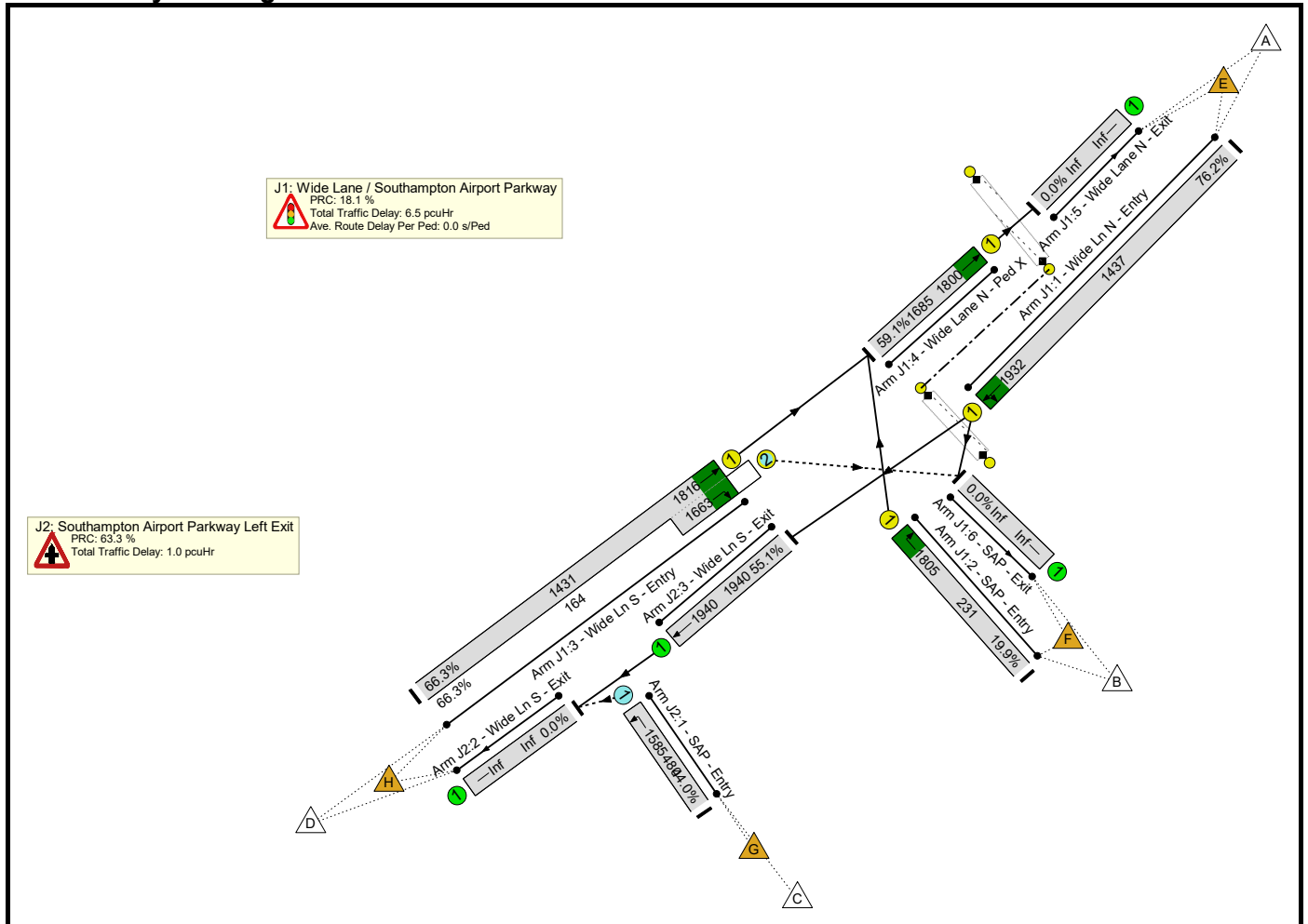


Basic Results Summary

Scenario 6: 'FB 2036 PM' (FG8: 'FB 2036 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

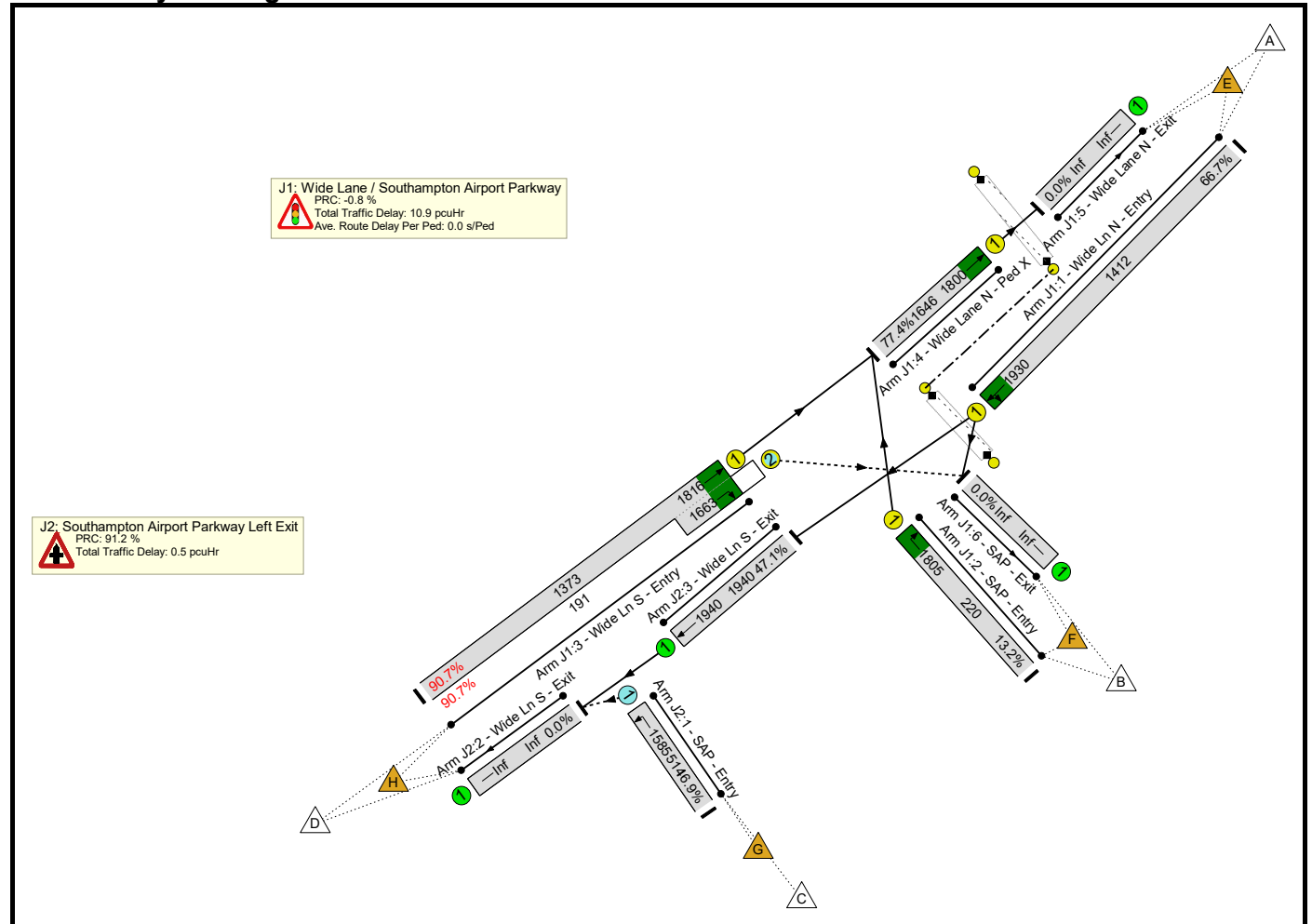


Network Results

Basic Results Summary

Scenario 7: 'Proposed 2036 AM' (FG5: 'Proposed 2036 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

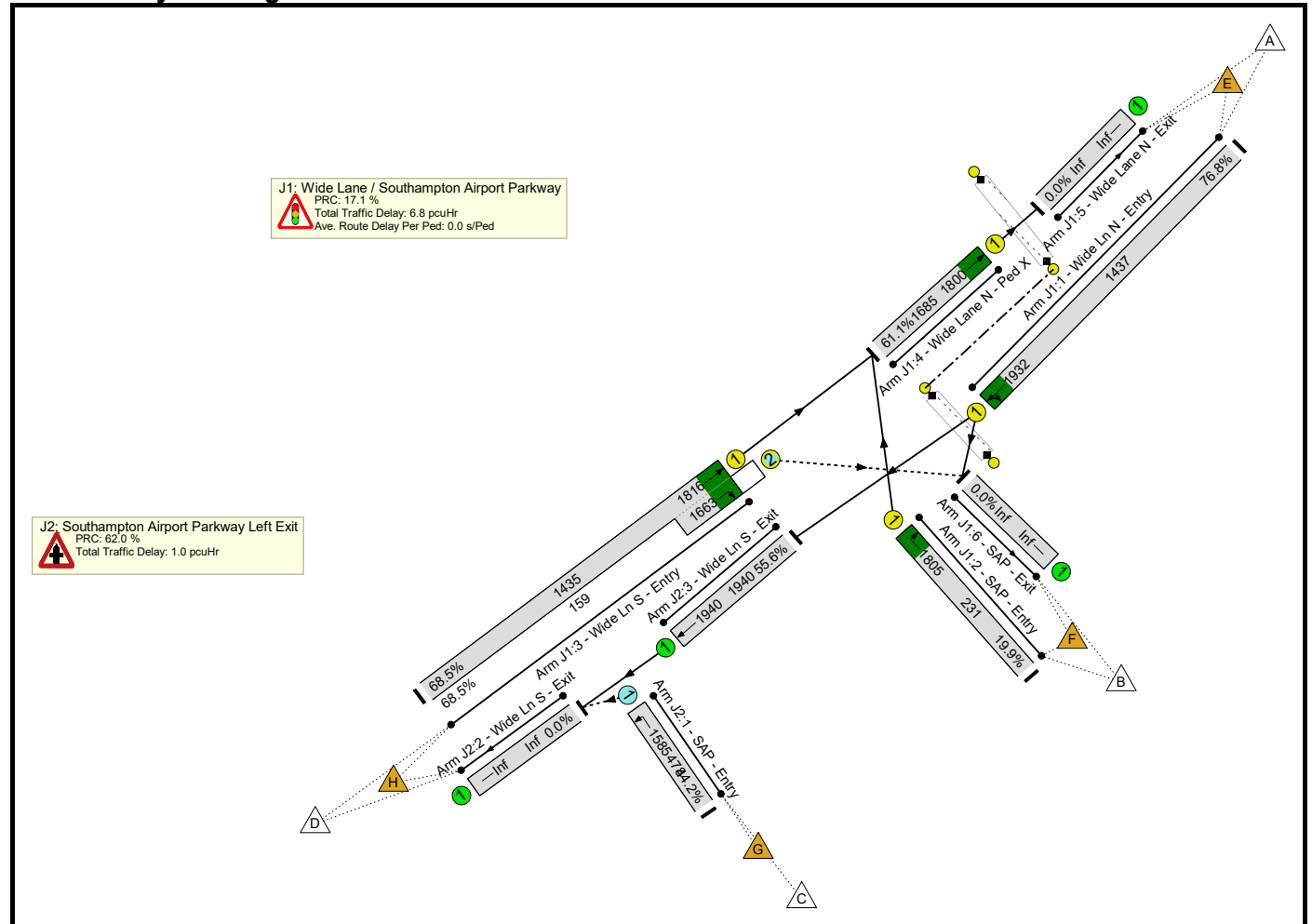


Network Results

Basic Results Summary

Scenario 8: 'Proposed 2036 PM' (FG6: 'Proposed 2036 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

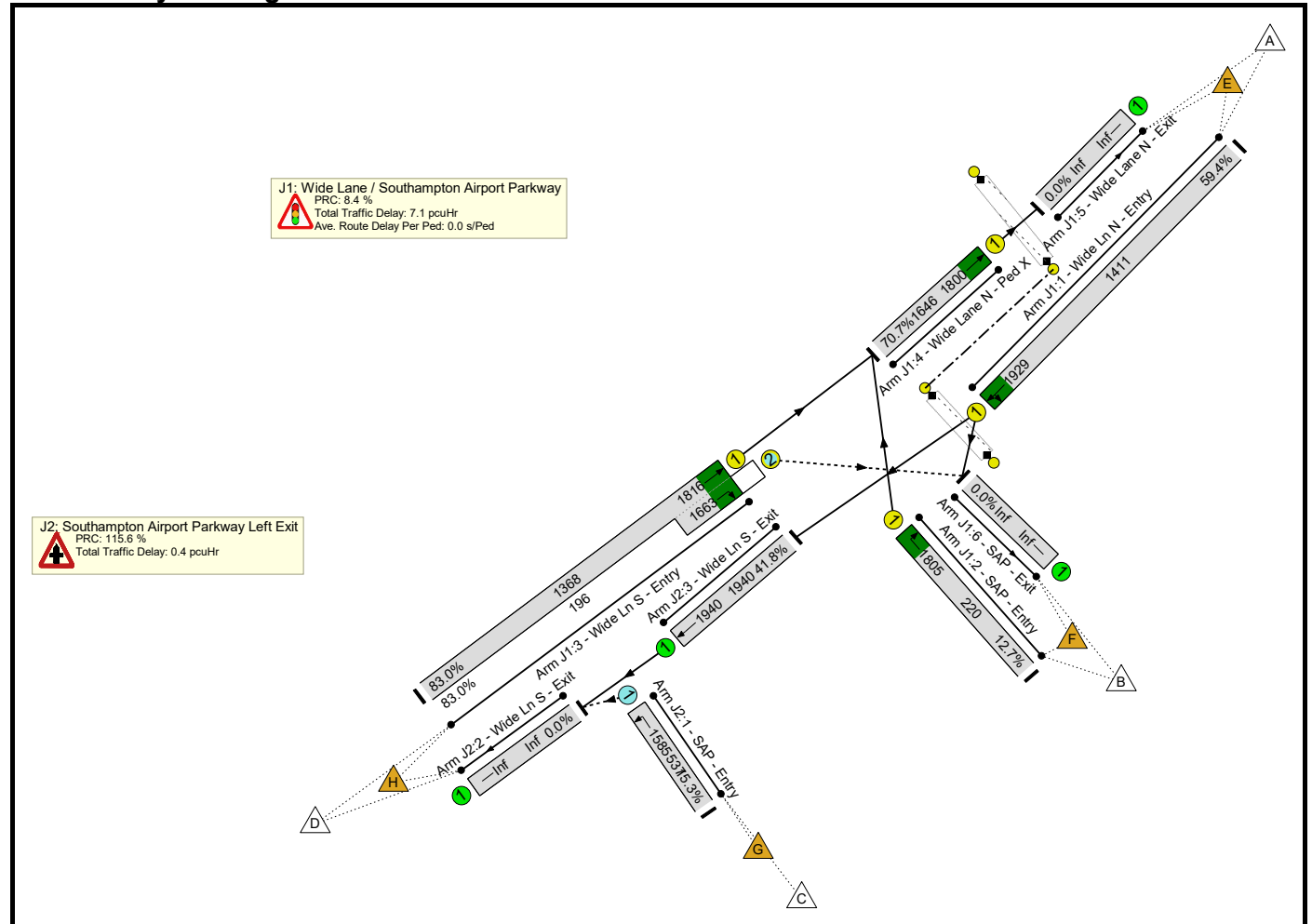
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	76.8%	305	12	3	7.8	-	-
J1: Wide Lane / Southampton Airport Parkway	-	-	-		-	-	-	-	-	-	76.8%	94	12	3	6.8	-	-
1/1	Wide Ln N - Entry Left Ahead	U	B		1	45	-	1104	1932	1437	76.8%	-	-	-	3.5	11.3	15.8
2/1	SAP - Entry Right	U	C		1	12	-	46	1805	231	19.9%	-	-	-	0.5	40.2	1.0
3/1+3/2	Wide Ln S - Entry Ahead Right	U+O	A	D	1	55	4	1092	1816:1663	1435+159	68.5 : 68.5%	94	12	3	2.0	6.5	7.3
4/1	Wide Lane N - Ped X Ahead	U	E		1	60	-	1029	1800	1685	61.1%	-	-	-	0.8	2.8	2.3
Ped Link: P1	Unnamed Ped Link	-	F		1	21	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	G		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Southampton Airport Parkway Left Exit	-	-	-		-	-	-	-	-	-	55.6%	211	0	0	1.0	-	-
1/1	SAP - Entry Left	O	-		-	-	-	211	1585	478	44.2%	211	0	0	0.4	6.7	0.4
3/1	Wide Ln S - Exit Ahead	U	-		-	-	-	1078	1940	1940	55.6%	-	-	-	0.6	2.1	0.6
C1		PRC for Signalled Lanes (%):		17.1		17.1		Total Delay for Signalled Lanes (pcuHr):		6.76		Cycle Time (s):		78			
		PRC Over All Lanes (%):				17.1		Total Delay Over All Lanes(pcuHr):		7.78							

Basic Results Summary

Scenario 9: 'FB 2028 AM' (FG9: 'FB 2028 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

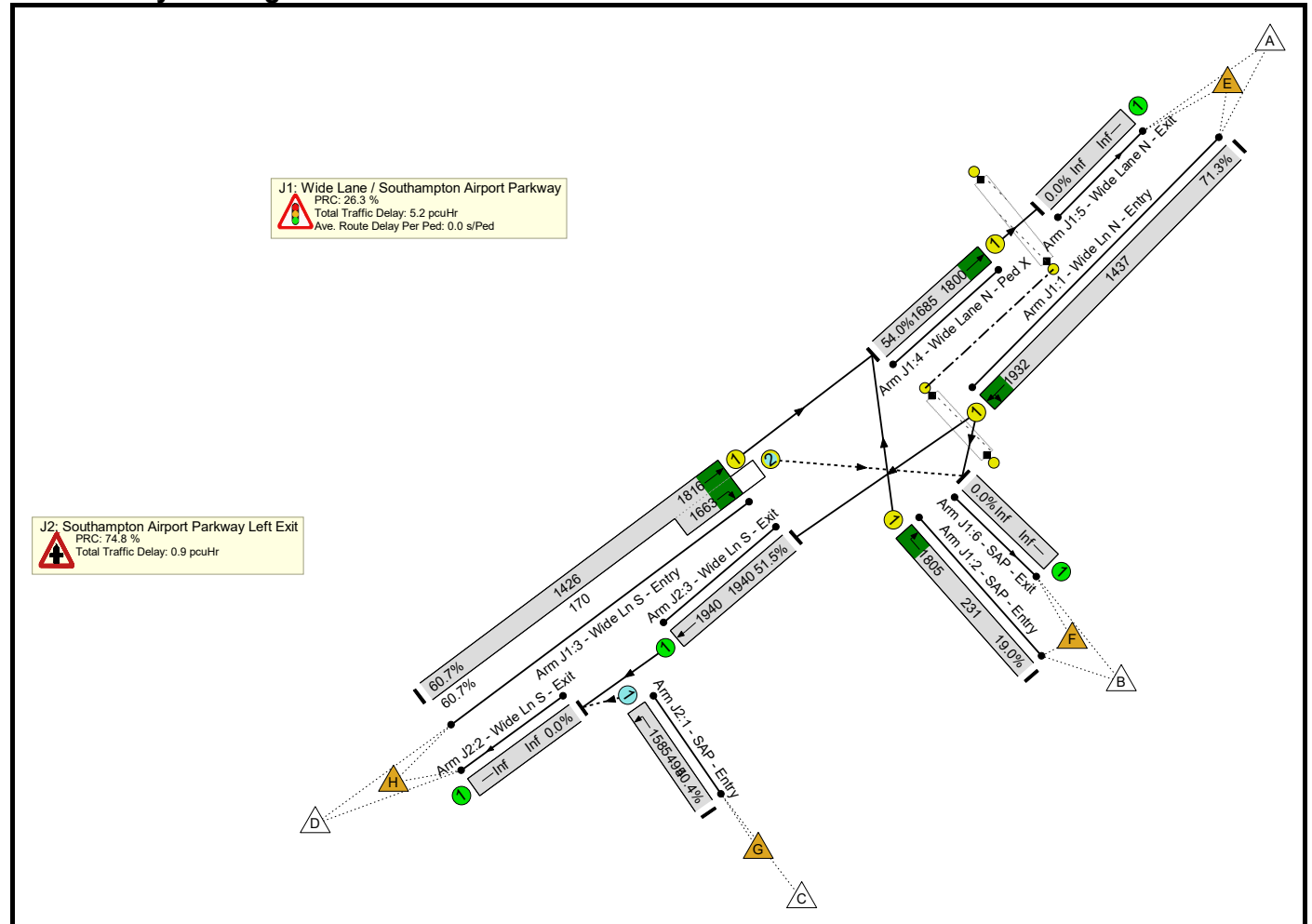


Network Results

Basic Results Summary

Scenario 10: 'FB 2028 PM' (FG10: 'FB 2028 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

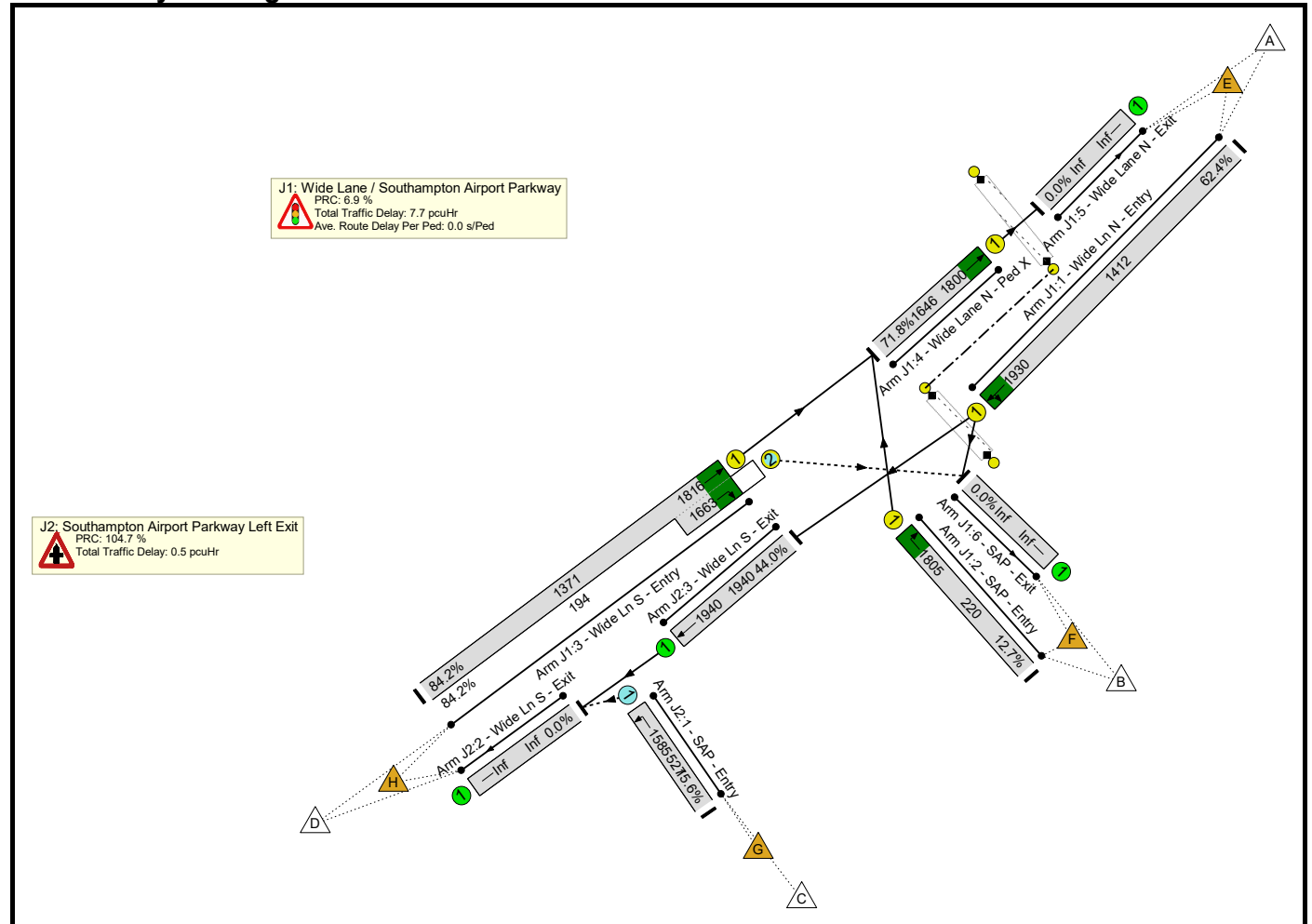


Network Results

Basic Results Summary

Scenario 11: 'Proposed 2028 AM' (FG11: 'Proposed 2028 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

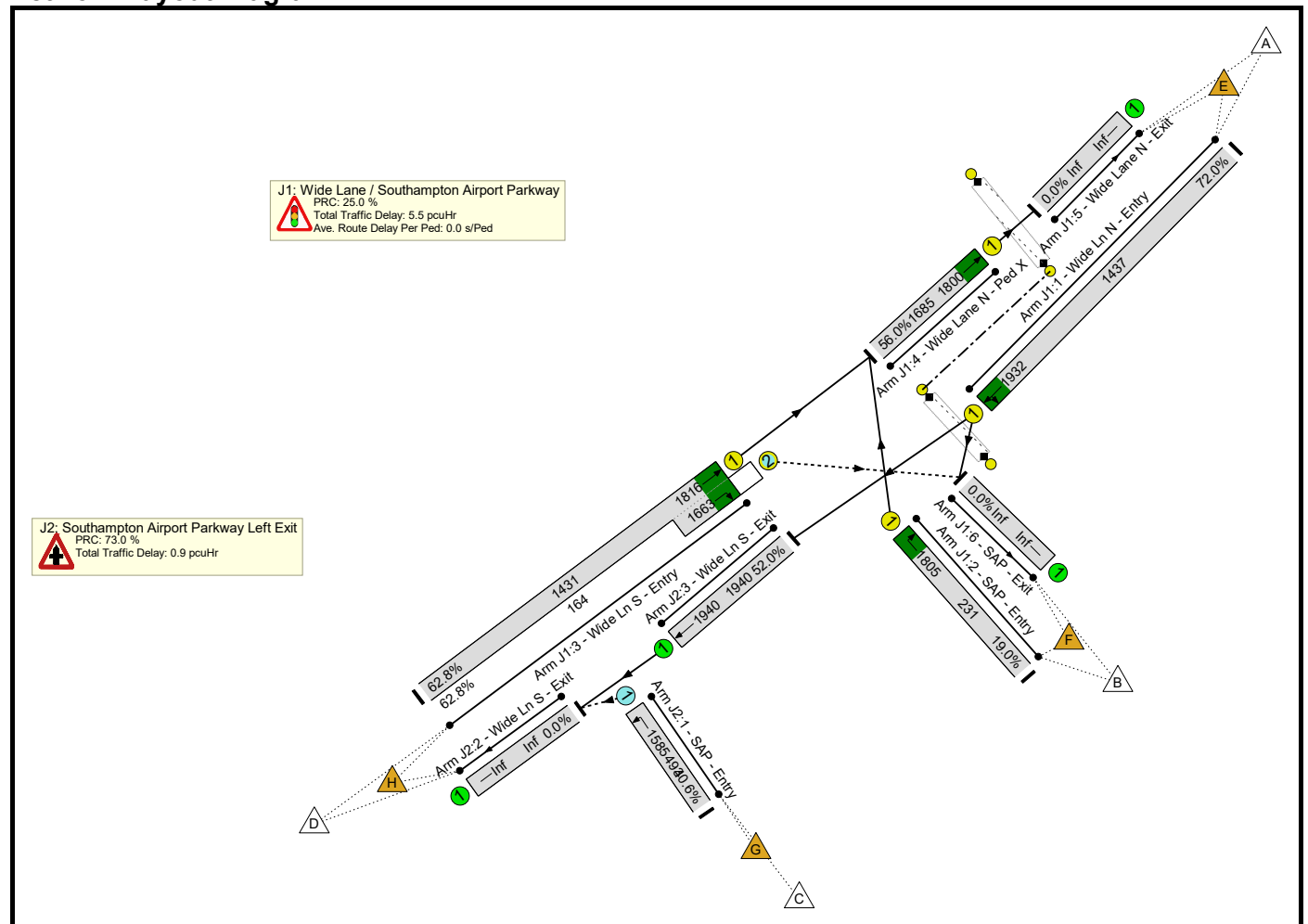


Network Results

Basic Results Summary

Scenario 12: 'Proposed 2028 PM' (FG12: 'Proposed 2028 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	72.0%	290	11	3	6.4	-	-
J1: Wide Lane / Southampton Airport Parkway	-	-	-		-	-	-	-	-	-	72.0%	90	11	3	5.5	-	-
1/1	Wide Ln N - Entry Left Ahead	U	B		1	45	-	1034	1932	1437	72.0%	-	-	-	2.9	10.0	13.6
2/1	SAP - Entry Right	U	C		1	12	-	44	1805	231	19.0%	-	-	-	0.5	40.0	1.0
3/1+3/2	Wide Ln S - Entry Ahead Right	U+O	A	D	1	55	4	1002	1816:1663	1431+164	62.8 : 62.8%	90	11	3	1.5	5.2	5.6
4/1	Wide Lane N - Ped X Ahead	U	E		1	60	-	943	1800	1685	56.0%	-	-	-	0.7	2.5	2.1
Ped Link: P1	Unnamed Ped Link	-	F		1	21	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	G		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Southampton Airport Parkway Left Exit	-	-	-		-	-	-	-	-	-	52.0%	200	0	0	0.9	-	-
1/1	SAP - Entry Left	O	-		-	-	-	200	1585	493	40.6%	200	0	0	0.3	6.1	0.3
3/1	Wide Ln S - Exit Ahead	U	-		-	-	-	1009	1940	1940	52.0%	-	-	-	0.5	1.9	0.5
C1			PRC for Signalled Lanes (%):		25.0		25.0	Total Delay for Signalled Lanes (pcuHr):		5.47		Cycle Time (s):		78			
			PRC Over All Lanes (%):		25.0			Total Delay Over All Lanes(pcuHr):		6.35							

Junctions 9	
ARCADY 9 - Roundabout Module	
Version: 9.5.0.6896 © Copyright TRL Limited, 2018	
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Filename: J04_SpitfireRbt.j9

Path: \\sdgworld.net\Data\London\Projects\247\3\31\01\Model\Junctions\03_Model

Report generation date: 07/03/2025 10:23:08

-
- »Base 2023, AM
 - »Base 2023, PM
 - »FB 2025, AM
 - »FB 2025, PM
 - »FB 2028, AM
 - »FB 2028, PM
 - »DS 2028, PM
 - »DS 2028, AM
 - »FB 2036, AM
 - »FB 2036, PM
 - »DS 2036, AM
 - »DS 2036, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Base 2023								
1 - Wide Lane (N)	1.2	5.46	0.54	A	1.3	5.57	0.57	A
2 - Mitchell Way (E)	0.1	2.71	0.11	A	0.2	2.75	0.14	A
3 - George Curl Way (S)	0.1	2.82	0.06	A	0.2	3.62	0.16	A
4 - Wide Lane (W)	1.0	3.98	0.50	A	0.6	3.31	0.35	A
FB 2025								
1 - Wide Lane (N)	1.4	5.91	0.57	A	1.5	6.01	0.59	A
2 - Mitchell Way (E)	0.2	2.75	0.13	A	0.2	2.84	0.17	A
3 - George Curl Way (S)	0.1	2.89	0.07	A	0.2	3.78	0.17	A
4 - Wide Lane (W)	1.1	4.23	0.52	A	0.6	3.48	0.37	A
FB 2028								
1 - Wide Lane (N)	1.8	7.01	0.64	A	1.9	7.15	0.65	A
2 - Mitchell Way (E)	0.2	2.90	0.19	A	0.3	3.07	0.24	A
3 - George Curl Way (S)	0.1	3.05	0.07	A	0.2	4.14	0.18	A
4 - Wide Lane (W)	1.3	4.75	0.57	A	0.8	3.89	0.43	A
DS 2028								
1 - Wide Lane (N)	6.8	20.65	0.87	C	3.5	11.33	0.77	B
2 - Mitchell Way (E)	0.5	3.75	0.31	A	0.8	4.28	0.45	A
3 - George Curl Way (S)	0.1	3.38	0.08	A	0.3	5.35	0.23	A
4 - Wide Lane (W)	2.0	6.58	0.67	A	1.0	4.86	0.49	A
FB 2036								
1 - Wide Lane (N)	3.0	10.22	0.75	B	2.9	9.98	0.75	A
2 - Mitchell Way (E)	0.4	3.28	0.28	A	0.6	3.62	0.35	A
3 - George Curl Way (S)	0.1	3.35	0.08	A	0.3	4.89	0.22	A
4 - Wide Lane (W)	1.9	6.07	0.65	A	1.1	4.81	0.51	A
DS 2036								
1 - Wide Lane (N)	25.2	66.04	1.00	F	6.4	19.49	0.87	C
2 - Mitchell Way (E)	0.8	4.23	0.40	A	1.3	5.45	0.56	A
3 - George Curl Way (S)	0.1	3.72	0.09	A	0.4	6.66	0.28	A
4 - Wide Lane (W)	3.2	9.41	0.76	A	1.5	6.39	0.59	A

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

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

File summary

File Description

Title	Wide Ln, Mitchell Way Rbt
Location	50.947889, -1.365052
Site number	
Date	28/03/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INJV01568
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Base 2023	AM	ONE HOUR	07:45	09:15	15
D2	Base 2023	PM	ONE HOUR	16:45	18:15	15
D3	FB 2025	AM	ONE HOUR	07:45	09:15	15
D4	FB 2025	PM	ONE HOUR	16:45	18:15	15
D5	FB 2028	AM	ONE HOUR	07:45	09:15	15
D6	FB 2028	PM	ONE HOUR	16:45	18:15	15
D7	DS 2028	PM	ONE HOUR	16:45	18:15	15
D8	DS 2028	AM	ONE HOUR	07:45	09:15	15
D9	FB 2036	AM	ONE HOUR	07:45	09:15	15
D10	FB 2036	PM	ONE HOUR	16:45	18:15	15
D11	DS 2036	AM	ONE HOUR	07:45	09:15	15
D12	DS 2036	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Base 2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wide Ln, Mitchell Way Rbt	Standard Roundabout		1, 2, 3, 4	4.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Wide Lane (N)	
2	Mitchell Way (E)	
3	George Curl Way (S)	
4	Wide Lane (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Wide Lane (N)	3.27	7.00	12.4	29.4	51.4	27.7	
2 - Mitchell Way (E)	5.38	8.06	11.9	16.7	51.4	20.1	
3 - George Curl Way (S)	5.08	7.40	4.7	18.8	51.4	40.3	
4 - Wide Lane (W)	5.00	7.10	11.5	16.4	51.4	18.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Wide Lane (N)	0.591	1604
2 - Mitchell Way (E)	0.694	2154
3 - George Curl Way (S)	0.599	1741
4 - Wide Lane (W)	0.663	1976

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

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (N)		✓	749	100.000
2 - Mitchell Way (E)		✓	160	100.000
3 - George Curl Way (S)		✓	79	100.000
4 - Wide Lane (W)		✓	837	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	4	149	207	389
	2 - Mitchell Way (E)	108	0	11	41
	3 - George Curl Way (S)	38	15	0	26
	4 - Wide Lane (W)	723	56	51	7

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	0	14	1	5
	2 - Mitchell Way (E)	9	0	0	21
	3 - George Curl Way (S)	0	7	0	0
	4 - Wide Lane (W)	3	10	0	17

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1 - Wide Lane (N)	0.54	5.46	1.2	1.6	A
2 - Mitchell Way (E)	0.11	2.71	0.1	0.5	A
3 - George Curl Way (S)	0.06	2.82	0.1	0.5	A
4 - Wide Lane (W)	0.50	3.98	1.0	1.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	564	97	1546	0.365	561	0.6	3.845	A
2 - Mitchell Way (E)	120	493	1811	0.067	120	0.1	2.365	A
3 - George Curl Way (S)	59	412	1495	0.040	59	0.0	2.539	A
4 - Wide Lane (W)	630	124	1894	0.333	628	0.5	2.934	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	673	116	1535	0.439	672	0.8	4.396	A
2 - Mitchell Way (E)	144	591	1744	0.082	144	0.1	2.500	A
3 - George Curl Way (S)	71	493	1446	0.049	71	0.1	2.650	A
4 - Wide Lane (W)	752	148	1878	0.401	752	0.7	3.303	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	825	142	1520	0.543	823	1.2	5.435	A
2 - Mitchell Way (E)	176	723	1652	0.107	176	0.1	2.710	A
3 - George Curl Way (S)	87	603	1380	0.063	87	0.1	2.818	A
4 - Wide Lane (W)	922	182	1856	0.497	920	1.0	3.972	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	825	142	1520	0.543	825	1.2	5.462	A
2 - Mitchell Way (E)	176	724	1651	0.107	176	0.1	2.712	A
3 - George Curl Way (S)	87	604	1379	0.063	87	0.1	2.820	A
4 - Wide Lane (W)	922	182	1855	0.497	922	1.0	3.983	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	673	116	1535	0.439	675	0.8	4.422	A
2 - Mitchell Way (E)	144	593	1742	0.083	144	0.1	2.504	A
3 - George Curl Way (S)	71	495	1445	0.049	71	0.1	2.652	A
4 - Wide Lane (W)	752	148	1877	0.401	754	0.7	3.316	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	564	97	1546	0.365	565	0.6	3.873	A
2 - Mitchell Way (E)	120	496	1810	0.067	121	0.1	2.368	A
3 - George Curl Way (S)	59	414	1493	0.040	60	0.0	2.543	A
4 - Wide Lane (W)	630	124	1893	0.333	631	0.5	2.950	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.60	0.58	1.05	1.48	1.53			N/A	N/A
2 - Mitchell Way (E)	0.08	0.00	0.00	0.08	0.08			N/A	N/A
3 - George Curl Way (S)	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4 - Wide Lane (W)	0.51	0.00	0.00	0.51	0.51			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.82	0.10	0.90	1.50	1.58			N/A	N/A
2 - Mitchell Way (E)	0.10	0.03	0.29	0.52	0.55			N/A	N/A
3 - George Curl Way (S)	0.05	0.03	0.25	0.46	0.48			N/A	N/A
4 - Wide Lane (W)	0.69	0.10	0.85	1.41	1.48			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.24	0.03	0.27	1.24	1.24			N/A	N/A
2 - Mitchell Way (E)	0.13	0.03	0.29	0.51	0.54			N/A	N/A
3 - George Curl Way (S)	0.07	0.03	0.26	0.47	0.50			N/A	N/A
4 - Wide Lane (W)	1.01	0.03	0.26	1.01	1.01			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.24	0.03	0.28	1.24	1.41			N/A	N/A
2 - Mitchell Way (E)	0.13	0.00	0.00	0.13	0.13			N/A	N/A
3 - George Curl Way (S)	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4 - Wide Lane (W)	1.02	0.03	0.28	1.02	1.55			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.83	0.33	1.01	1.47	1.53			N/A	N/A
2 - Mitchell Way (E)	0.10	0.00	0.00	0.10	0.10			N/A	N/A
3 - George Curl Way (S)	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4 - Wide Lane (W)	0.70	0.57	1.03	1.45	1.50			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.61	0.07	0.72	1.41	1.50			N/A	N/A
2 - Mitchell Way (E)	0.08	0.00	0.00	0.08	0.08			N/A	N/A
3 - George Curl Way (S)	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4 - Wide Lane (W)	0.52	0.52	1.03	1.45	1.50			N/A	N/A

Base 2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wide Ln, Mitchell Way Rbt	Standard Roundabout		1, 2, 3, 4	4.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	Base 2023	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (N)		✓	787	100.000
2 - Mitchell Way (E)		✓	215	100.000
3 - George Curl Way (S)		✓	173	100.000
4 - Wide Lane (W)		✓	554	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	32	138	35	582
	2 - Mitchell Way (E)	155	2	4	54
	3 - George Curl Way (S)	111	23	0	39
	4 - Wide Lane (W)	465	73	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	0	6	3	2
	2 - Mitchell Way (E)	7	0	0	10
	3 - George Curl Way (S)	2	0	0	0
	4 - Wide Lane (W)	3	11	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1 - Wide Lane (N)	0.57	5.57	1.3	1.6	A
2 - Mitchell Way (E)	0.14	2.75	0.2	0.5	A
3 - George Curl Way (S)	0.16	3.62	0.2	0.5	A
4 - Wide Lane (W)	0.35	3.31	0.6	2.6	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	592	86	1553	0.381	590	0.6	3.826	A
2 - Mitchell Way (E)	162	499	1808	0.090	161	0.1	2.351	A
3 - George Curl Way (S)	130	619	1371	0.095	130	0.1	2.938	A
4 - Wide Lane (W)	417	242	1815	0.230	416	0.3	2.675	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	707	102	1543	0.458	707	0.9	4.412	A
2 - Mitchell Way (E)	193	597	1739	0.111	193	0.1	2.503	A
3 - George Curl Way (S)	156	741	1298	0.120	155	0.1	3.191	A
4 - Wide Lane (W)	498	290	1784	0.279	498	0.4	2.914	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	867	125	1530	0.566	865	1.3	5.541	A
2 - Mitchell Way (E)	237	731	1647	0.144	237	0.2	2.744	A
3 - George Curl Way (S)	190	907	1198	0.159	190	0.2	3.616	A
4 - Wide Lane (W)	610	355	1740	0.350	609	0.6	3.311	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	867	126	1530	0.567	866	1.3	5.572	A
2 - Mitchell Way (E)	237	732	1646	0.144	237	0.2	2.746	A
3 - George Curl Way (S)	190	908	1197	0.159	190	0.2	3.620	A
4 - Wide Lane (W)	610	356	1740	0.351	610	0.6	3.315	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	707	103	1543	0.459	709	0.9	4.442	A
2 - Mitchell Way (E)	193	599	1738	0.111	193	0.1	2.508	A
3 - George Curl Way (S)	156	743	1296	0.120	156	0.1	3.199	A
4 - Wide Lane (W)	498	291	1783	0.279	499	0.4	2.918	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	592	86	1553	0.382	593	0.6	3.854	A
2 - Mitchell Way (E)	162	501	1806	0.090	162	0.1	2.354	A
3 - George Curl Way (S)	130	622	1369	0.095	130	0.1	2.943	A
4 - Wide Lane (W)	417	243	1815	0.230	417	0.3	2.684	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.63	0.56	1.03	1.44	1.49			N/A	N/A
2 - Mitchell Way (E)	0.11	0.00	0.00	0.11	0.11			N/A	N/A
3 - George Curl Way (S)	0.11	0.00	0.00	0.11	0.11			N/A	N/A
4 - Wide Lane (W)	0.31	0.00	0.00	0.31	0.31			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.86	0.09	0.88	1.08	1.61			N/A	N/A
2 - Mitchell Way (E)	0.13	0.00	0.00	0.13	0.13			N/A	N/A
3 - George Curl Way (S)	0.14	0.00	0.00	0.14	0.14			N/A	N/A
4 - Wide Lane (W)	0.40	0.00	0.00	0.40	0.40			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.32	0.03	0.27	1.32	1.32			N/A	N/A
2 - Mitchell Way (E)	0.18	0.03	0.27	0.49	0.52			N/A	N/A
3 - George Curl Way (S)	0.19	0.03	0.26	0.46	0.49			N/A	N/A
4 - Wide Lane (W)	0.56	0.03	0.26	0.56	0.56			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.33	0.03	0.27	1.33	1.33			N/A	N/A
2 - Mitchell Way (E)	0.18	0.03	0.27	0.48	0.51			N/A	N/A
3 - George Curl Way (S)	0.19	0.03	0.25	0.46	0.48			N/A	N/A
4 - Wide Lane (W)	0.56	0.03	0.31	1.43	2.61			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.88	0.27	0.99	1.46	1.51			N/A	N/A
2 - Mitchell Way (E)	0.13	0.00	0.00	0.13	0.13			N/A	N/A
3 - George Curl Way (S)	0.14	0.00	0.00	0.14	0.14			N/A	N/A
4 - Wide Lane (W)	0.41	0.00	0.00	0.41	0.41			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.64	0.07	0.73	1.39	1.47			N/A	N/A
2 - Mitchell Way (E)	0.11	0.00	0.00	0.11	0.11			N/A	N/A
3 - George Curl Way (S)	0.11	0.00	0.00	0.11	0.11			N/A	N/A
4 - Wide Lane (W)	0.31	0.00	0.00	0.31	0.31			N/A	N/A

FB 2025, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wide Ln, Mitchell Way Rbt	Standard Roundabout		1, 2, 3, 4	4.70	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	FB 2025	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (N)		✓	788	100.000
2 - Mitchell Way (E)		✓	199	100.000
3 - George Curl Way (S)		✓	81	100.000
4 - Wide Lane (W)		✓	869	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	4	175	211	398
	2 - Mitchell Way (E)	133	0	11	55
	3 - George Curl Way (S)	39	15	0	27
	4 - Wide Lane (W)	739	71	52	7

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	0	12	1	5
	2 - Mitchell Way (E)	7	0	0	15
	3 - George Curl Way (S)	0	7	0	0
	4 - Wide Lane (W)	3	8	0	17

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1 - Wide Lane (N)	0.57	5.91	1.4	1.7	A
2 - Mitchell Way (E)	0.13	2.75	0.2	0.5	A
3 - George Curl Way (S)	0.07	2.89	0.1	0.5	A
4 - Wide Lane (W)	0.52	4.23	1.1	1.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	593	109	1539	0.385	591	0.7	3.984	A
2 - Mitchell Way (E)	150	504	1804	0.083	149	0.1	2.364	A
3 - George Curl Way (S)	61	448	1473	0.041	61	0.0	2.579	A
4 - Wide Lane (W)	654	143	1881	0.348	652	0.5	3.021	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	708	130	1527	0.464	707	0.9	4.621	A
2 - Mitchell Way (E)	179	603	1735	0.103	179	0.1	2.513	A
3 - George Curl Way (S)	73	536	1420	0.051	73	0.1	2.703	A
4 - Wide Lane (W)	781	172	1862	0.420	780	0.7	3.437	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	868	159	1509	0.575	866	1.4	5.851	A
2 - Mitchell Way (E)	219	738	1641	0.133	219	0.2	2.749	A
3 - George Curl Way (S)	89	656	1348	0.066	89	0.1	2.893	A
4 - Wide Lane (W)	957	210	1837	0.521	955	1.1	4.213	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	868	160	1509	0.575	868	1.4	5.907	A
2 - Mitchell Way (E)	219	740	1640	0.134	219	0.2	2.752	A
3 - George Curl Way (S)	89	657	1348	0.066	89	0.1	2.895	A
4 - Wide Lane (W)	957	210	1837	0.521	957	1.1	4.227	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	708	131	1527	0.464	710	0.9	4.658	A
2 - Mitchell Way (E)	179	606	1733	0.103	179	0.1	2.516	A
3 - George Curl Way (S)	73	538	1419	0.051	73	0.1	2.708	A
4 - Wide Lane (W)	781	172	1862	0.420	783	0.8	3.452	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	593	109	1539	0.385	594	0.7	4.018	A
2 - Mitchell Way (E)	150	507	1802	0.083	150	0.1	2.369	A
3 - George Curl Way (S)	61	450	1472	0.041	61	0.0	2.584	A
4 - Wide Lane (W)	654	144	1880	0.348	655	0.6	3.036	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.66	0.58	1.05	1.47	1.53			N/A	N/A
2 - Mitchell Way (E)	0.10	0.00	0.00	0.10	0.10			N/A	N/A
3 - George Curl Way (S)	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4 - Wide Lane (W)	0.55	0.55	1.03	1.45	1.50			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.90	0.09	0.91	1.24	1.73			N/A	N/A
2 - Mitchell Way (E)	0.12	0.00	0.00	0.12	0.12			N/A	N/A
3 - George Curl Way (S)	0.05	0.03	0.25	0.46	0.48			N/A	N/A
4 - Wide Lane (W)	0.74	0.09	0.84	1.44	1.51			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.40	0.03	0.27	1.40	1.40			N/A	N/A
2 - Mitchell Way (E)	0.17	0.03	0.28	0.50	0.53			N/A	N/A
3 - George Curl Way (S)	0.07	0.03	0.26	0.47	0.50			N/A	N/A
4 - Wide Lane (W)	1.11	0.03	0.26	1.11	1.11			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.41	0.03	0.28	1.41	1.41			N/A	N/A
2 - Mitchell Way (E)	0.17	0.00	0.00	0.17	0.17			N/A	N/A
3 - George Curl Way (S)	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4 - Wide Lane (W)	1.12	0.03	0.28	1.12	1.30			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.92	0.23	1.01	1.51	1.58			N/A	N/A
2 - Mitchell Way (E)	0.13	0.00	0.00	0.13	0.13			N/A	N/A
3 - George Curl Way (S)	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4 - Wide Lane (W)	0.75	0.54	1.02	1.44	1.50			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.67	0.07	0.74	1.43	1.51			N/A	N/A
2 - Mitchell Way (E)	0.10	0.00	0.00	0.10	0.10			N/A	N/A
3 - George Curl Way (S)	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4 - Wide Lane (W)	0.55	0.06	0.68	1.38	1.46			N/A	N/A

FB 2025, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wide Ln, Mitchell Way Rbt	Standard Roundabout		1, 2, 3, 4	4.54	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)
D4	FB 2025	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (N)		✓	819	100.000
2 - Mitchell Way (E)		✓	259	100.000
3 - George Curl Way (S)		✓	176	100.000
4 - Wide Lane (W)		✓	583	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	33	155	36	595
	2 - Mitchell Way (E)	186	2	4	67
	3 - George Curl Way (S)	113	23	0	40
	4 - Wide Lane (W)	475	91	17	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	0	6	3	2
	2 - Mitchell Way (E)	6	0	0	8
	3 - George Curl Way (S)	2	0	0	0
	4 - Wide Lane (W)	3	8	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1 - Wide Lane (N)	0.59	6.01	1.5	1.9	A
2 - Mitchell Way (E)	0.17	2.84	0.2	0.5	A
3 - George Curl Way (S)	0.17	3.78	0.2	0.5	A
4 - Wide Lane (W)	0.37	3.48	0.6	2.8	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	617	100	1545	0.399	614	0.7	3.961	A
2 - Mitchell Way (E)	195	510	1800	0.108	194	0.1	2.385	A
3 - George Curl Way (S)	133	662	1345	0.099	132	0.1	3.006	A
4 - Wide Lane (W)	439	268	1798	0.244	438	0.3	2.745	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	736	119	1533	0.480	735	0.9	4.628	A
2 - Mitchell Way (E)	233	611	1730	0.135	233	0.2	2.557	A
3 - George Curl Way (S)	158	793	1266	0.125	158	0.1	3.288	A
4 - Wide Lane (W)	524	321	1763	0.297	524	0.4	3.016	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	902	146	1517	0.594	900	1.5	5.963	A
2 - Mitchell Way (E)	285	748	1635	0.174	285	0.2	2.836	A
3 - George Curl Way (S)	194	970	1160	0.167	194	0.2	3.771	A
4 - Wide Lane (W)	642	393	1716	0.374	641	0.6	3.478	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	902	146	1517	0.594	902	1.5	6.006	A
2 - Mitchell Way (E)	285	750	1633	0.175	285	0.2	2.839	A
3 - George Curl Way (S)	194	972	1159	0.167	194	0.2	3.775	A
4 - Wide Lane (W)	642	393	1715	0.374	642	0.6	3.482	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	736	120	1533	0.480	738	1.0	4.666	A
2 - Mitchell Way (E)	233	614	1728	0.135	233	0.2	2.561	A
3 - George Curl Way (S)	158	796	1265	0.125	158	0.1	3.297	A
4 - Wide Lane (W)	524	321	1763	0.297	525	0.4	3.023	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	617	100	1544	0.399	618	0.7	3.993	A
2 - Mitchell Way (E)	195	514	1797	0.108	195	0.1	2.389	A
3 - George Curl Way (S)	133	666	1343	0.099	133	0.1	3.015	A
4 - Wide Lane (W)	439	269	1798	0.244	439	0.3	2.755	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.68	0.56	1.03	1.44	1.49			N/A	N/A
2 - Mitchell Way (E)	0.13	0.00	0.00	0.13	0.13			N/A	N/A
3 - George Curl Way (S)	0.11	0.00	0.00	0.11	0.11			N/A	N/A
4 - Wide Lane (W)	0.33	0.00	0.00	0.33	0.33			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.94	0.08	0.89	1.53	1.91			N/A	N/A
2 - Mitchell Way (E)	0.16	0.00	0.00	0.16	0.16			N/A	N/A
3 - George Curl Way (S)	0.14	0.00	0.00	0.14	0.14			N/A	N/A
4 - Wide Lane (W)	0.44	0.00	0.00	0.44	0.44			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.48	0.03	0.27	1.48	1.48			N/A	N/A
2 - Mitchell Way (E)	0.22	0.03	0.27	0.49	0.51			N/A	N/A
3 - George Curl Way (S)	0.20	0.03	0.26	0.46	0.49			N/A	N/A
4 - Wide Lane (W)	0.62	0.03	0.26	0.62	0.62			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.49	0.03	0.27	1.49	1.49			N/A	N/A
2 - Mitchell Way (E)	0.22	0.03	0.27	0.48	0.51			N/A	N/A
3 - George Curl Way (S)	0.20	0.03	0.25	0.46	0.48			N/A	N/A
4 - Wide Lane (W)	0.62	0.03	0.30	1.29	2.83			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.96	0.20	1.00	1.53	1.53			N/A	N/A
2 - Mitchell Way (E)	0.17	0.00	0.00	0.17	0.17			N/A	N/A
3 - George Curl Way (S)	0.15	0.00	0.00	0.15	0.15			N/A	N/A
4 - Wide Lane (W)	0.44	0.00	0.00	0.44	0.44			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.69	0.07	0.73	1.42	1.51			N/A	N/A
2 - Mitchell Way (E)	0.13	0.00	0.00	0.13	0.13			N/A	N/A
3 - George Curl Way (S)	0.11	0.00	0.00	0.11	0.11			N/A	N/A
4 - Wide Lane (W)	0.34	0.00	0.00	0.34	0.34			N/A	N/A

FB 2028, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wide Ln, Mitchell Way Rbt	Standard Roundabout		1, 2, 3, 4	5.35	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)
D5	FB 2028	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (N)		✓	862	100.000
2 - Mitchell Way (E)		✓	277	100.000
3 - George Curl Way (S)		✓	83	100.000
4 - Wide Lane (W)		✓	925	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	4	227	215	416
	2 - Mitchell Way (E)	183	0	11	83
	3 - George Curl Way (S)	40	15	0	28
	4 - Wide Lane (W)	762	101	54	8

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	0	9	1	5
	2 - Mitchell Way (E)	5	0	0	9
	3 - George Curl Way (S)	0	7	0	0
	4 - Wide Lane (W)	3	5	0	16

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1 - Wide Lane (N)	0.64	7.01	1.8	2.7	A
2 - Mitchell Way (E)	0.19	2.90	0.2	0.5	A
3 - George Curl Way (S)	0.07	3.05	0.1	0.5	A
4 - Wide Lane (W)	0.57	4.75	1.3	1.7	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	649	134	1525	0.426	646	0.8	4.285	A
2 - Mitchell Way (E)	209	522	1791	0.116	208	0.1	2.409	A
3 - George Curl Way (S)	62	520	1430	0.044	62	0.0	2.664	A
4 - Wide Lane (W)	696	182	1855	0.375	694	0.6	3.190	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	775	160	1509	0.513	774	1.1	5.126	A
2 - Mitchell Way (E)	249	626	1720	0.145	249	0.2	2.593	A
3 - George Curl Way (S)	75	623	1368	0.055	75	0.1	2.815	A
4 - Wide Lane (W)	832	217	1832	0.454	831	0.9	3.705	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	949	196	1488	0.638	946	1.8	6.934	A
2 - Mitchell Way (E)	305	765	1623	0.188	305	0.2	2.893	A
3 - George Curl Way (S)	91	762	1285	0.071	91	0.1	3.052	A
4 - Wide Lane (W)	1018	266	1799	0.566	1017	1.3	4.731	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	949	196	1488	0.638	949	1.8	7.008	A
2 - Mitchell Way (E)	305	767	1621	0.188	305	0.2	2.897	A
3 - George Curl Way (S)	91	764	1284	0.071	91	0.1	3.054	A
4 - Wide Lane (W)	1018	266	1799	0.566	1018	1.3	4.754	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	775	160	1509	0.514	778	1.1	5.186	A
2 - Mitchell Way (E)	249	629	1717	0.145	249	0.2	2.600	A
3 - George Curl Way (S)	75	626	1367	0.055	75	0.1	2.819	A
4 - Wide Lane (W)	832	218	1832	0.454	833	0.9	3.726	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	649	134	1524	0.426	650	0.8	4.328	A
2 - Mitchell Way (E)	209	526	1789	0.117	209	0.1	2.413	A
3 - George Curl Way (S)	62	523	1428	0.044	63	0.0	2.669	A
4 - Wide Lane (W)	696	182	1855	0.375	697	0.6	3.209	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.77	0.58	1.05	1.47	1.52			N/A	N/A
2 - Mitchell Way (E)	0.14	0.00	0.00	0.14	0.14			N/A	N/A
3 - George Curl Way (S)	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4 - Wide Lane (W)	0.62	0.57	1.03	1.44	1.50			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.10	0.08	0.91	1.97	2.72			N/A	N/A
2 - Mitchell Way (E)	0.18	0.00	0.00	0.18	0.18			N/A	N/A
3 - George Curl Way (S)	0.06	0.03	0.25	0.46	0.48			N/A	N/A
4 - Wide Lane (W)	0.85	0.08	0.85	1.15	1.67			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.81	0.03	0.28	1.81	1.81			N/A	N/A
2 - Mitchell Way (E)	0.24	0.03	0.27	0.48	0.51			N/A	N/A
3 - George Curl Way (S)	0.08	0.03	0.26	0.47	0.50			N/A	N/A
4 - Wide Lane (W)	1.33	0.03	0.27	1.33	1.33			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.83	0.03	0.28	1.83	1.83			N/A	N/A
2 - Mitchell Way (E)	0.24	0.03	0.27	0.49	0.51			N/A	N/A
3 - George Curl Way (S)	0.08	0.00	0.00	0.08	0.08			N/A	N/A
4 - Wide Lane (W)	1.34	0.03	0.27	1.34	1.34			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.12	0.13	1.06	1.75	2.05			N/A	N/A
2 - Mitchell Way (E)	0.18	0.00	0.00	0.18	0.18			N/A	N/A
3 - George Curl Way (S)	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4 - Wide Lane (W)	0.86	0.45	1.00	1.45	1.50			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.78	0.06	0.68	1.18	1.75			N/A	N/A
2 - Mitchell Way (E)	0.14	0.00	0.00	0.14	0.14			N/A	N/A
3 - George Curl Way (S)	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4 - Wide Lane (W)	0.62	0.07	0.75	1.39	1.47			N/A	N/A

FB 2028, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wide Ln, Mitchell Way Rbt	Standard Roundabout		1, 2, 3, 4	5.18	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	FB 2028	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (N)		✓	887	100.000
2 - Mitchell Way (E)		✓	349	100.000
3 - George Curl Way (S)		✓	180	100.000
4 - Wide Lane (W)		✓	645	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	33	189	37	628
	2 - Mitchell Way (E)	248	2	4	95
	3 - George Curl Way (S)	115	23	0	42
	4 - Wide Lane (W)	498	130	17	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	0	4	3	2
	2 - Mitchell Way (E)	4	0	0	6
	3 - George Curl Way (S)	2	0	0	0
	4 - Wide Lane (W)	3	6	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1 - Wide Lane (N)	0.65	7.15	1.9	3.0	A
2 - Mitchell Way (E)	0.24	3.07	0.3	1.3	A
3 - George Curl Way (S)	0.18	4.14	0.2	0.5	A
4 - Wide Lane (W)	0.43	3.89	0.8	2.7	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	668	129	1527	0.437	665	0.8	4.257	A
2 - Mitchell Way (E)	263	536	1782	0.147	262	0.2	2.472	A
3 - George Curl Way (S)	136	754	1290	0.105	135	0.1	3.155	A
4 - Wide Lane (W)	486	316	1766	0.275	484	0.4	2.906	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	797	154	1512	0.527	796	1.1	5.136	A
2 - Mitchell Way (E)	314	642	1708	0.184	314	0.2	2.695	A
3 - George Curl Way (S)	162	903	1200	0.135	162	0.2	3.509	A
4 - Wide Lane (W)	580	378	1725	0.336	579	0.5	3.254	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	977	189	1492	0.655	974	1.9	7.067	A
2 - Mitchell Way (E)	384	785	1609	0.239	384	0.3	3.069	A
3 - George Curl Way (S)	198	1105	1080	0.184	198	0.2	4.134	A
4 - Wide Lane (W)	710	463	1669	0.425	709	0.8	3.884	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	977	189	1492	0.655	977	1.9	7.150	A
2 - Mitchell Way (E)	384	787	1607	0.239	384	0.3	3.073	A
3 - George Curl Way (S)	198	1108	1078	0.184	198	0.2	4.143	A
4 - Wide Lane (W)	710	464	1669	0.426	710	0.8	3.893	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	797	155	1512	0.527	800	1.2	5.200	A
2 - Mitchell Way (E)	314	645	1706	0.184	314	0.2	2.704	A
3 - George Curl Way (S)	162	907	1198	0.135	162	0.2	3.521	A
4 - Wide Lane (W)	580	379	1725	0.336	581	0.5	3.264	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	668	130	1527	0.437	669	0.8	4.304	A
2 - Mitchell Way (E)	263	539	1779	0.148	263	0.2	2.481	A
3 - George Curl Way (S)	136	759	1287	0.105	136	0.1	3.166	A
4 - Wide Lane (W)	486	317	1766	0.275	486	0.4	2.917	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.79	0.56	1.02	1.43	1.48			N/A	N/A
2 - Mitchell Way (E)	0.18	0.00	0.00	0.18	0.18			N/A	N/A
3 - George Curl Way (S)	0.12	0.00	0.00	0.12	0.12			N/A	N/A
4 - Wide Lane (W)	0.39	0.00	0.00	0.39	0.39			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.13	0.07	0.87	2.14	2.97			N/A	N/A
2 - Mitchell Way (E)	0.23	0.00	0.00	0.23	0.23			N/A	N/A
3 - George Curl Way (S)	0.16	0.00	0.00	0.16	0.16			N/A	N/A
4 - Wide Lane (W)	0.52	0.52	1.04	1.45	1.50			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.90	0.03	0.27	1.90	1.90			N/A	N/A
2 - Mitchell Way (E)	0.33	0.03	0.26	0.47	0.50			N/A	N/A
3 - George Curl Way (S)	0.23	0.03	0.26	0.46	0.49			N/A	N/A
4 - Wide Lane (W)	0.76	0.03	0.26	0.76	0.76			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.92	0.03	0.27	1.92	1.92			N/A	N/A
2 - Mitchell Way (E)	0.33	0.03	0.33	1.07	1.34			N/A	N/A
3 - George Curl Way (S)	0.23	0.03	0.26	0.47	0.49			N/A	N/A
4 - Wide Lane (W)	0.77	0.03	0.29	0.77	2.68			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.16	0.11	1.06	1.87	2.37			N/A	N/A
2 - Mitchell Way (E)	0.24	0.00	0.00	0.24	0.24			N/A	N/A
3 - George Curl Way (S)	0.16	0.00	0.00	0.16	0.16			N/A	N/A
4 - Wide Lane (W)	0.53	0.53	1.04	1.45	1.50			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.80	0.06	0.65	1.40	1.88			N/A	N/A
2 - Mitchell Way (E)	0.18	0.00	0.00	0.18	0.18			N/A	N/A
3 - George Curl Way (S)	0.12	0.00	0.00	0.12	0.12			N/A	N/A
4 - Wide Lane (W)	0.40	0.00	0.00	0.40	0.40			N/A	N/A

DS 2028, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wide Ln, Mitchell Way Rbt	Standard Roundabout		1, 2, 3, 4	7.40	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	DS 2028	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (N)		✓	1037	100.000
2 - Mitchell Way (E)		✓	650	100.000
3 - George Curl Way (S)		✓	180	100.000
4 - Wide Lane (W)		✓	660	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	33	339	37	628
	2 - Mitchell Way (E)	489	2	4	155
	3 - George Curl Way (S)	115	23	0	42
	4 - Wide Lane (W)	498	145	17	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	0	21	3	2
	2 - Mitchell Way (E)	7	0	0	3
	3 - George Curl Way (S)	2	0	0	0
	4 - Wide Lane (W)	3	5	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1 - Wide Lane (N)	0.77	11.33	3.5	14.4	B
2 - Mitchell Way (E)	0.45	4.28	0.8	2.8	A
3 - George Curl Way (S)	0.23	5.35	0.3	1.2	A
4 - Wide Lane (W)	0.49	4.86	1.0	2.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	781	140	1521	0.513	776	1.1	5.166	A
2 - Mitchell Way (E)	489	535	1782	0.275	488	0.4	2.942	A
3 - George Curl Way (S)	136	980	1155	0.117	135	0.1	3.573	A
4 - Wide Lane (W)	497	497	1647	0.302	495	0.4	3.232	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	932	168	1504	0.620	930	1.7	6.705	A
2 - Mitchell Way (E)	584	641	1709	0.342	584	0.5	3.388	A
3 - George Curl Way (S)	162	1173	1039	0.156	162	0.2	4.154	A
4 - Wide Lane (W)	593	594	1582	0.375	593	0.6	3.765	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1142	205	1482	0.770	1135	3.4	10.926	B
2 - Mitchell Way (E)	716	783	1611	0.444	714	0.8	4.251	A
3 - George Curl Way (S)	198	1434	883	0.225	198	0.3	5.318	A
4 - Wide Lane (W)	727	727	1494	0.486	725	1.0	4.839	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1142	206	1482	0.770	1141	3.5	11.329	B
2 - Mitchell Way (E)	716	787	1608	0.445	716	0.8	4.276	A
3 - George Curl Way (S)	198	1439	880	0.225	198	0.3	5.349	A
4 - Wide Lane (W)	727	729	1493	0.487	727	1.0	4.862	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	932	169	1504	0.620	939	1.8	6.929	A
2 - Mitchell Way (E)	584	647	1704	0.343	585	0.6	3.414	A
3 - George Curl Way (S)	162	1181	1034	0.156	162	0.2	4.183	A
4 - Wide Lane (W)	593	597	1581	0.375	595	0.6	3.787	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	781	141	1520	0.514	783	1.1	5.267	A
2 - Mitchell Way (E)	489	540	1779	0.275	490	0.4	2.959	A
3 - George Curl Way (S)	136	986	1151	0.118	136	0.1	3.594	A
4 - Wide Lane (W)	497	499	1645	0.302	498	0.5	3.250	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.12	0.59	1.07	1.50	1.56			N/A	N/A
2 - Mitchell Way (E)	0.40	0.00	0.00	0.40	0.40			N/A	N/A
3 - George Curl Way (S)	0.13	0.00	0.00	0.13	0.13			N/A	N/A
4 - Wide Lane (W)	0.44	0.00	0.00	0.44	0.44			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.72	0.06	0.75	4.22	6.34			N/A	N/A
2 - Mitchell Way (E)	0.55	0.55	1.06	1.48	1.54			N/A	N/A
3 - George Curl Way (S)	0.19	0.00	0.00	0.19	0.19			N/A	N/A
4 - Wide Lane (W)	0.62	0.09	0.81	1.41	1.48			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	3.43	0.03	0.32	3.43	14.37			N/A	N/A
2 - Mitchell Way (E)	0.84	0.03	0.27	0.84	0.84			N/A	N/A
3 - George Curl Way (S)	0.29	0.03	0.26	0.46	0.49			N/A	N/A
4 - Wide Lane (W)	0.97	0.03	0.26	0.97	0.97			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	3.51	0.03	0.30	3.51	5.91			N/A	N/A
2 - Mitchell Way (E)	0.85	0.03	0.29	0.85	2.77			N/A	N/A
3 - George Curl Way (S)	0.29	0.03	0.31	0.93	1.24			N/A	N/A
4 - Wide Lane (W)	0.98	0.03	0.28	0.98	2.05			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.79	0.06	0.86	4.34	6.43			N/A	N/A
2 - Mitchell Way (E)	0.56	0.56	1.06	1.48	1.54			N/A	N/A
3 - George Curl Way (S)	0.19	0.00	0.00	0.19	0.19			N/A	N/A
4 - Wide Lane (W)	0.63	0.57	1.04	1.45	1.50			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.15	0.04	0.43	2.88	4.85			N/A	N/A
2 - Mitchell Way (E)	0.40	0.00	0.00	0.40	0.40			N/A	N/A
3 - George Curl Way (S)	0.14	0.00	0.00	0.14	0.14			N/A	N/A
4 - Wide Lane (W)	0.45	0.03	0.32	1.02	1.29			N/A	N/A

DS 2028, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wide Ln, Mitchell Way Rbt	Standard Roundabout		1, 2, 3, 4	11.94	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)
D8	DS 2028	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (N)		✓	1133	100.000
2 - Mitchell Way (E)		✓	451	100.000
3 - George Curl Way (S)		✓	83	100.000
4 - Wide Lane (W)		✓	1019	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	4	498	215	416
	2 - Mitchell Way (E)	340	0	11	100
	3 - George Curl Way (S)	40	15	0	28
	4 - Wide Lane (W)	762	195	54	8

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	0	10	1	5
	2 - Mitchell Way (E)	21	0	0	8
	3 - George Curl Way (S)	0	7	0	0
	4 - Wide Lane (W)	3	3	0	16

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1 - Wide Lane (N)	0.87	20.65	6.8	34.6	C
2 - Mitchell Way (E)	0.31	3.75	0.5	2.0	A
3 - George Curl Way (S)	0.08	3.38	0.1	0.5	A
4 - Wide Lane (W)	0.67	6.58	2.0	3.3	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	853	204	1483	0.575	847	1.4	5.967	A
2 - Mitchell Way (E)	340	521	1792	0.189	338	0.3	2.903	A
3 - George Curl Way (S)	62	650	1352	0.046	62	0.0	2.824	A
4 - Wide Lane (W)	767	299	1777	0.432	764	0.8	3.646	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1019	244	1459	0.698	1015	2.4	8.529	A
2 - Mitchell Way (E)	405	624	1721	0.236	405	0.4	3.209	A
3 - George Curl Way (S)	75	779	1275	0.059	75	0.1	3.034	A
4 - Wide Lane (W)	916	358	1738	0.527	915	1.1	4.489	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1247	299	1427	0.874	1232	6.4	18.222	C
2 - Mitchell Way (E)	497	758	1628	0.305	496	0.5	3.728	A
3 - George Curl Way (S)	91	949	1173	0.078	91	0.1	3.367	A
4 - Wide Lane (W)	1122	439	1685	0.666	1118	2.0	6.498	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1247	299	1427	0.874	1246	6.8	20.647	C
2 - Mitchell Way (E)	497	766	1622	0.306	497	0.5	3.750	A
3 - George Curl Way (S)	91	955	1169	0.078	91	0.1	3.378	A
4 - Wide Lane (W)	1122	439	1685	0.666	1122	2.0	6.580	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1019	245	1459	0.698	1036	2.5	9.390	A
2 - Mitchell Way (E)	405	636	1712	0.237	406	0.4	3.232	A
3 - George Curl Way (S)	75	787	1270	0.059	75	0.1	3.050	A
4 - Wide Lane (W)	916	359	1738	0.527	920	1.2	4.547	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	853	205	1482	0.575	857	1.5	6.162	A
2 - Mitchell Way (E)	340	527	1788	0.190	340	0.3	2.915	A
3 - George Curl Way (S)	62	655	1349	0.046	63	0.0	2.834	A
4 - Wide Lane (W)	767	301	1777	0.432	769	0.8	3.683	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.42	0.60	1.27	1.75	1.94			N/A	N/A
2 - Mitchell Way (E)	0.27	0.00	0.00	0.27	0.27			N/A	N/A
3 - George Curl Way (S)	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4 - Wide Lane (W)	0.78	0.57	1.03	1.44	1.49			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	2.38	0.06	0.64	6.38	10.10			N/A	N/A
2 - Mitchell Way (E)	0.36	0.00	0.00	0.36	0.36			N/A	N/A
3 - George Curl Way (S)	0.06	0.03	0.25	0.46	0.48			N/A	N/A
4 - Wide Lane (W)	1.13	0.06	0.77	2.35	3.28			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	6.36	0.04	0.42	16.31	34.58			N/A	N/A
2 - Mitchell Way (E)	0.51	0.03	0.30	0.53	0.56			N/A	N/A
3 - George Curl Way (S)	0.09	0.03	0.26	0.47	0.50			N/A	N/A
4 - Wide Lane (W)	2.01	0.03	0.28	2.01	2.01			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	6.80	0.03	0.34	9.00	33.23			N/A	N/A
2 - Mitchell Way (E)	0.52	0.04	0.38	1.61	2.03			N/A	N/A
3 - George Curl Way (S)	0.09	0.00	0.00	0.09	0.09			N/A	N/A
4 - Wide Lane (W)	2.03	0.03	0.27	2.03	2.03			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	2.54	0.05	0.47	7.00	11.96			N/A	N/A
2 - Mitchell Way (E)	0.37	0.00	0.00	0.37	0.37			N/A	N/A
3 - George Curl Way (S)	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4 - Wide Lane (W)	1.16	0.12	1.07	1.85	2.29			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.46	0.04	0.35	3.16	7.49			N/A	N/A
2 - Mitchell Way (E)	0.28	0.00	0.00	0.28	0.28			N/A	N/A
3 - George Curl Way (S)	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4 - Wide Lane (W)	0.79	0.06	0.63	1.36	1.86			N/A	N/A

FB 2036, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wide Ln, Mitchell Way Rbt	Standard Roundabout		1, 2, 3, 4	7.15	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	FB 2036	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (N)		✓	987	100.000
2 - Mitchell Way (E)		✓	410	100.000
3 - George Curl Way (S)		✓	86	100.000
4 - Wide Lane (W)		✓	1021	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	4	316	228	439
	2 - Mitchell Way (E)	270	0	11	129
	3 - George Curl Way (S)	42	15	0	29
	4 - Wide Lane (W)	805	151	57	8

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	0	6	1	5
	2 - Mitchell Way (E)	3	0	0	6
	3 - George Curl Way (S)	0	7	0	0
	4 - Wide Lane (W)	3	3	0	16

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1 - Wide Lane (N)	0.75	10.22	3.0	10.6	B
2 - Mitchell Way (E)	0.28	3.28	0.4	1.3	A
3 - George Curl Way (S)	0.08	3.35	0.1	0.5	A
4 - Wide Lane (W)	0.65	6.07	1.9	3.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	743	173	1501	0.495	739	1.0	4.903	A
2 - Mitchell Way (E)	309	551	1771	0.174	308	0.2	2.553	A
3 - George Curl Way (S)	65	637	1360	0.048	65	0.1	2.811	A
4 - Wide Lane (W)	769	248	1811	0.424	766	0.8	3.533	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	887	207	1481	0.599	885	1.5	6.279	A
2 - Mitchell Way (E)	369	660	1696	0.217	368	0.3	2.816	A
3 - George Curl Way (S)	77	763	1284	0.060	77	0.1	3.016	A
4 - Wide Lane (W)	918	297	1779	0.516	917	1.1	4.297	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1087	254	1454	0.748	1081	3.0	9.924	A
2 - Mitchell Way (E)	451	806	1594	0.283	451	0.4	3.267	A
3 - George Curl Way (S)	95	933	1183	0.080	95	0.1	3.346	A
4 - Wide Lane (W)	1124	364	1735	0.648	1121	1.9	6.009	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1087	254	1453	0.748	1086	3.0	10.216	B
2 - Mitchell Way (E)	451	810	1592	0.284	451	0.4	3.278	A
3 - George Curl Way (S)	95	936	1181	0.080	95	0.1	3.351	A
4 - Wide Lane (W)	1124	364	1734	0.648	1124	1.9	6.068	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	887	208	1481	0.599	893	1.6	6.453	A
2 - Mitchell Way (E)	369	666	1692	0.218	369	0.3	2.826	A
3 - George Curl Way (S)	77	767	1282	0.060	77	0.1	3.023	A
4 - Wide Lane (W)	918	298	1778	0.516	921	1.1	4.335	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	743	174	1501	0.495	745	1.0	4.986	A
2 - Mitchell Way (E)	309	556	1768	0.175	309	0.2	2.563	A
3 - George Curl Way (S)	65	641	1357	0.048	65	0.1	2.819	A
4 - Wide Lane (W)	769	249	1811	0.425	770	0.8	3.564	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.01	0.57	1.04	1.46	1.51			N/A	N/A
2 - Mitchell Way (E)	0.22	0.00	0.00	0.22	0.22			N/A	N/A
3 - George Curl Way (S)	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4 - Wide Lane (W)	0.75	0.57	1.03	1.44	1.49			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.53	0.06	0.75	3.69	5.40			N/A	N/A
2 - Mitchell Way (E)	0.29	0.00	0.00	0.29	0.29			N/A	N/A
3 - George Curl Way (S)	0.06	0.03	0.25	0.46	0.48			N/A	N/A
4 - Wide Lane (W)	1.09	0.06	0.80	2.08	2.96			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	2.96	0.03	0.30	2.96	10.55			N/A	N/A
2 - Mitchell Way (E)	0.41	0.03	0.26	0.47	0.50			N/A	N/A
3 - George Curl Way (S)	0.09	0.03	0.26	0.47	0.50			N/A	N/A
4 - Wide Lane (W)	1.86	0.03	0.27	1.86	1.86			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	3.03	0.03	0.28	3.03	3.73			N/A	N/A
2 - Mitchell Way (E)	0.41	0.03	0.34	1.30	1.30			N/A	N/A
3 - George Curl Way (S)	0.09	0.00	0.00	0.09	0.09			N/A	N/A
4 - Wide Lane (W)	1.88	0.03	0.27	1.88	1.88			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.59	0.07	0.93	3.66	5.17			N/A	N/A
2 - Mitchell Way (E)	0.29	0.00	0.00	0.29	0.29			N/A	N/A
3 - George Curl Way (S)	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4 - Wide Lane (W)	1.11	0.15	1.06	1.69	1.97			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.03	0.04	0.44	2.51	4.00			N/A	N/A
2 - Mitchell Way (E)	0.22	0.00	0.00	0.22	0.22			N/A	N/A
3 - George Curl Way (S)	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4 - Wide Lane (W)	0.76	0.06	0.69	1.07	1.65			N/A	N/A

FB 2036, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wide Ln, Mitchell Way Rbt	Standard Roundabout		1, 2, 3, 4	6.68	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	FB 2036	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (N)		✓	983	100.000
2 - Mitchell Way (E)		✓	501	100.000
3 - George Curl Way (S)		✓	189	100.000
4 - Wide Lane (W)		✓	737	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	35	246	39	663
	2 - Mitchell Way (E)	355	2	4	140
	3 - George Curl Way (S)	122	23	0	44
	4 - Wide Lane (W)	526	193	18	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	0	3	3	2
	2 - Mitchell Way (E)	3	0	0	4
	3 - George Curl Way (S)	2	0	0	0
	4 - Wide Lane (W)	3	4	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1 - Wide Lane (N)	0.75	9.98	2.9	10.0	A
2 - Mitchell Way (E)	0.35	3.62	0.6	2.6	A
3 - George Curl Way (S)	0.22	4.89	0.3	1.2	A
4 - Wide Lane (W)	0.51	4.81	1.1	1.5	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	740	177	1499	0.494	736	1.0	4.798	A
2 - Mitchell Way (E)	377	565	1761	0.214	376	0.3	2.680	A
3 - George Curl Way (S)	142	896	1205	0.118	142	0.1	3.427	A
4 - Wide Lane (W)	555	403	1709	0.325	553	0.5	3.212	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	884	212	1478	0.598	882	1.5	6.145	A
2 - Mitchell Way (E)	450	677	1684	0.267	450	0.4	3.012	A
3 - George Curl Way (S)	170	1072	1099	0.155	170	0.2	3.922	A
4 - Wide Lane (W)	663	482	1656	0.400	662	0.7	3.739	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1082	259	1450	0.746	1077	2.9	9.702	A
2 - Mitchell Way (E)	552	827	1580	0.349	551	0.6	3.611	A
3 - George Curl Way (S)	208	1311	956	0.218	208	0.3	4.870	A
4 - Wide Lane (W)	811	590	1585	0.512	810	1.1	4.791	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1082	260	1450	0.746	1082	2.9	9.979	A
2 - Mitchell Way (E)	552	831	1577	0.350	552	0.6	3.623	A
3 - George Curl Way (S)	208	1316	953	0.218	208	0.3	4.891	A
4 - Wide Lane (W)	811	591	1584	0.512	811	1.1	4.814	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	884	213	1478	0.598	889	1.5	6.307	A
2 - Mitchell Way (E)	450	683	1680	0.268	451	0.4	3.028	A
3 - George Curl Way (S)	170	1079	1095	0.155	170	0.2	3.943	A
4 - Wide Lane (W)	663	484	1655	0.400	664	0.7	3.757	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	740	178	1499	0.494	742	1.0	4.878	A
2 - Mitchell Way (E)	377	570	1758	0.215	378	0.3	2.694	A
3 - George Curl Way (S)	142	902	1201	0.118	142	0.1	3.443	A
4 - Wide Lane (W)	555	405	1708	0.325	556	0.5	3.233	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.99	0.56	1.02	1.43	1.48			N/A	N/A
2 - Mitchell Way (E)	0.28	0.00	0.00	0.28	0.28			N/A	N/A
3 - George Curl Way (S)	0.14	0.00	0.00	0.14	0.14			N/A	N/A
4 - Wide Lane (W)	0.49	0.00	0.00	0.49	0.49			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.49	0.06	0.72	3.60	5.29			N/A	N/A
2 - Mitchell Way (E)	0.38	0.00	0.00	0.38	0.38			N/A	N/A
3 - George Curl Way (S)	0.18	0.00	0.00	0.18	0.18			N/A	N/A
4 - Wide Lane (W)	0.68	0.09	0.83	1.41	1.48			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	2.89	0.03	0.29	2.89	9.99			N/A	N/A
2 - Mitchell Way (E)	0.55	0.03	0.26	0.55	0.55			N/A	N/A
3 - George Curl Way (S)	0.28	0.03	0.26	0.46	0.49			N/A	N/A
4 - Wide Lane (W)	1.07	0.03	0.26	1.07	1.07			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	2.94	0.03	0.28	2.94	3.40			N/A	N/A
2 - Mitchell Way (E)	0.55	0.03	0.31	1.48	2.56			N/A	N/A
3 - George Curl Way (S)	0.28	0.03	0.30	0.84	1.19			N/A	N/A
4 - Wide Lane (W)	1.08	0.03	0.28	1.08	1.45			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.55	0.07	0.93	3.53	4.99			N/A	N/A
2 - Mitchell Way (E)	0.38	0.00	0.00	0.38	0.38			N/A	N/A
3 - George Curl Way (S)	0.19	0.00	0.00	0.19	0.19			N/A	N/A
4 - Wide Lane (W)	0.69	0.42	1.00	1.44	1.50			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.01	0.04	0.43	2.43	3.86			N/A	N/A
2 - Mitchell Way (E)	0.28	0.00	0.00	0.28	0.28			N/A	N/A
3 - George Curl Way (S)	0.14	0.00	0.00	0.14	0.14			N/A	N/A
4 - Wide Lane (W)	0.50	0.04	0.44	1.30	1.43			N/A	N/A

DS 2036, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wide Ln, Mitchell Way Rbt	Standard Roundabout		1, 2, 3, 4	31.66	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)
D11	DS 2036	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (N)		✓	1258	100.000
2 - Mitchell Way (E)		✓	584	100.000
3 - George Curl Way (S)		✓	86	100.000
4 - Wide Lane (W)		✓	1116	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	4	587	228	439
	2 - Mitchell Way (E)	426	0	11	147
	3 - George Curl Way (S)	42	15	0	29
	4 - Wide Lane (W)	805	246	57	8

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	0	8	1	5
	2 - Mitchell Way (E)	16	0	0	5
	3 - George Curl Way (S)	0	7	0	0
	4 - Wide Lane (W)	3	2	0	16

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1 - Wide Lane (N)	1.00	66.04	25.2	93.3	F
2 - Mitchell Way (E)	0.40	4.23	0.8	3.2	A
3 - George Curl Way (S)	0.09	3.72	0.1	0.5	A
4 - Wide Lane (W)	0.76	9.41	3.2	10.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	947	244	1459	0.649	939	1.9	7.211	A
2 - Mitchell Way (E)	440	550	1772	0.248	438	0.4	3.038	A
3 - George Curl Way (S)	65	767	1282	0.051	65	0.1	2.990	A
4 - Wide Lane (W)	840	365	1734	0.485	836	1.0	4.103	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1131	292	1431	0.790	1124	3.7	12.080	B
2 - Mitchell Way (E)	525	658	1697	0.309	524	0.5	3.456	A
3 - George Curl Way (S)	77	917	1192	0.065	77	0.1	3.266	A
4 - Wide Lane (W)	1003	437	1686	0.595	1001	1.5	5.398	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1385	357	1393	0.995	1328	18.1	40.388	E
2 - Mitchell Way (E)	643	779	1613	0.399	642	0.7	4.173	A
3 - George Curl Way (S)	95	1106	1079	0.088	95	0.1	3.699	A
4 - Wide Lane (W)	1229	535	1621	0.758	1222	3.1	9.124	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1385	359	1392	0.995	1357	25.2	66.037	F
2 - Mitchell Way (E)	643	795	1602	0.401	643	0.8	4.230	A
3 - George Curl Way (S)	95	1117	1072	0.088	95	0.1	3.724	A
4 - Wide Lane (W)	1229	536	1621	0.758	1228	3.2	9.412	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1131	295	1429	0.791	1214	4.3	23.347	C
2 - Mitchell Way (E)	525	707	1663	0.316	526	0.5	3.571	A
3 - George Curl Way (S)	77	951	1172	0.066	77	0.1	3.326	A
4 - Wide Lane (W)	1003	439	1685	0.595	1010	1.5	5.525	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	947	246	1458	0.649	956	2.0	7.710	A
2 - Mitchell Way (E)	440	559	1766	0.249	440	0.4	3.063	A
3 - George Curl Way (S)	65	775	1277	0.051	65	0.1	3.002	A
4 - Wide Lane (W)	840	367	1733	0.485	842	1.0	4.165	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.91	0.54	1.22	2.92	3.52			N/A	N/A
2 - Mitchell Way (E)	0.37	0.00	0.00	0.37	0.37			N/A	N/A
3 - George Curl Way (S)	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4 - Wide Lane (W)	0.96	0.56	1.03	1.44	1.49			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	3.75	0.06	1.01	10.40	16.32			N/A	N/A
2 - Mitchell Way (E)	0.50	0.00	0.00	0.50	0.50			N/A	N/A
3 - George Curl Way (S)	0.07	0.03	0.25	0.46	0.48			N/A	N/A
4 - Wide Lane (W)	1.49	0.05	0.53	3.72	5.68			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	18.13	0.36	9.99	45.07	61.36			N/A	N/A
2 - Mitchell Way (E)	0.74	0.03	0.29	0.74	0.74			N/A	N/A
3 - George Curl Way (S)	0.10	0.03	0.26	0.47	0.50			N/A	N/A
4 - Wide Lane (W)	3.09	0.03	0.29	3.09	10.55			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	25.18	0.27	11.75	66.39	93.35			N/A	N/A
2 - Mitchell Way (E)	0.75	0.03	0.32	1.26	3.22			N/A	N/A
3 - George Curl Way (S)	0.10	0.00	0.00	0.10	0.10			N/A	N/A
4 - Wide Lane (W)	3.15	0.03	0.28	3.15	3.51			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	4.33	0.04	0.44	11.86	22.47			N/A	N/A
2 - Mitchell Way (E)	0.52	0.00	0.00	0.52	0.52			N/A	N/A
3 - George Curl Way (S)	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4 - Wide Lane (W)	1.53	0.07	0.94	3.47	4.92			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	2.00	0.03	0.32	2.15	9.27			N/A	N/A
2 - Mitchell Way (E)	0.38	0.00	0.00	0.38	0.38			N/A	N/A
3 - George Curl Way (S)	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4 - Wide Lane (W)	0.98	0.04	0.42	2.35	3.81			N/A	N/A

DS 2036, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wide Ln, Mitchell Way Rbt	Standard Roundabout		1, 2, 3, 4	11.31	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)
D12	DS 2036	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (N)		✓	1134	100.000
2 - Mitchell Way (E)		✓	802	100.000
3 - George Curl Way (S)		✓	189	100.000
4 - Wide Lane (W)		✓	752	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	35	397	39	663
	2 - Mitchell Way (E)	596	2	4	200
	3 - George Curl Way (S)	122	23	0	44
	4 - Wide Lane (W)	526	208	18	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	0	17	3	2
	2 - Mitchell Way (E)	6	0	0	3
	3 - George Curl Way (S)	2	0	0	0
	4 - Wide Lane (W)	3	3	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1 - Wide Lane (N)	0.87	19.49	6.4	33.0	C
2 - Mitchell Way (E)	0.56	5.45	1.3	1.5	A
3 - George Curl Way (S)	0.28	6.66	0.4	1.5	A
4 - Wide Lane (W)	0.59	6.39	1.5	1.6	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	854	188	1492	0.572	848	1.4	5.915	A
2 - Mitchell Way (E)	604	565	1762	0.343	602	0.5	3.258	A
3 - George Curl Way (S)	142	1121	1070	0.133	142	0.2	3.924	A
4 - Wide Lane (W)	566	583	1589	0.356	564	0.6	3.611	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1019	225	1471	0.693	1016	2.3	8.379	A
2 - Mitchell Way (E)	721	676	1684	0.428	720	0.8	3.922	A
3 - George Curl Way (S)	170	1342	938	0.181	170	0.2	4.745	A
4 - Wide Lane (W)	676	698	1513	0.447	675	0.8	4.422	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1249	276	1441	0.867	1234	6.1	17.410	C
2 - Mitchell Way (E)	883	822	1584	0.558	881	1.3	5.372	A
3 - George Curl Way (S)	208	1636	762	0.273	207	0.4	6.574	A
4 - Wide Lane (W)	828	854	1410	0.587	825	1.4	6.323	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1249	276	1440	0.867	1247	6.4	19.491	C
2 - Mitchell Way (E)	883	830	1578	0.560	883	1.3	5.451	A
3 - George Curl Way (S)	208	1646	755	0.275	208	0.4	6.660	A
4 - Wide Lane (W)	828	856	1408	0.588	828	1.5	6.392	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1019	226	1470	0.694	1035	2.5	9.148	A
2 - Mitchell Way (E)	721	689	1676	0.430	723	0.8	3.985	A
3 - George Curl Way (S)	170	1357	929	0.183	171	0.2	4.814	A
4 - Wide Lane (W)	676	702	1511	0.447	678	0.8	4.471	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	854	189	1492	0.572	858	1.5	6.101	A
2 - Mitchell Way (E)	604	571	1757	0.344	605	0.6	3.289	A
3 - George Curl Way (S)	142	1130	1065	0.134	143	0.2	3.955	A
4 - Wide Lane (W)	566	587	1587	0.357	567	0.6	3.641	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.41	0.60	1.25	1.71	1.93			N/A	N/A
2 - Mitchell Way (E)	0.55	0.55	1.05	1.47	1.53			N/A	N/A
3 - George Curl Way (S)	0.15	0.00	0.00	0.15	0.15			N/A	N/A
4 - Wide Lane (W)	0.57	0.57	1.03	1.44	1.49			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	2.34	0.06	0.64	6.27	9.87			N/A	N/A
2 - Mitchell Way (E)	0.78	0.08	0.84	1.11	1.11			N/A	N/A
3 - George Curl Way (S)	0.22	0.00	0.00	0.22	0.22			N/A	N/A
4 - Wide Lane (W)	0.83	0.08	0.83	1.54	1.60			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	6.06	0.04	0.40	14.86	32.96			N/A	N/A
2 - Mitchell Way (E)	1.31	0.03	0.27	1.31	1.31			N/A	N/A
3 - George Curl Way (S)	0.38	0.03	0.26	0.46	0.49			N/A	N/A
4 - Wide Lane (W)	1.44	0.03	0.27	1.44	1.44			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	6.45	0.03	0.33	7.26	30.21			N/A	N/A
2 - Mitchell Way (E)	1.33	0.03	0.28	1.33	1.33			N/A	N/A
3 - George Curl Way (S)	0.38	0.03	0.34	1.25	1.51			N/A	N/A
4 - Wide Lane (W)	1.46	0.03	0.28	1.46	1.46			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	2.49	0.05	0.48	6.86	11.60			N/A	N/A
2 - Mitchell Way (E)	0.80	0.29	1.00	1.46	1.52			N/A	N/A
3 - George Curl Way (S)	0.23	0.00	0.00	0.23	0.23			N/A	N/A
4 - Wide Lane (W)	0.84	0.17	0.95	1.46	1.52			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.45	0.04	0.36	3.23	7.41			N/A	N/A
2 - Mitchell Way (E)	0.55	0.05	0.54	1.37	1.47			N/A	N/A
3 - George Curl Way (S)	0.16	0.00	0.00	0.16	0.16			N/A	N/A
4 - Wide Lane (W)	0.58	0.05	0.54	1.36	1.46			N/A	N/A

Basic Results Summary

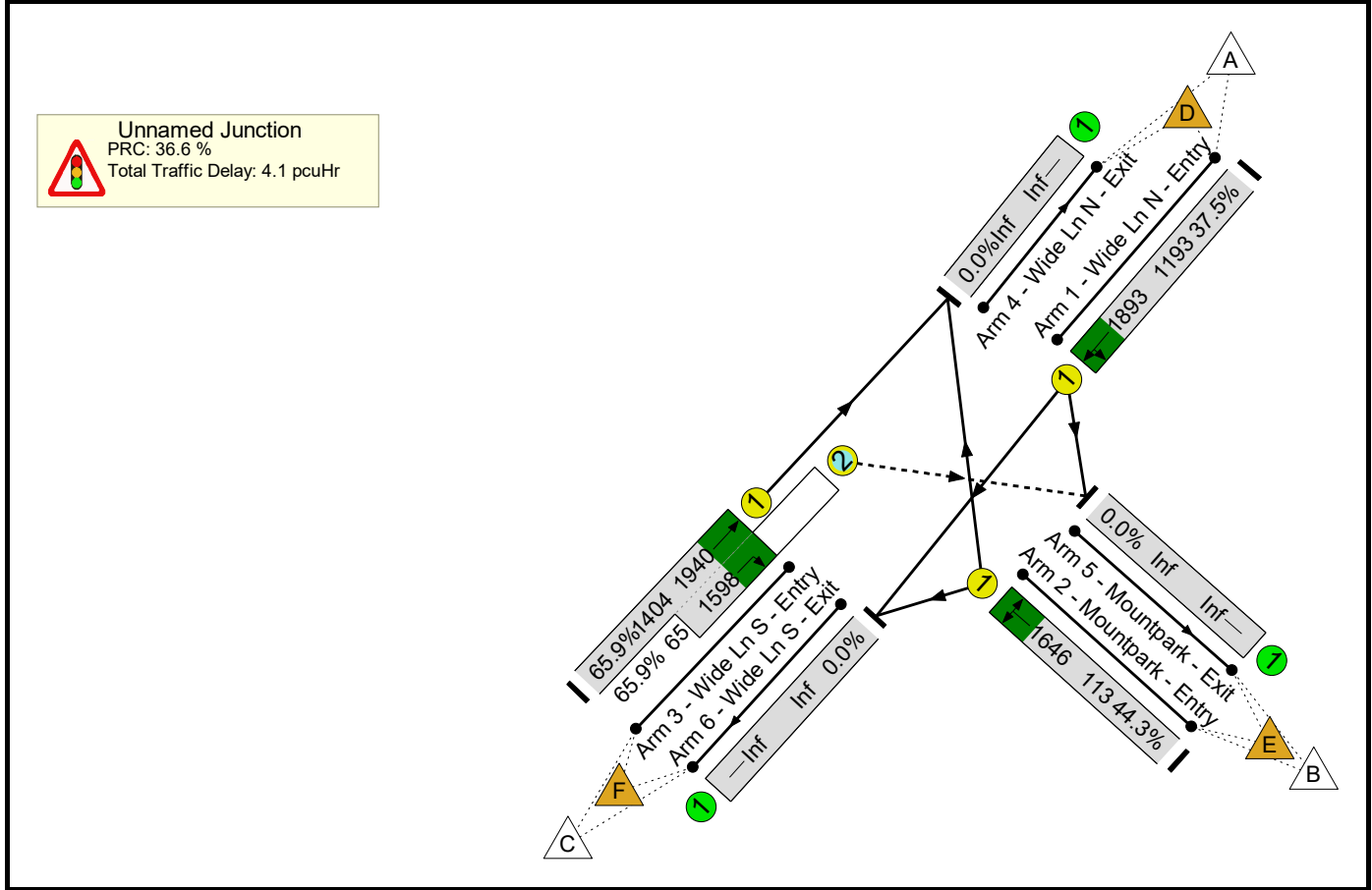
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	J05_WideLn-Mountpark.lsg3x
Author:	
Company:	
Address:	

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

Network Layout Diagram



Network Results

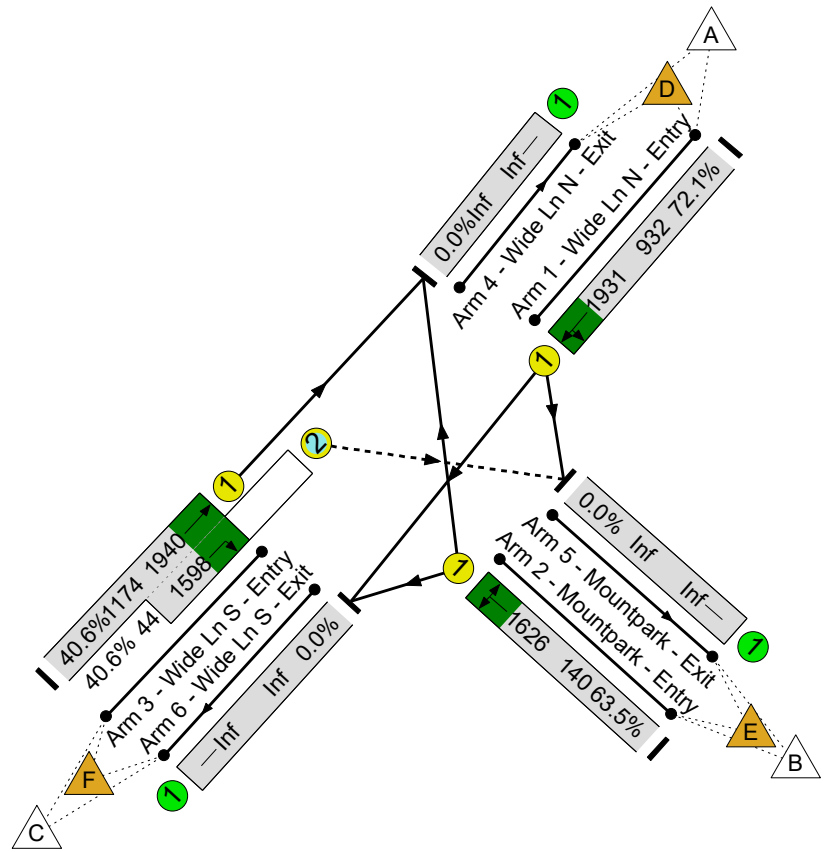
Basic Results Summary

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

Network Layout Diagram



Unnamed Junction
PRC: 24.8 %
Total Traffic Delay: 6.1 pcuHr



Network Results

Basic Results Summary

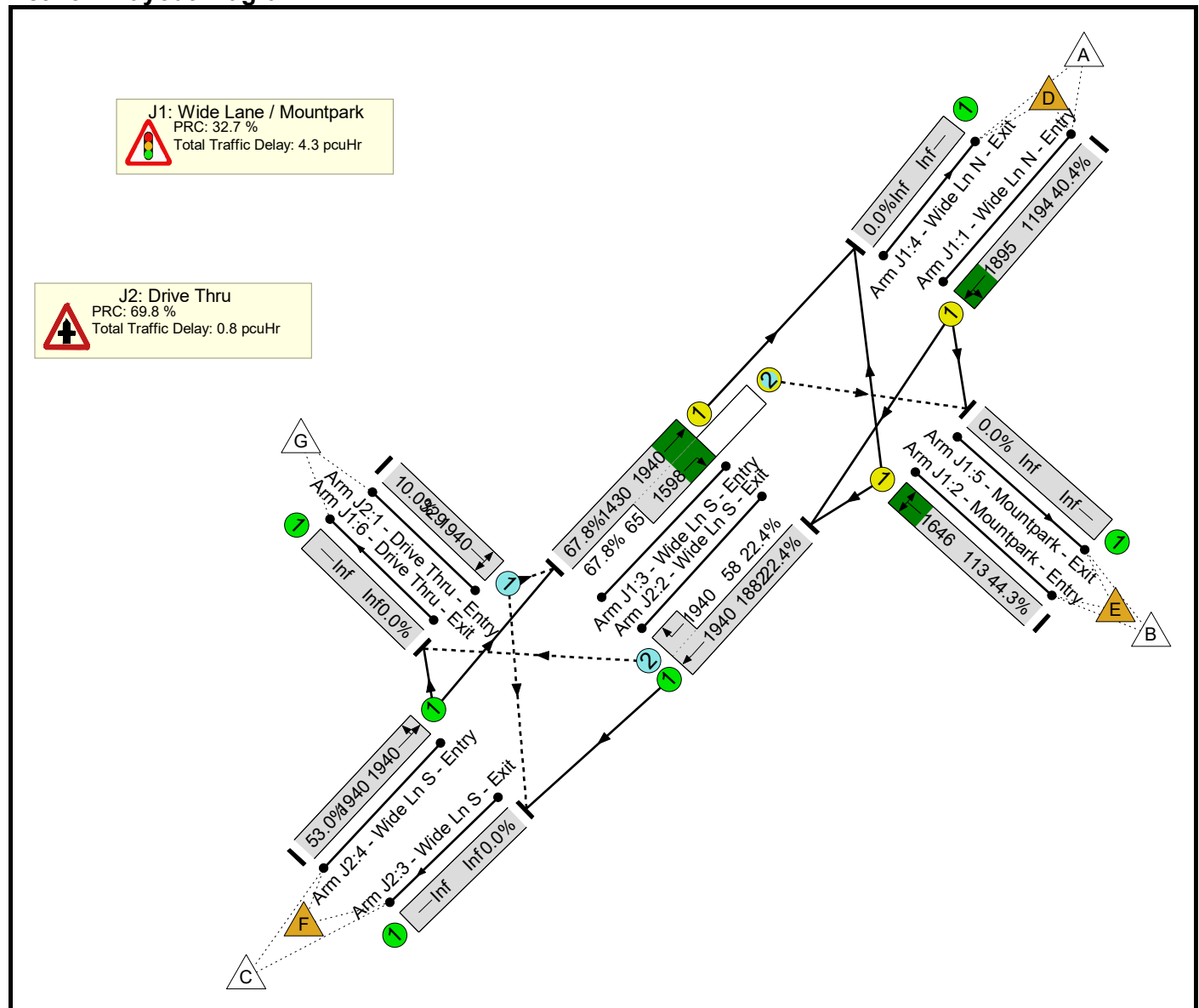
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	J05_WideLn-Mountpark_Future.lsg3x
Author:	
Company:	
Address:	

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

Network Layout Diagram



Basic Results Summary

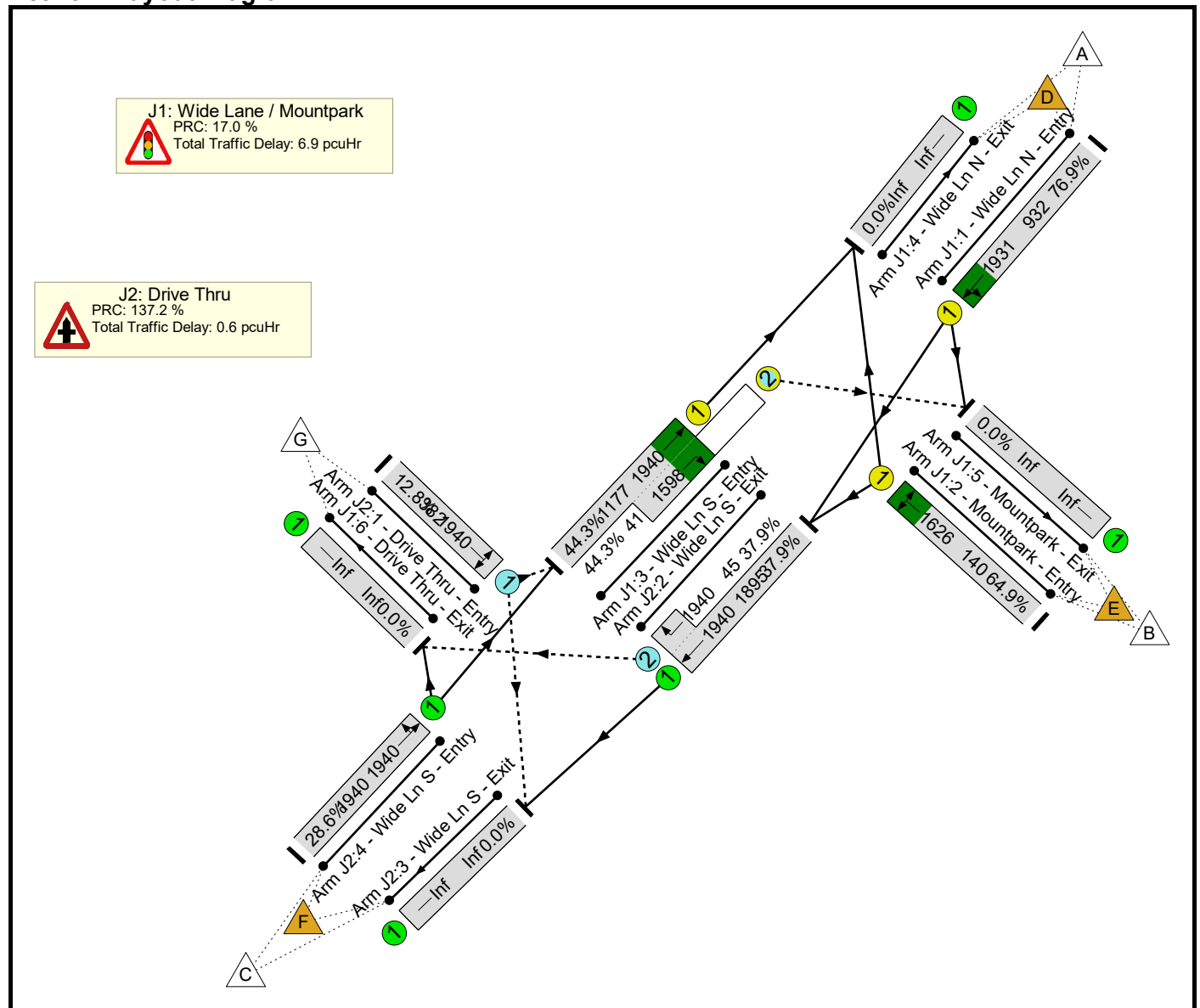
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	67.8%	83	4	2	5.0	-	-
J1: Wide Lane / Mountpark	-	-	-		-	-	-	-	-	-	67.8%	37	4	2	4.3	-	-
1/1	Wide Ln N - Entry Left Ahead	U	A		1	22	-	483	1895	1194	40.4%	-	-	-	1.2	9.2	5.2
2/1	Mountpark - Entry Right Left	U	D		1	7	-	50	1646	113	44.3%	-	-	-	0.8	61.0	1.4
3/1+3/2	Wide Ln S - Entry Ahead Right	U+O	B	C	1	32	4	1014	1940:1598	1430+65	67.8 : 67.8%	37	4	2	2.2	7.7	10.4
J2: Drive Thru	-	-	-		-	-	-	-	-	-	53.0%	46	0	0	0.8	-	-
1/1	Drive Thru - Entry Left Right	O	-		-	-	-	33	1940	329	10.0%	33	0	0	0.1	6.1	0.1
2/1+2/2	Wide Ln S - Exit Ahead Right	U+O	-		-	-	-	435	1940:1940	1882+58	22.4 : 22.4%	13	0	0	0.1	1.2	0.1
4/1	Wide Ln S - Entry Ahead Left	U	-		-	-	-	1028	1940	1940	53.0%	-	-	-	0.6	2.0	0.6
C1																	
PRC for Signalled Lanes (%):							32.7	Total Delay for Signalled Lanes (pcuHr):					4.27	Cycle Time (s): 73			
PRC Over All Lanes (%):							32.7	Total Delay Over All Lanes(pcuHr):					5.03				

Basic Results Summary

Scenario 4: 'FB 2025 PM' (FG4: 'FB 2025 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

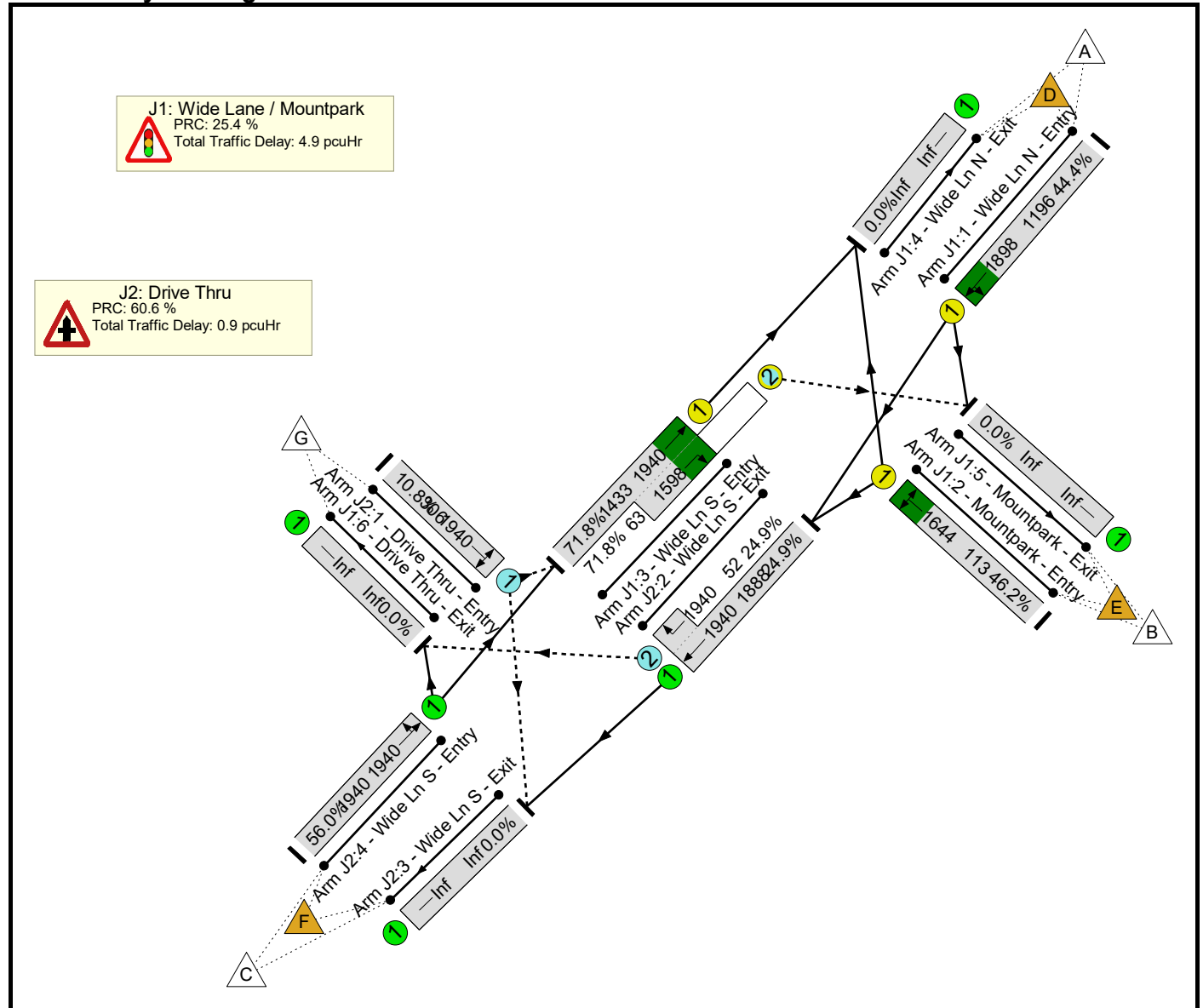
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	76.9%	81	2	1	7.5	-	-
J1: Wide Lane / Mountpark	-	-	-		-	-	-	-	-	-	76.9%	15	2	1	6.9	-	-
1/1	Wide Ln N - Entry Left Ahead	U	A		1	7	-	717	1931	932	76.9%	-	-	-	4.1	20.6	11.0
2/1	Mountpark - Entry Right Left	U	D		1	7	-	91	1626	140	64.9%	-	-	-	1.5	61.0	2.3
3/1+3/2	Wide Ln S - Entry Ahead Right	U+O	B	C	1	17	4	539	1940:1598	1177+41	44.3 : 44.3%	15	2	1	1.3	8.6	4.7
J2: Drive Thru	-	-	-		-	-	-	-	-	-	37.9%	66	0	0	0.6	-	-
1/1	Drive Thru - Entry Left Right	O	-		-	-	-	49	1940	382	12.8%	49	0	0	0.1	5.4	0.1
2/1+2/2	Wide Ln S - Exit Ahead Right	U+O	-		-	-	-	736	1940:1940	1895+45	37.9 : 37.9%	17	0	0	0.3	1.5	0.3
4/1	Wide Ln S - Entry Ahead Left	U	-		-	-	-	555	1940	1940	28.6%	-	-	-	0.2	1.3	0.2
C1				PRC for Signalled Lanes (%):		17.0	17.0		Total Delay for Signalled Lanes (pcuHr):		6.93	7.51		Cycle Time (s):		58	
				PRC Over All Lanes (%):		17.0			Total Delay Over All Lanes(pcuHr):								

Basic Results Summary

Scenario 5: 'FB 2028 AM' (FG9: 'FB 2028 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

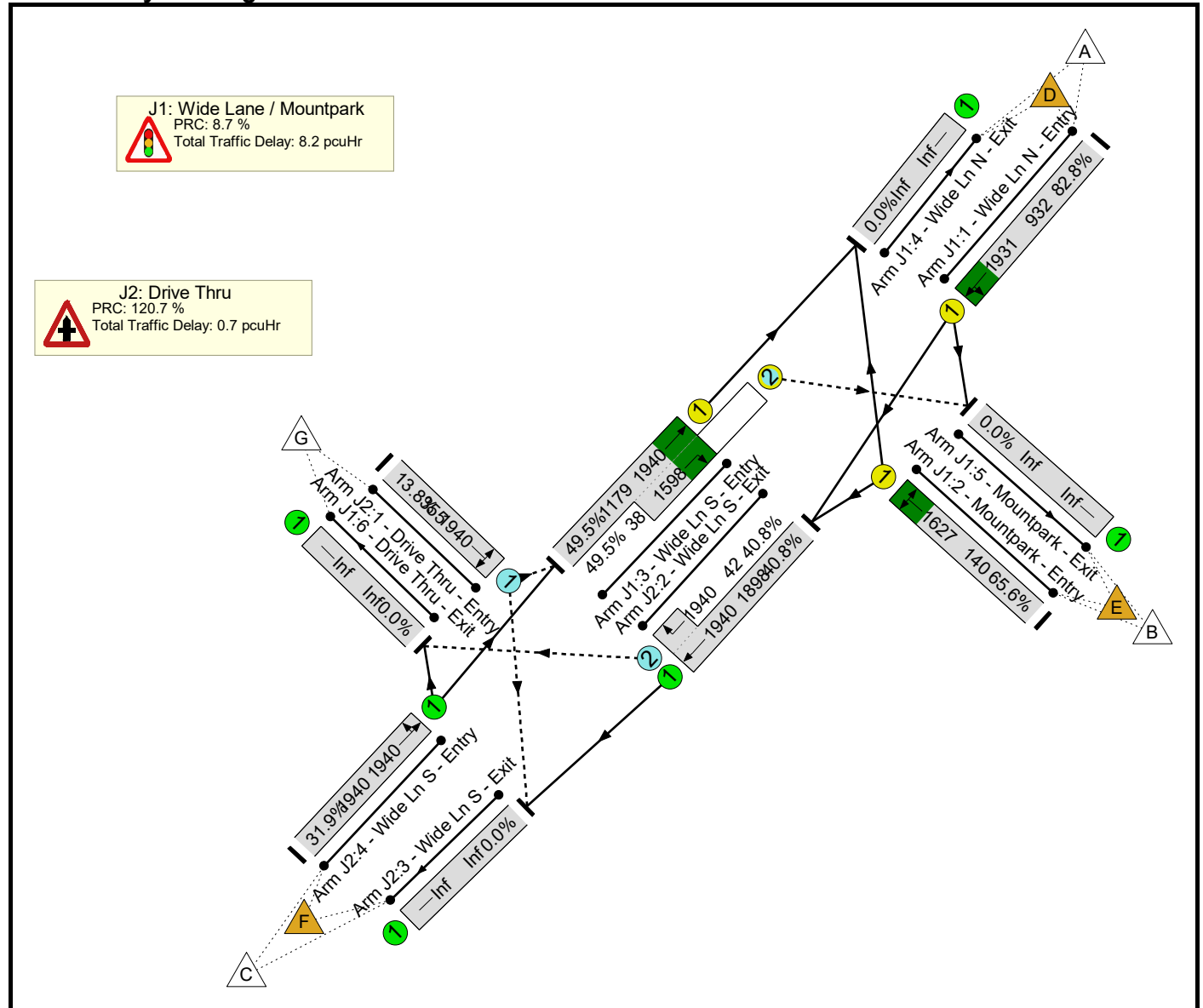
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	71.8%	84	4	2	5.7	-	-
J1: Wide Lane / Mountpark	-	-	-		-	-	-	-	-	-	71.8%	38	4	2	4.9	-	-
1/1	Wide Ln N - Entry Left Ahead	U	A		1	22	-	531	1898	1196	44.4%	-	-	-	1.4	9.6	5.9
2/1	Mountpark - Entry Right Left	U	D		1	7	-	52	1644	113	46.2%	-	-	-	0.9	62.0	1.4
3/1+3/2	Wide Ln S - Entry Ahead Right	U+O	B	C	1	32	4	1073	1940:1598	1433+63	71.8 : 71.8%	38	4	2	2.5	8.5	11.8
J2: Drive Thru	-	-	-		-	-	-	-	-	-	56.0%	46	0	0	0.9	-	-
1/1	Drive Thru - Entry Left Right	O	-		-	-	-	33	1940	306	10.8%	33	0	0	0.1	6.6	0.1
2/1+2/2	Wide Ln S - Exit Ahead Right	U+O	-		-	-	-	483	1940:1940	1888+52	24.9 : 24.9%	13	0	0	0.2	1.2	0.2
4/1	Wide Ln S - Entry Ahead Left	U	-		-	-	-	1087	1940	1940	56.0%	-	-	-	0.6	2.1	0.6
C1			PRC for Signalled Lanes (%):		25.4		25.4		Total Delay for Signalled Lanes (pcuHr):		4.86		Cycle Time (s):		73		
			PRC Over All Lanes (%):		25.4				Total Delay Over All Lanes(pcuHr):		5.72						

Basic Results Summary

Scenario 6: 'FB 2028 PM' (FG10: 'FB 2028 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

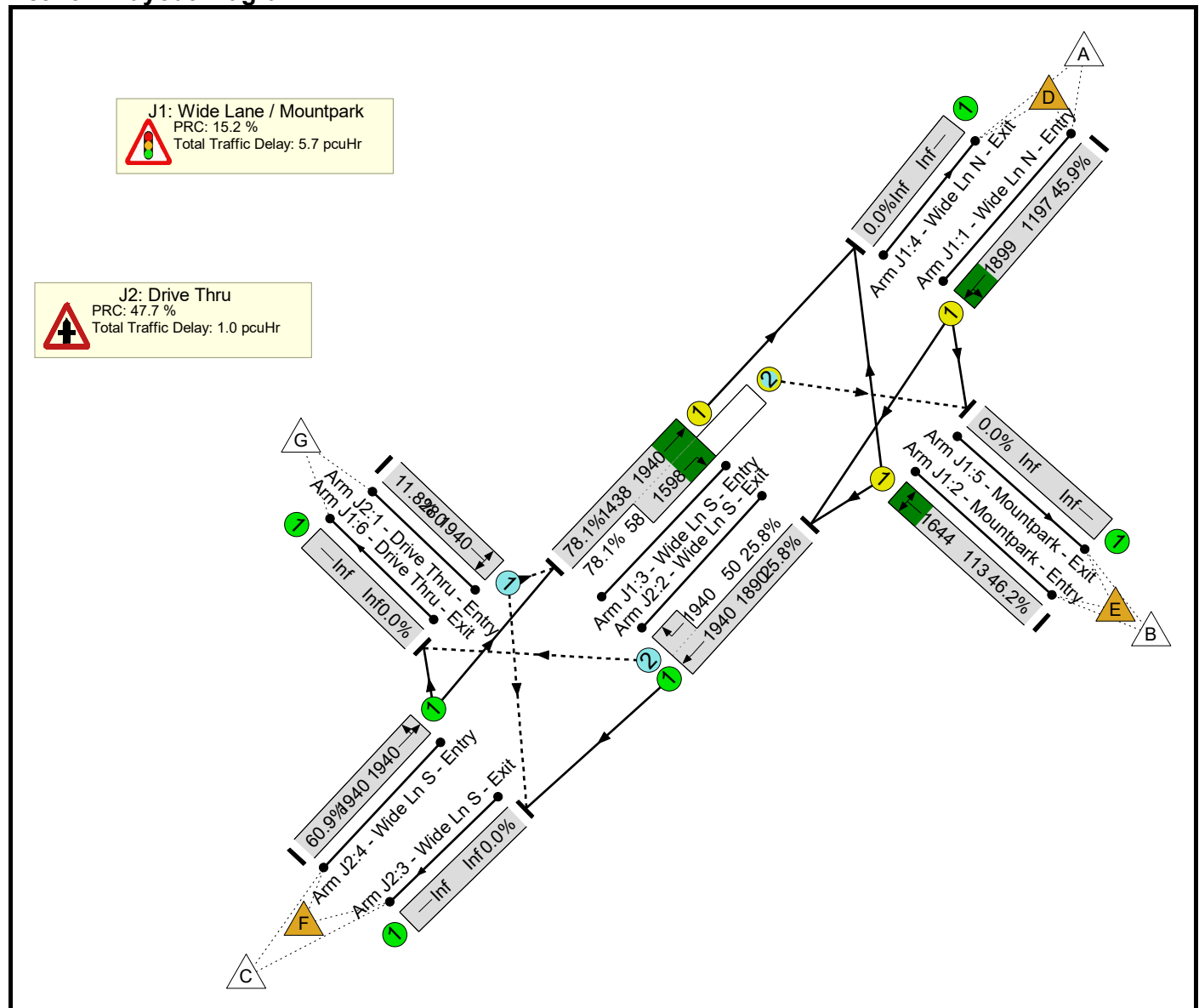


Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	82.8%	82	2	1	8.9	-	-
J1: Wide Lane / Mountpark	-	-	-		-	-	-	-	-	-	82.8%	16	2	1	8.2	-	-
1/1	Wide Ln N - Entry Left Ahead	U	A		1	7	-	772	1931	932	82.8%	-	-	-	5.1	23.8	12.8
2/1	Mountpark - Entry Right Left	U	D		1	7	-	92	1627	140	65.6%	-	-	-	1.6	61.6	2.3
3/1+3/2	Wide Ln S - Entry Ahead Right	U+O	B	C	1	17	4	603	1940:1598	1179+38	49.5 : 49.5%	16	2	1	1.5	9.2	5.5
J2: Drive Thru	-	-	-		-	-	-	-	-	-	40.8%	66	0	0	0.7	-	-
1/1	Drive Thru - Entry Left Right	O	-		-	-	-	49	1940	355	13.8%	49	0	0	0.1	5.9	0.1
2/1+2/2	Wide Ln S - Exit Ahead Right	U+O	-		-	-	-	791	1940:1940	1898+42	40.8 : 40.8%	17	0	0	0.3	1.6	0.3
4/1	Wide Ln S - Entry Ahead Left	U	-		-	-	-	619	1940	1940	31.9%	-	-	-	0.2	1.4	0.2
C1 PRC for Signalled Lanes (%): 8.7 PRC Over All Lanes (%): 8.7 Total Delay for Signalled Lanes (pcuHr): 8.22 Total Delay Over All Lanes(pcuHr): 8.88 Cycle Time (s): 58																	

Network Layout Diagram

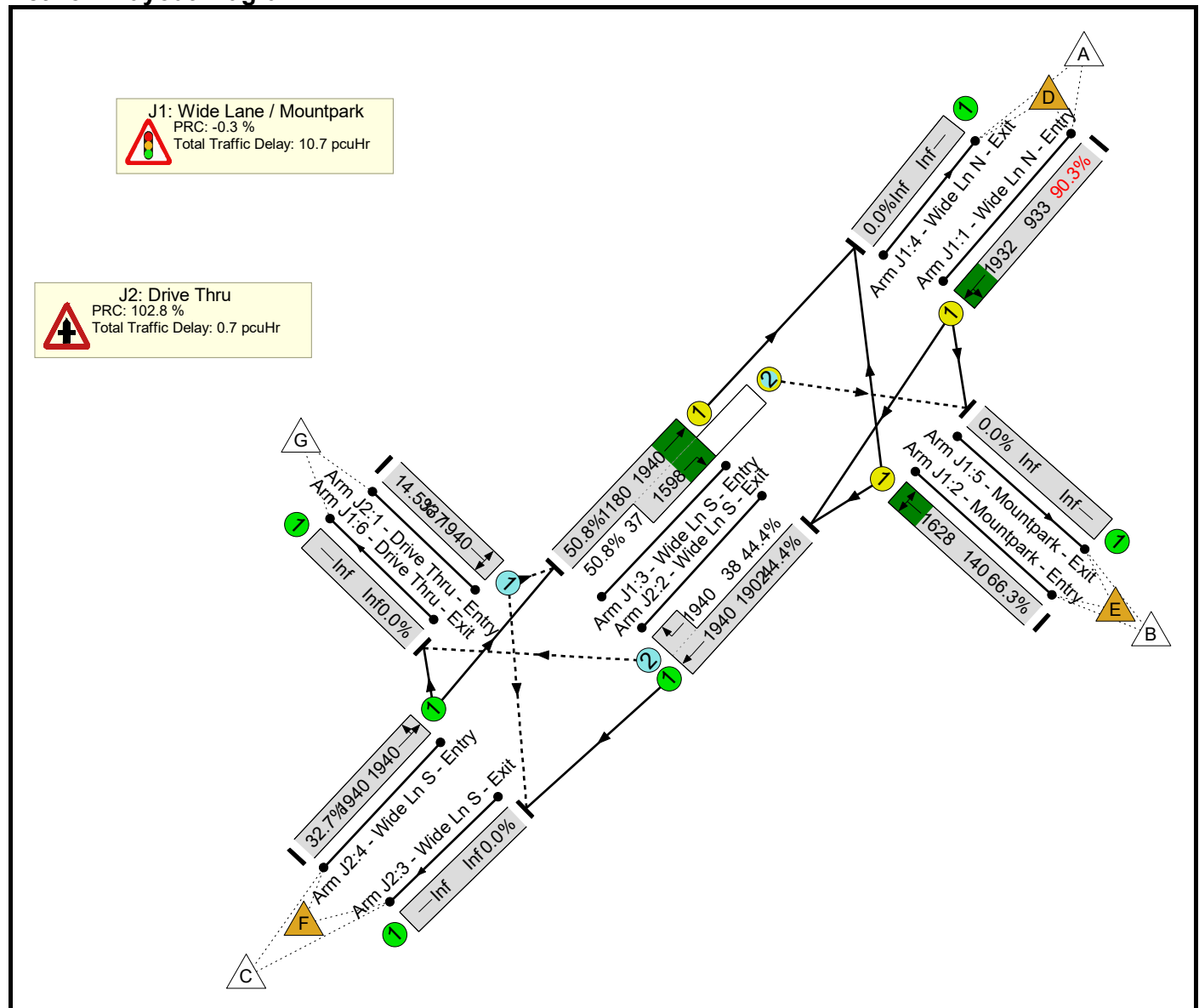


Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	78.1%	84	4	2	6.7	-	-
J1: Wide Lane / Mountpark	-	-	-		-	-	-	-	-	-	78.1%	38	4	2	5.7	-	-
1/1	Wide Ln N - Entry Left Ahead	U	A		1	22	-	549	1899	1197	45.9%	-	-	-	1.5	9.8	6.1
2/1	Mountpark - Entry Right Left	U	D		1	7	-	52	1644	113	46.2%	-	-	-	0.9	62.0	1.4
3/1+3/2	Wide Ln S - Entry Ahead Right	U+O	B	C	1	32	4	1168	1940:1598	1438+58	78.1 : 78.1%	38	4	2	3.3	10.2	14.9
J2: Drive Thru	-	-	-		-	-	-	-	-	-	60.9%	46	0	0	1.0	-	-
1/1	Drive Thru - Entry Left Right	O	-		-	-	-	33	1940	280	11.8%	33	0	0	0.1	7.3	0.2
2/1+2/2	Wide Ln S - Exit Ahead Right	U+O	-		-	-	-	500	1940:1940	1890+50	25.8 : 25.8%	13	0	0	0.2	1.2	0.2
4/1	Wide Ln S - Entry Ahead Left	U	-		-	-	-	1182	1940	1940	60.9%	-	-	-	0.8	2.4	0.8
C1				PRC for Signalled Lanes (%):		15.2	15.2		Total Delay for Signalled Lanes (pcuHr):		5.71	5.71		Cycle Time (s):		73	
				PRC Over All Lanes (%):		15.2	15.2		Total Delay Over All Lanes(pcuHr):		6.73	6.73					

Network Layout Diagram



Basic Results Summary

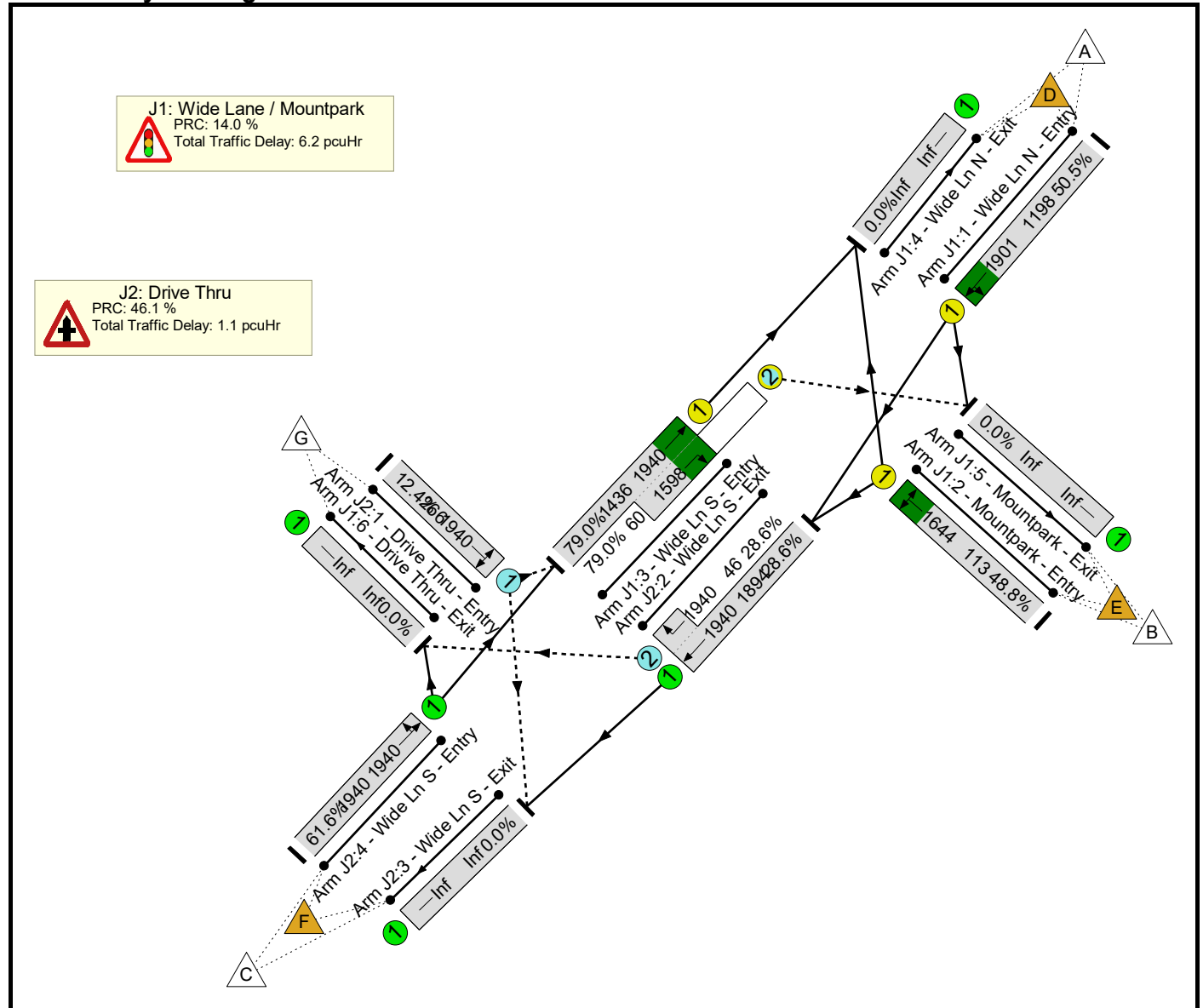
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	90.3%	82	2	1	11.4	-	-
J1: Wide Lane / Mountpark	-	-	-		-	-	-	-	-	-	90.3%	16	2	1	10.7	-	-
1/1	Wide Ln N - Entry Left Ahead	U	A		1	7	-	842	1932	933	90.3%	-	-	-	7.5	31.9	16.6
2/1	Mountpark - Entry Right Left	U	D		1	7	-	93	1628	140	66.3%	-	-	-	1.6	62.3	2.4
3/1+3/2	Wide Ln S - Entry Ahead Right	U+O	B	C	1	17	4	619	1940:1598	1180+37	50.8 : 50.8%	16	2	1	1.6	9.4	5.9
J2: Drive Thru	-	-	-		-	-	-	-	-	-	44.4%	66	0	0	0.7	-	-
1/1	Drive Thru - Entry Left Right	O	-		-	-	-	49	1940	337	14.5%	49	0	0	0.1	6.3	0.1
2/1+2/2	Wide Ln S - Exit Ahead Right	U+O	-		-	-	-	861	1940:1940	1902+38	44.4 : 44.4%	17	0	0	0.4	1.7	0.4
4/1	Wide Ln S - Entry Ahead Left	U	-		-	-	-	635	1940	1940	32.7%	-	-	-	0.2	1.4	0.2
C1			PRC for Signalled Lanes (%):				-0.3	Total Delay for Signalled Lanes (pcuHr):				10.68	Cycle Time (s):		58		
			PRC Over All Lanes (%):				-0.3	Total Delay Over All Lanes(pcuHr):				11.41					

Basic Results Summary

Scenario 9: 'FB 2036 AM' (FG7: 'FB 2036 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

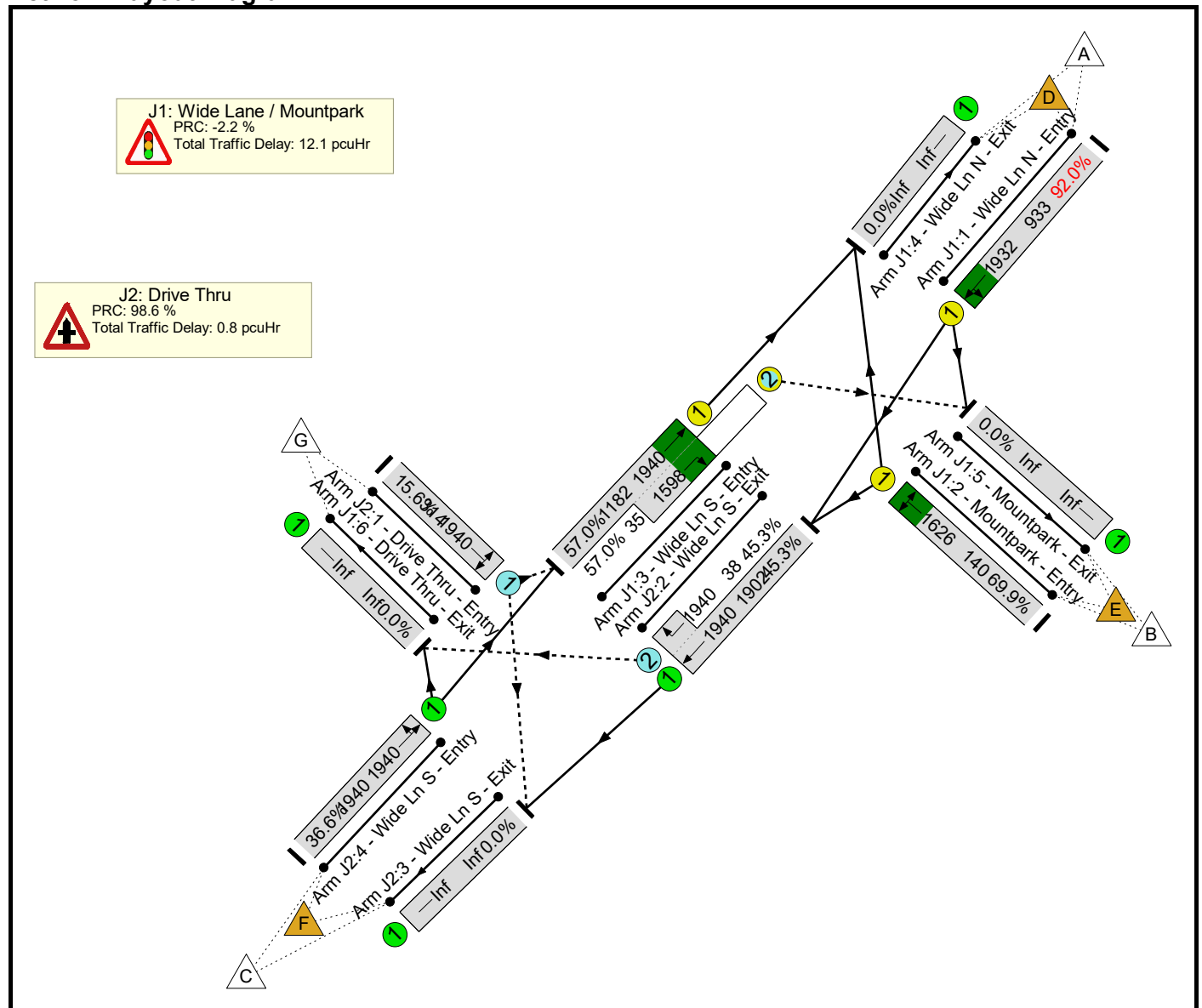
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	79.0%	86	5	3	7.2	-	-
J1: Wide Lane / Mountpark	-	-	-		-	-	-	-	-	-	79.0%	40	5	3	6.2	-	-
1/1	Wide Ln N - Entry Left Ahead	U	A		1	22	-	605	1901	1198	50.5%	-	-	-	1.7	10.4	7.1
2/1	Mountpark - Entry Right Left	U	D		1	7	-	55	1644	113	48.8%	-	-	-	1.0	63.6	1.5
3/1+3/2	Wide Ln S - Entry Ahead Right	U+O	B	C	1	32	4	1181	1940:1598	1436+60	79.0 : 79.0%	40	5	3	3.5	10.6	15.4
J2: Drive Thru	-	-	-		-	-	-	-	-	-	61.6%	46	0	0	1.1	-	-
1/1	Drive Thru - Entry Left Right	O	-		-	-	-	33	1940	266	12.4%	33	0	0	0.1	8.0	0.2
2/1+2/2	Wide Ln S - Exit Ahead Right	U+O	-		-	-	-	554	1940:1940	1894+46	28.6 : 28.6%	13	0	0	0.2	1.3	0.2
4/1	Wide Ln S - Entry Ahead Left	U	-		-	-	-	1195	1940	1940	61.6%	-	-	-	0.8	2.4	0.8
C1				PRC for Signalled Lanes (%):		14.0	14.0		Total Delay for Signalled Lanes (pcuHr):		6.18	6.18		Cycle Time (s):		73	
				PRC Over All Lanes (%):		14.0	14.0		Total Delay Over All Lanes(pcuHr):		7.25						

Basic Results Summary

Scenario 10: 'FB 2036 PM' (FG8: 'FB 2036 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

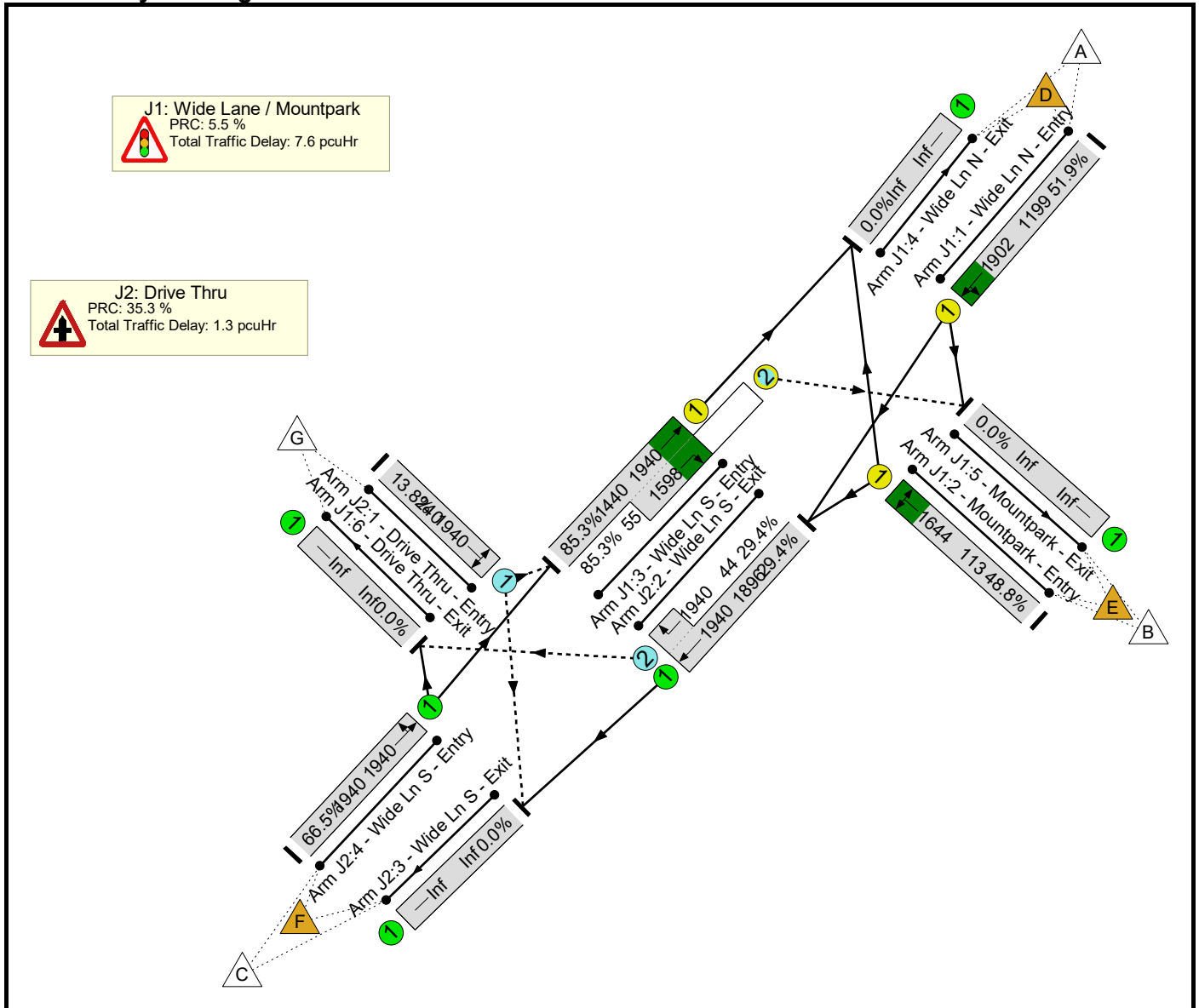
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	92.0%	83	2	1	12.9	-	-
J1: Wide Lane / Mountpark	-	-	-		-	-	-	-	-	-	92.0%	17	2	1	12.1	-	-
1/1	Wide Ln N - Entry Left Ahead	U	A		1	7	-	858	1932	933	92.0%	-	-	-	8.4	35.2	17.7
2/1	Mountpark - Entry Right Left	U	D		1	7	-	98	1626	140	69.9%	-	-	-	1.8	66.4	2.6
3/1+3/2	Wide Ln S - Entry Ahead Right	U+O	B	C	1	17	4	694	1940:1598	1182+35	57.0 : 57.0%	17	2	1	2.0	10.1	7.0
J2: Drive Thru	-	-	-		-	-	-	-	-	-	45.3%	66	0	0	0.8	-	-
1/1	Drive Thru - Entry Left Right	O	-		-	-	-	49	1940	314	15.6%	49	0	0	0.1	6.8	0.1
2/1+2/2	Wide Ln S - Exit Ahead Right	U+O	-		-	-	-	879	1940:1940	1902+38	45.3 : 45.3%	17	0	0	0.4	1.7	0.4
4/1	Wide Ln S - Entry Ahead Left	U	-		-	-	-	710	1940	1940	36.6%	-	-	-	0.3	1.5	0.3
C1 PRC for Signalled Lanes (%): -2.2 PRC Over All Lanes (%): -2.2 Total Delay for Signalled Lanes (pcuHr): 12.15 Total Delay Over All Lanes(pcuHr): 12.94 Cycle Time (s): 58																	

Basic Results Summary

Scenario 11: 'Proposed 2036 AM' (FG5: 'Proposed 2036 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

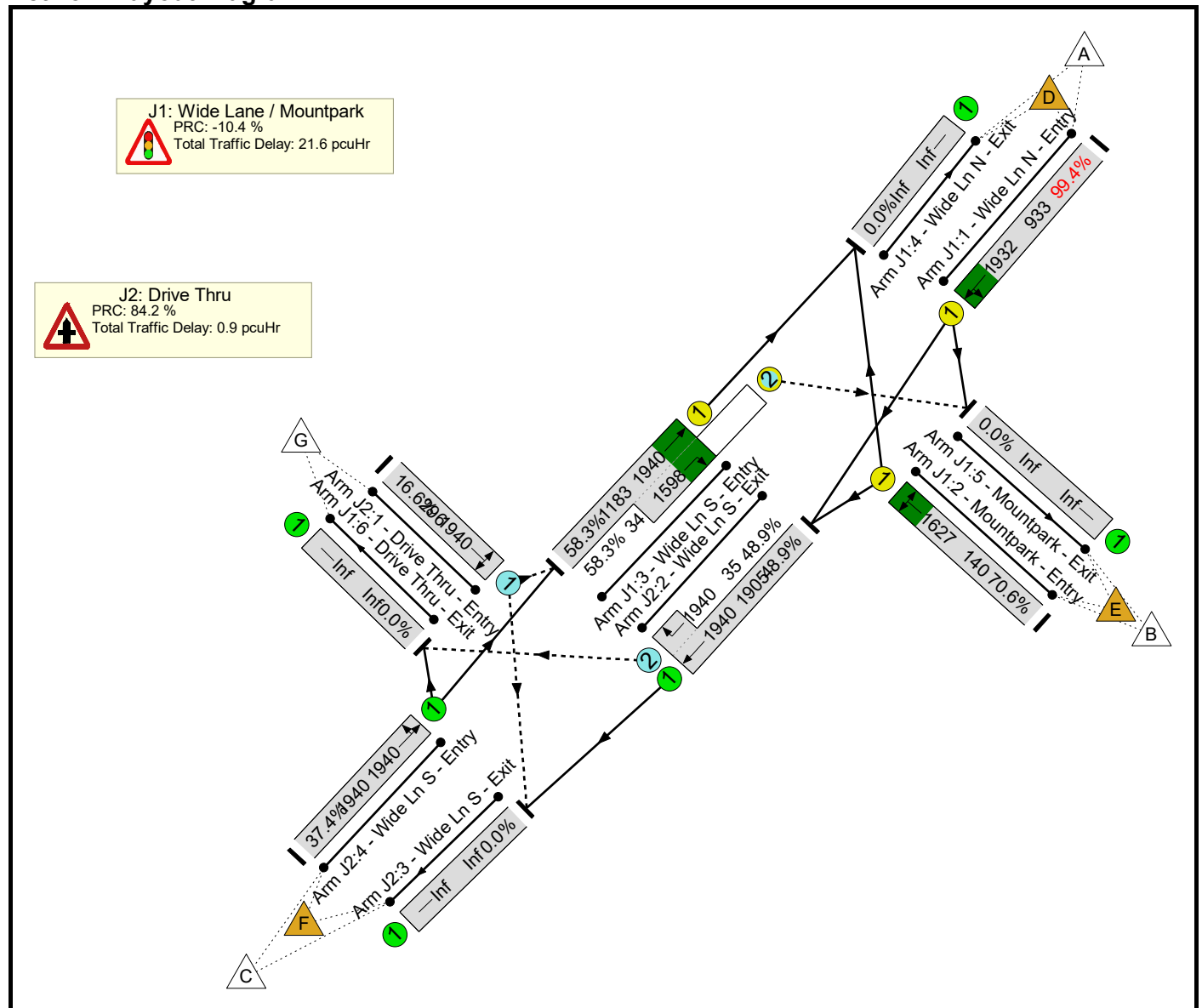
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	85.3%	86	5	3	8.9	-	-
J1: Wide Lane / Mountpark	-	-	-		-	-	-	-	-	-	85.3%	40	5	3	7.6	-	-
1/1	Wide Ln N - Entry Left Ahead	U	A		1	22	-	622	1902	1199	51.9%	-	-	-	1.8	10.5	7.4
2/1	Mountpark - Entry Right Left	U	D		1	7	-	55	1644	113	48.8%	-	-	-	1.0	63.6	1.5
3/1+3/2	Wide Ln S - Entry Ahead Right	U+O	B	C	1	32	4	1276	1940:1598	1440+55	85.3 : 85.3%	40	5	3	4.8	13.6	19.7
J2: Drive Thru	-	-	-		-	-	-	-	-	-	66.5%	46	0	0	1.3	-	-
1/1	Drive Thru - Entry Left Right	O	-		-	-	-	33	1940	240	13.8%	33	0	0	0.1	10.0	0.2
2/1+2/2	Wide Ln S - Exit Ahead Right	U+O	-		-	-	-	571	1940:1940	1896+44	29.4 : 29.4%	13	0	0	0.2	1.3	0.2
4/1	Wide Ln S - Entry Ahead Left	U	-		-	-	-	1290	1940	1940	66.5%	-	-	-	1.0	2.8	1.0
C1 PRC for Signalled Lanes (%): 5.5 PRC Over All Lanes (%): 5.5 Total Delay for Signalled Lanes (pcuHr): 7.60 Total Delay Over All Lanes(pcuHr): 8.89 Cycle Time (s): 73																	

Basic Results Summary

Scenario 12: 'Proposed 2036 PM' (FG6: 'Proposed 2036 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Basic Results Summary

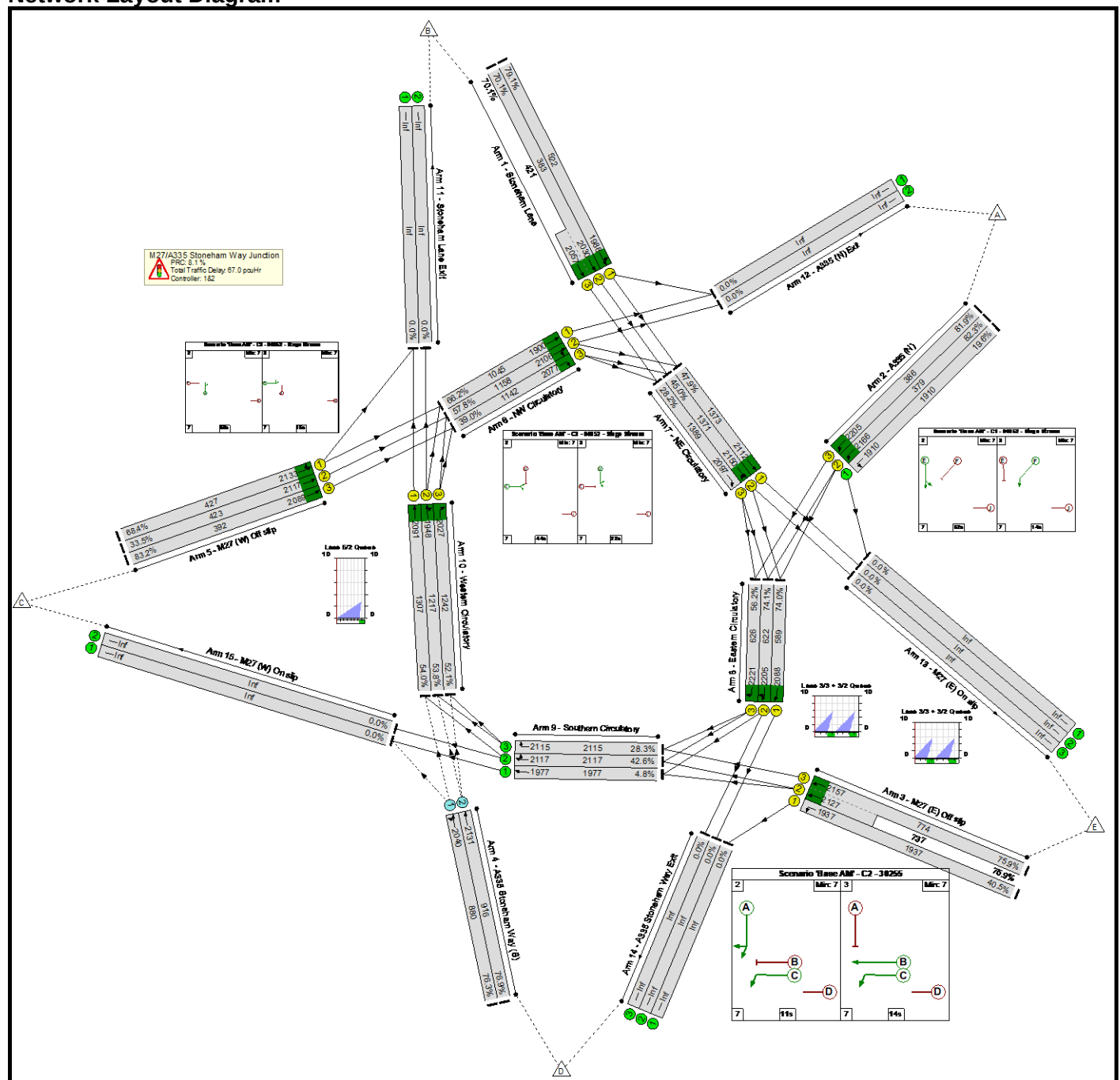
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	J08_M27-J5.lsg3x
Author:	
Company:	
Address:	

Scenario 1: 'Base AM' (FG1: 'Base AM', Plan 1: 'AM')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	83.2%	1375	0	0	67.0	-	-
M27/A335 Stoneham Way Junction	-	-	-		-	-	-	-	-	-	83.2%	1375	0	0	67.0	-	-
1/1	Stoneham Lane Ahead Left	U	C1:D		1	22	-	413	1988	522	79.1%	-	-	-	5.0	43.5	10.3
1/2+1/3	Stoneham Lane Ahead	U	C1:D		1	22	-	563	2030:2057	383+421	70.1 : 70.1%	-	-	-	5.0 (2.4+2.6)	32.2 (32.5:32.0)	6.6
2/1	A335 (N) Left	U	-		-	-	-	375	1910	1910	19.6%	-	-	-	0.1	1.2	0.1
2/2	A335 (N) Ahead	U	C1:F		1	14	-	312	2166	379	82.3%	-	-	-	4.9	57.0	8.9
2/3	A335 (N) Ahead	U	C1:F		1	14	-	316	2205	386	81.9%	-	-	-	4.9	56.1	8.9
3/1	M27 (E) Off slip Left	U	C2:C		1	78	-	784	1937	1937	40.5%	-	-	-	0.3	1.6	0.3
3/3+3/2	M27 (E) Off slip Ahead	U	C2:B		2	28	-	1148	2157:2127	774+737	75.9 : 75.9%	-	-	-	5.1 (2.6+2.5)	15.9 (15.9:15.8)	7.1
4/1	A335 Stoneham Way (S) Ahead Left	O	-		-	-	-	671	2040	880	76.3%	671	0	0	1.6	8.5	1.6
4/2	A335 Stoneham Way (S) Ahead	O	-		-	-	-	704	2131	916	76.9%	704	0	0	1.9	9.8	5.2
5/1	M27 (W) Off slip Ahead Left	U	C1:B		1	16	-	292	2133	427	68.4%	-	-	-	3.5	42.8	7.1
5/2	M27 (W) Off slip Ahead	U	C1:B		1	16	-	142	2117	423	33.5%	-	-	-	1.3	33.8	2.9
5/3	M27 (W) Off slip Ahead	U	C1:B		1	16	-	326	2089	392	83.2%	-	-	-	5.2	56.9	9.3

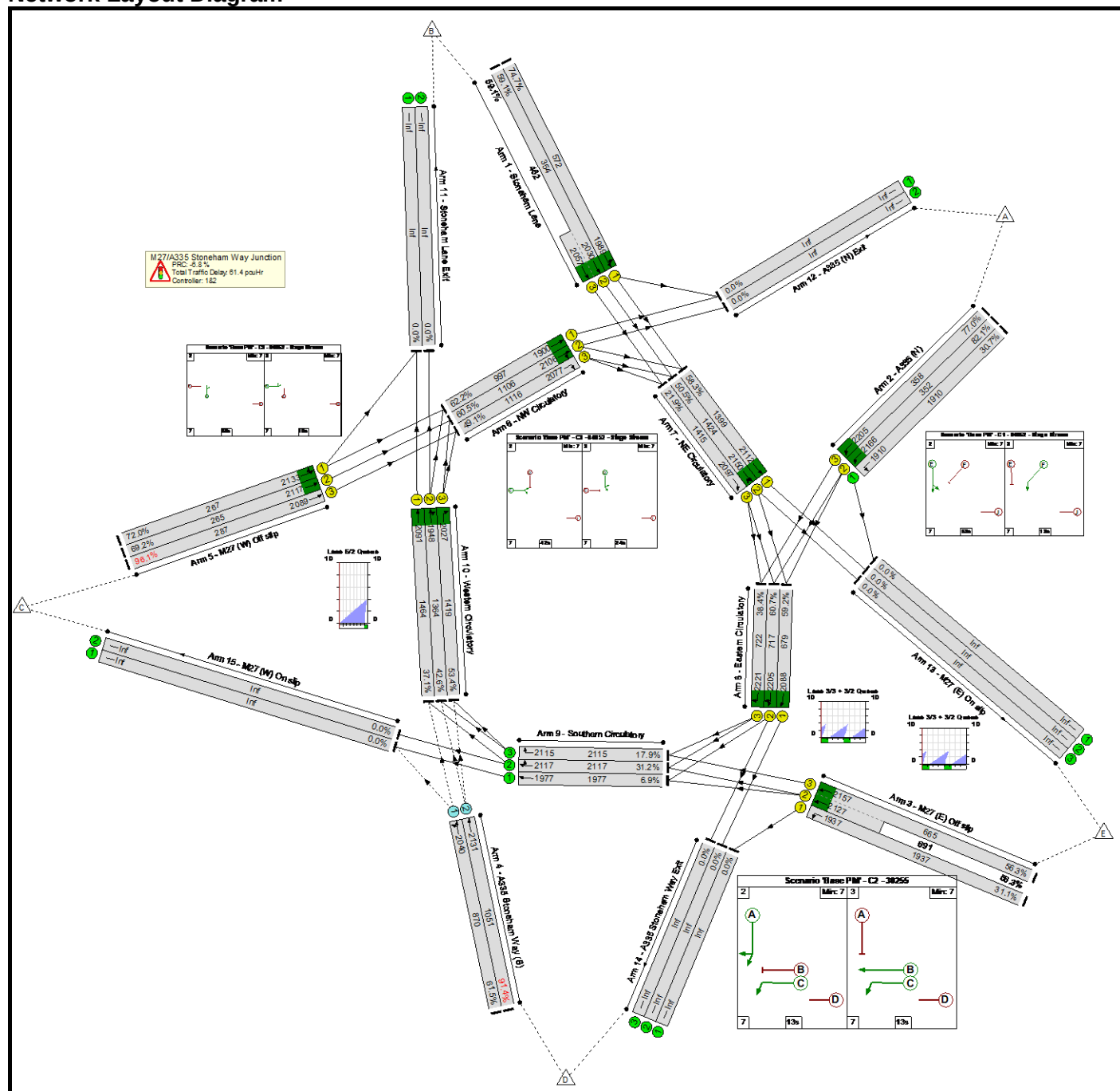
Basic Results Summary

6/1	NW Circulatory Ahead	U	C1:C		1	44	-	692	1900	1045	66.2%	-	-	-	3.5	18.3	11.8
6/2	NW Circulatory Right Ahead	U	C1:C		1	44	-	669	2106	1158	57.8%	-	-	-	3.4	18.2	12.2
6/3	NW Circulatory Right	U	C1:C		1	44	-	446	2077	1142	39.0%	-	-	-	3.0	24.5	7.5
7/1	NE Circulatory Ahead	U	C1:E		1	52	-	657	2112	1373	47.9%	-	-	-	1.2	6.8	7.3
7/2	NE Circulatory Ahead Ahead2	U	C1:E		1	52	-	617	2150	1371	45.0%	-	-	-	0.8	4.9	1.9
7/3	NE Circulatory Ahead	U	C1:E		1	52	-	392	2097	1389	28.2%	-	-	-	1.2	11.1	7.3
8/1	Eastern Circulatory Ahead	U	C2:A		2	22	-	436	2088	589	74.0%	-	-	-	2.9	24.3	5.6
8/2	Eastern Circulatory Right Ahead	U	C2:A		2	22	-	461	2205	622	74.1%	-	-	-	3.0	23.7	5.9
8/3	Eastern Circulatory Right	U	C2:A		2	22	-	352	2221	626	56.2%	-	-	-	1.8	18.5	3.9
9/1	Southern Circulatory Ahead	U	-		-	-	-	94	1977	1977	4.8%	-	-	-	0.0	1.0	0.0
9/2	Southern Circulatory Right Ahead	U	-		-	-	-	901	2117	2117	42.6%	-	-	-	0.4	1.5	0.4
9/3	Southern Circulatory Right	U	-		-	-	-	598	2115	2115	28.3%	-	-	-	0.2	1.2	0.2
10/1	Western Circulatory Ahead	U	C1:A		1	50	-	706	2091	1307	54.0%	-	-	-	2.3	11.5	9.4
10/2	Western Circulatory Right Ahead	U	C1:A		1	50	-	655	1948	1217	53.8%	-	-	-	2.1	11.7	8.8

Basic Results Summary

10/3	Western Circulatory Right	U	C1:A		1	50	-	647	2027	1242	52.1%	-	-	-	2.1	11.8	8.6
		C1 - 84052	Stream: 1	PRC for Signalled Lanes (%)		8.1	Total Delay for Signalled Lanes (pcuHr):			16.47	Cycle Time (s):		80				
		C1 - 84052	Stream: 2	PRC for Signalled Lanes (%)		13.7	Total Delay for Signalled Lanes (pcuHr):			19.97	Cycle Time (s):		80				
		C1 - 84052	Stream: 3	PRC for Signalled Lanes (%)		9.3	Total Delay for Signalled Lanes (pcuHr):			13.15	Cycle Time (s):		80				
		C2 - 30255		PRC for Signalled Lanes (%)		18.5	Total Delay for Signalled Lanes (pcuHr):			13.18	Cycle Time (s):		78				
				PRC Over All Lanes (%)		8.1	Total Delay Over All Lanes(pcuHr):			66.98							

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	96.1%	1495	0	0	61.4	-	-
M27/A335 Stoneham Way Junction	-	-	-		-	-	-	-	-	-	96.1%	1495	0	0	61.4	-	-
1/1	Stoneham Lane Ahead Left	U	C1:D		1	24	-	427	1989	572	74.7%	-	-	-	4.5	38.0	10.0
1/2+1/3	Stoneham Lane Ahead	U	C1:D		1	24	-	482	2030:2057	354+462	59.1 : 59.1%	-	-	-	3.7 (1.6+2.1)	27.7 (27.2:28.0)	5.6
2/1	A335 (N) Left	U	-		-	-	-	586	1910	1910	30.7%	-	-	-	0.2	1.4	0.2
2/2	A335 (N) Ahead	U	C1:F		1	13	-	289	2166	352	82.1%	-	-	-	4.7	59.1	8.3
2/3	A335 (N) Ahead	U	C1:F		1	13	-	276	2205	358	77.0%	-	-	-	4.1	53.1	7.4
3/1	M27 (E) Off slip Left	U	C2:C		1	80	-	602	1937	1937	31.1%	-	-	-	0.2	1.3	0.2
3/3+3/2	M27 (E) Off slip Ahead	U	C2:B		2	26	-	763	2157:2127	665+691	56.3 : 56.3%	-	-	-	3.0 (1.5+1.5)	14.1 (14.1:14.2)	4.2
4/1	A335 Stoneham Way (S) Ahead Left	O	-		-	-	-	535	2040	870	61.5%	535	0	0	0.8	5.4	1.4
4/2	A335 Stoneham Way (S) Ahead	O	-		-	-	-	960	2131	1051	91.4%	960	0	0	5.4	20.4	21.6
5/1	M27 (W) Off slip Ahead Left	U	C1:B		1	10	-	192	2133	267	72.0%	-	-	-	3.0	57.0	5.3
5/2	M27 (W) Off slip Ahead	U	C1:B		1	10	-	183	2117	265	69.2%	-	-	-	2.8	55.0	5.0
5/3	M27 (W) Off slip Ahead	U	C1:B		1	10	-	276	2089	287	96.1%	-	-	-	8.6	112.0	12.0

Basic Results Summary

6/1	NW Circulatory Ahead	U	C1:C		1	42	-	620	1900	997	62.2%	-	-	-	2.4	13.9	8.0
6/2	NW Circulatory Right Ahead	U	C1:C		1	42	-	669	2106	1106	60.5%	-	-	-	2.4	12.8	6.7
6/3	NW Circulatory Right	U	C1:C		1	42	-	548	2077	1116	49.1%	-	-	-	1.3	8.3	3.6
7/1	NE Circulatory Ahead	U	C1:E		1	53	-	816	2112	1399	58.3%	-	-	-	2.5	11.2	11.5
7/2	NE Circulatory Ahead Ahead2	U	C1:E		1	53	-	720	2150	1424	50.5%	-	-	-	1.2	6.1	3.0
7/3	NE Circulatory Ahead	U	C1:E		1	53	-	310	2097	1415	21.9%	-	-	-	0.4	4.8	5.3
8/1	Eastern Circulatory Ahead	U	C2:A		2	26	-	402	2088	679	59.2%	-	-	-	1.7	14.9	4.8
8/2	Eastern Circulatory Right Ahead	U	C2:A		2	26	-	435	2205	717	60.7%	-	-	-	1.8	14.9	8.3
8/3	Eastern Circulatory Right	U	C2:A		2	26	-	277	2221	722	38.4%	-	-	-	1.6	21.4	6.4
9/1	Southern Circulatory Ahead	U	-		-	-	-	137	1977	1977	6.9%	-	-	-	0.0	1.0	0.0
9/2	Southern Circulatory Right Ahead	U	-		-	-	-	661	2117	2117	31.2%	-	-	-	0.2	1.2	0.2
9/3	Southern Circulatory Right	U	-		-	-	-	379	2115	2115	17.9%	-	-	-	0.1	1.0	0.1
10/1	Western Circulatory Ahead	U	C1:A		1	56	-	543	2091	1464	37.1%	-	-	-	1.5	9.7	5.6
10/2	Western Circulatory Right Ahead	U	C1:A		1	56	-	581	1948	1364	42.6%	-	-	-	1.5	9.5	5.5

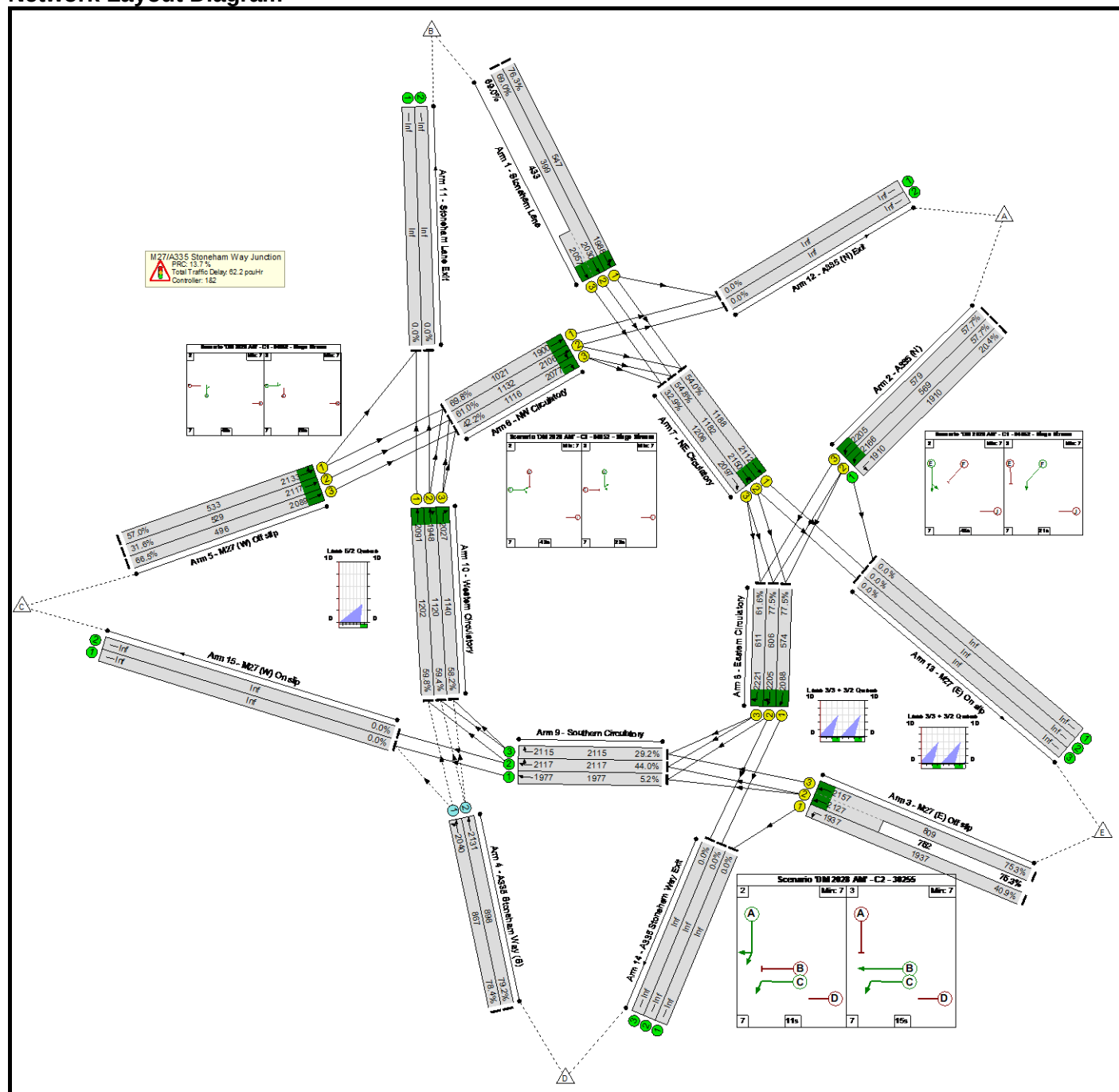
Basic Results Summary

10/3	Western Circulatory Right	U	C1:A		1	56	-	758	2027	1419	53.4%	-	-	-	1.5	7.2	7.5
		C1 - 84052	Stream: 1 PRC for Signalled Lanes (%):				-6.8	Total Delay for Signalled Lanes (pcuHr):				18.95	Cycle Time (s):		80		
		C1 - 84052	Stream: 2 PRC for Signalled Lanes (%):				20.5	Total Delay for Signalled Lanes (pcuHr):				14.26	Cycle Time (s):		80		
		C1 - 84052	Stream: 3 PRC for Signalled Lanes (%):				9.6	Total Delay for Signalled Lanes (pcuHr):				13.00	Cycle Time (s):		80		
		C2 - 30255	PRC for Signalled Lanes (%):				48.3	Total Delay for Signalled Lanes (pcuHr):				8.33	Cycle Time (s):		80		
			PRC Over All Lanes (%):				-6.8	Total Delay Over All Lanes(pcuHr):				61.37					

Basic Results Summary

Scenario 3: 'DM 2028 AM' (FG3: 'DM 2028 AM', Plan 1: 'AM')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	79.2%	1391	0	0	62.2	-	-
M27/A335 Stoneham Way Junction	-	-	-		-	-	-	-	-	-	79.2%	1391	0	0	62.2	-	-
1/1	Stoneham Lane Ahead Left	U	C1:D		1	23	-	417	1988	547	76.3%	-	-	-	4.7	40.2	10.0
1/2+1/3	Stoneham Lane Ahead	U	C1:D		1	23	-	574	2030:2057	399+433	69.0 : 69.0%	-	-	-	4.9 (2.4+2.5)	30.9 (31.2:30.7)	6.6
2/1	A335 (N) Left	U	-		-	-	-	390	1910	1910	20.4%	-	-	-	0.1	1.2	0.1
2/2	A335 (N) Ahead	U	C1:F		1	21	-	328	2166	569	57.7%	-	-	-	3.0	33.1	7.0
2/3	A335 (N) Ahead	U	C1:F		1	21	-	334	2205	579	57.7%	-	-	-	3.1	33.0	7.1
3/1	M27 (E) Off slip Left	U	C2:C		1	80	-	793	1937	1937	40.9%	-	-	-	0.3	1.6	0.3
3/3+3/2	M27 (E) Off slip Ahead	U	C2:B		2	30	-	1175	2157:2127	809+752	75.3 : 75.3%	-	-	-	5.0 (2.6+2.4)	15.4 (15.5:15.3)	7.3
4/1	A335 Stoneham Way (S) Ahead Left	O	-		-	-	-	680	2040	867	78.4%	680	0	0	1.8	9.5	4.2
4/2	A335 Stoneham Way (S) Ahead	O	-		-	-	-	711	2131	898	79.2%	711	0	0	2.2	11.1	8.0
5/1	M27 (W) Off slip Ahead Left	U	C1:B		1	20	-	304	2133	533	57.0%	-	-	-	2.9	34.0	6.5
5/2	M27 (W) Off slip Ahead	U	C1:B		1	20	-	167	2117	529	31.6%	-	-	-	1.4	29.4	3.2
5/3	M27 (W) Off slip Ahead	U	C1:B		1	20	-	330	2089	496	66.5%	-	-	-	3.5	38.3	7.6

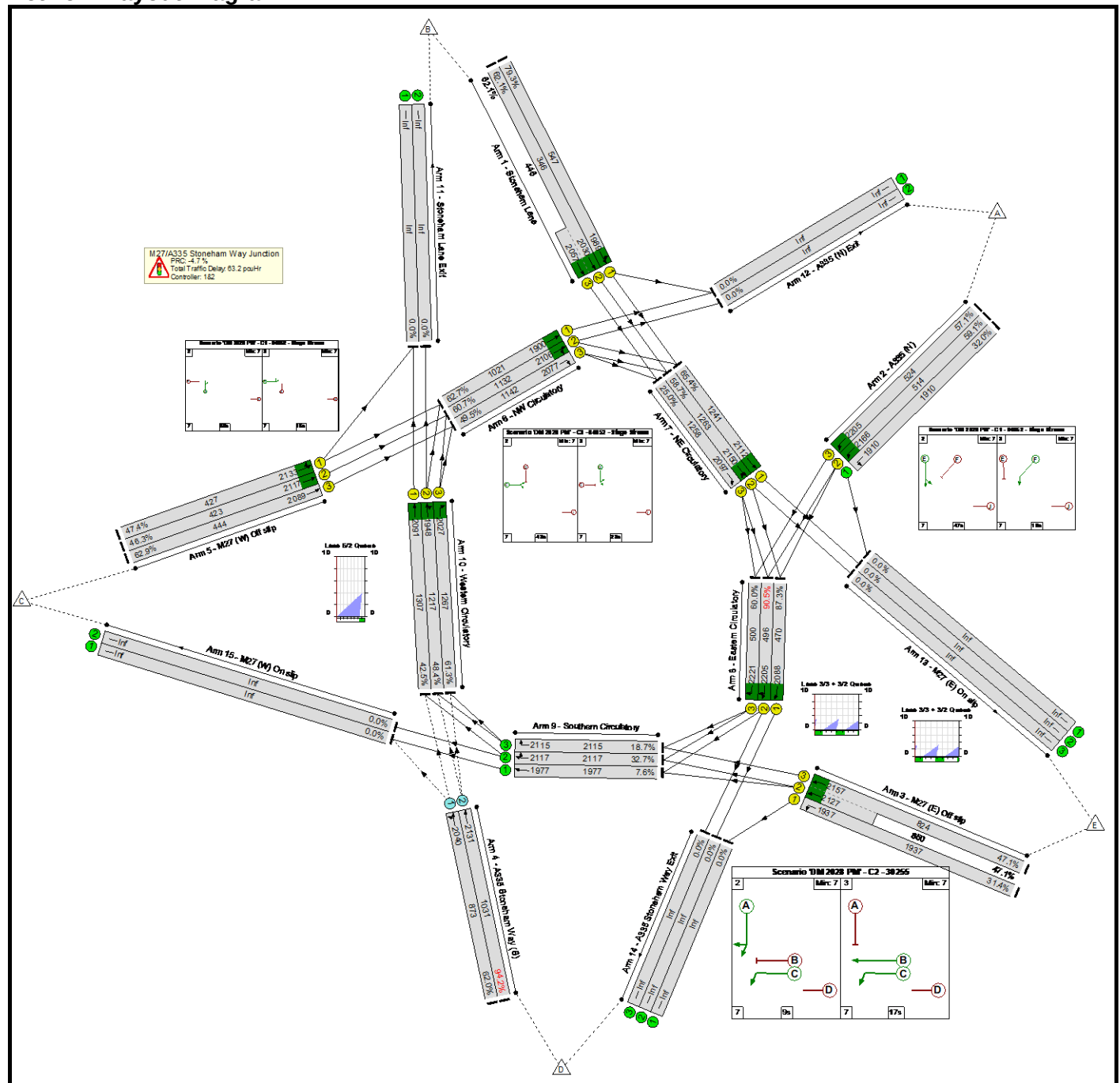
Basic Results Summary

6/1	NW Circulatory Ahead	U	C1:C		1	43	-	713	1900	1021	69.8%	-	-	-	2.8	14.2	9.8
6/2	NW Circulatory Right Ahead	U	C1:C		1	43	-	690	2106	1132	61.0%	-	-	-	2.4	12.3	7.9
6/3	NW Circulatory Right	U	C1:C		1	43	-	471	2077	1116	42.2%	-	-	-	0.8	6.0	2.8
7/1	NE Circulatory Ahead	U	C1:E		1	45	-	642	2112	1188	54.0%	-	-	-	2.3	12.9	12.0
7/2	NE Circulatory Ahead Ahead2	U	C1:E		1	45	-	648	2150	1182	54.8%	-	-	-	1.6	9.1	4.0
7/3	NE Circulatory Ahead	U	C1:E		1	45	-	397	2097	1206	32.9%	-	-	-	0.4	3.7	0.9
8/1	Eastern Circulatory Ahead	U	C2:A		2	22	-	445	2088	574	77.5%	-	-	-	3.7	30.2	8.5
8/2	Eastern Circulatory Right Ahead	U	C2:A		2	22	-	470	2205	606	77.5%	-	-	-	4.2	31.9	8.3
8/3	Eastern Circulatory Right	U	C2:A		2	22	-	376	2221	611	61.6%	-	-	-	2.5	24.4	8.2
9/1	Southern Circulatory Ahead	U	-		-	-	-	103	1977	1977	5.2%	-	-	-	0.0	1.0	0.0
9/2	Southern Circulatory Right Ahead	U	-		-	-	-	932	2117	2117	44.0%	-	-	-	0.4	1.5	0.4
9/3	Southern Circulatory Right	U	-		-	-	-	618	2115	2115	29.2%	-	-	-	0.2	1.2	0.2
10/1	Western Circulatory Ahead	U	C1:A		1	46	-	719	2091	1202	59.8%	-	-	-	2.6	12.9	10.9
10/2	Western Circulatory Right Ahead	U	C1:A		1	46	-	665	1948	1120	59.4%	-	-	-	2.4	13.1	10.1

Basic Results Summary

10/3	Western Circulatory Right	U	C1:A		1	46	-	664	2027	1140	58.2%	-	-	-	2.9	15.9	10.9
		C1 - 84052	Stream: 1		PRC for Signalled Lanes (%)		35.3		Total Delay for Signalled Lanes (pcuHr):		15.68		Cycle Time (s):		80		
		C1 - 84052	Stream: 2		PRC for Signalled Lanes (%)		18.0		Total Delay for Signalled Lanes (pcuHr):		15.54		Cycle Time (s):		80		
		C1 - 84052	Stream: 3		PRC for Signalled Lanes (%)		56.0		Total Delay for Signalled Lanes (pcuHr):		10.43		Cycle Time (s):		80		
		C2 - 30255			PRC for Signalled Lanes (%)		16.1		Total Delay for Signalled Lanes (pcuHr):		15.82		Cycle Time (s):		80		
					PRC Over All Lanes (%)		13.7		Total Delay Over All Lanes (pcuHr):		62.20						

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	94.2%	1512	0	0	63.2	-	-
M27/A335 Stoneham Way Junction	-	-	-		-	-	-	-	-	-	94.2%	1512	0	0	63.2	-	-
1/1	Stoneham Lane Ahead Left	U	C1:D		1	23	-	434	1989	547	79.3%	-	-	-	5.1	42.3	10.8
1/2+1/3	Stoneham Lane Ahead	U	C1:D		1	23	-	492	2030:2057	346+446	62.1 : 62.1%	-	-	-	4.0 (1.7+2.3)	29.1 (28.7:29.4)	5.8
2/1	A335 (N) Left	U	-		-	-	-	611	1910	1910	32.0%	-	-	-	0.2	1.4	0.2
2/2	A335 (N) Ahead	U	C1:F		1	19	-	304	2166	514	59.1%	-	-	-	3.0	35.6	6.6
2/3	A335 (N) Ahead	U	C1:F		1	19	-	299	2205	524	57.1%	-	-	-	2.9	34.9	6.5
3/1	M27 (E) Off slip Left	U	C2:C		1	80	-	609	1937	1937	31.4%	-	-	-	0.2	1.4	0.2
3/3+3/2	M27 (E) Off slip Ahead	U	C2:B		2	34	-	788	2157:2127	824+850	47.1 : 47.1%	-	-	-	2.2 (1.1+1.1)	10.1 (10.1:10.2)	3.6
4/1	A335 Stoneham Way (S) Ahead Left	O	-		-	-	-	541	2040	873	62.0%	541	0	0	0.8	5.4	1.6
4/2	A335 Stoneham Way (S) Ahead	O	-		-	-	-	971	2131	1031	94.2%	971	0	0	7.0	25.9	14.5
5/1	M27 (W) Off slip Ahead Left	U	C1:B		1	16	-	202	2133	427	47.4%	-	-	-	2.0	36.3	4.4
5/2	M27 (W) Off slip Ahead	U	C1:B		1	16	-	196	2117	423	46.3%	-	-	-	2.0	36.1	4.2
5/3	M27 (W) Off slip Ahead	U	C1:B		1	16	-	279	2089	444	62.9%	-	-	-	3.1	39.4	6.4

Basic Results Summary

6/1	NW Circulatory Ahead	U	C1:C		1	43	-	640	1900	1021	62.7%	-	-	-	2.2	12.4	7.1
6/2	NW Circulatory Right Ahead	U	C1:C		1	43	-	687	2106	1132	60.7%	-	-	-	2.4	12.6	9.1
6/3	NW Circulatory Right	U	C1:C		1	43	-	565	2077	1142	49.5%	-	-	-	1.3	8.4	3.5
7/1	NE Circulatory Ahead	U	C1:E		1	47	-	812	2112	1241	65.4%	-	-	-	2.1	9.4	11.0
7/2	NE Circulatory Ahead Ahead2	U	C1:E		1	47	-	742	2150	1263	58.7%	-	-	-	3.1	14.8	8.3
7/3	NE Circulatory Ahead	U	C1:E		1	47	-	315	2097	1258	25.0%	-	-	-	0.4	4.2	0.8
8/1	Eastern Circulatory Ahead	U	C2:A		2	18	-	410	2088	470	87.3%	-	-	-	4.4	38.9	8.0
8/2	Eastern Circulatory Right Ahead	U	C2:A		2	18	-	449	2205	496	90.5%	-	-	-	5.8	46.5	10.7
8/3	Eastern Circulatory Right	U	C2:A		2	18	-	300	2221	500	60.0%	-	-	-	1.5	17.9	2.9
9/1	Southern Circulatory Ahead	U	-		-	-	-	150	1977	1977	7.6%	-	-	-	0.0	1.0	0.0
9/2	Southern Circulatory Right Ahead	U	-		-	-	-	693	2117	2117	32.7%	-	-	-	0.2	1.3	0.2
9/3	Southern Circulatory Right	U	-		-	-	-	395	2115	2115	18.7%	-	-	-	0.1	1.0	0.1
10/1	Western Circulatory Ahead	U	C1:A		1	50	-	556	2091	1307	42.5%	-	-	-	2.1	13.3	6.5
10/2	Western Circulatory Right Ahead	U	C1:A		1	50	-	589	1948	1217	48.4%	-	-	-	2.3	14.0	8.2

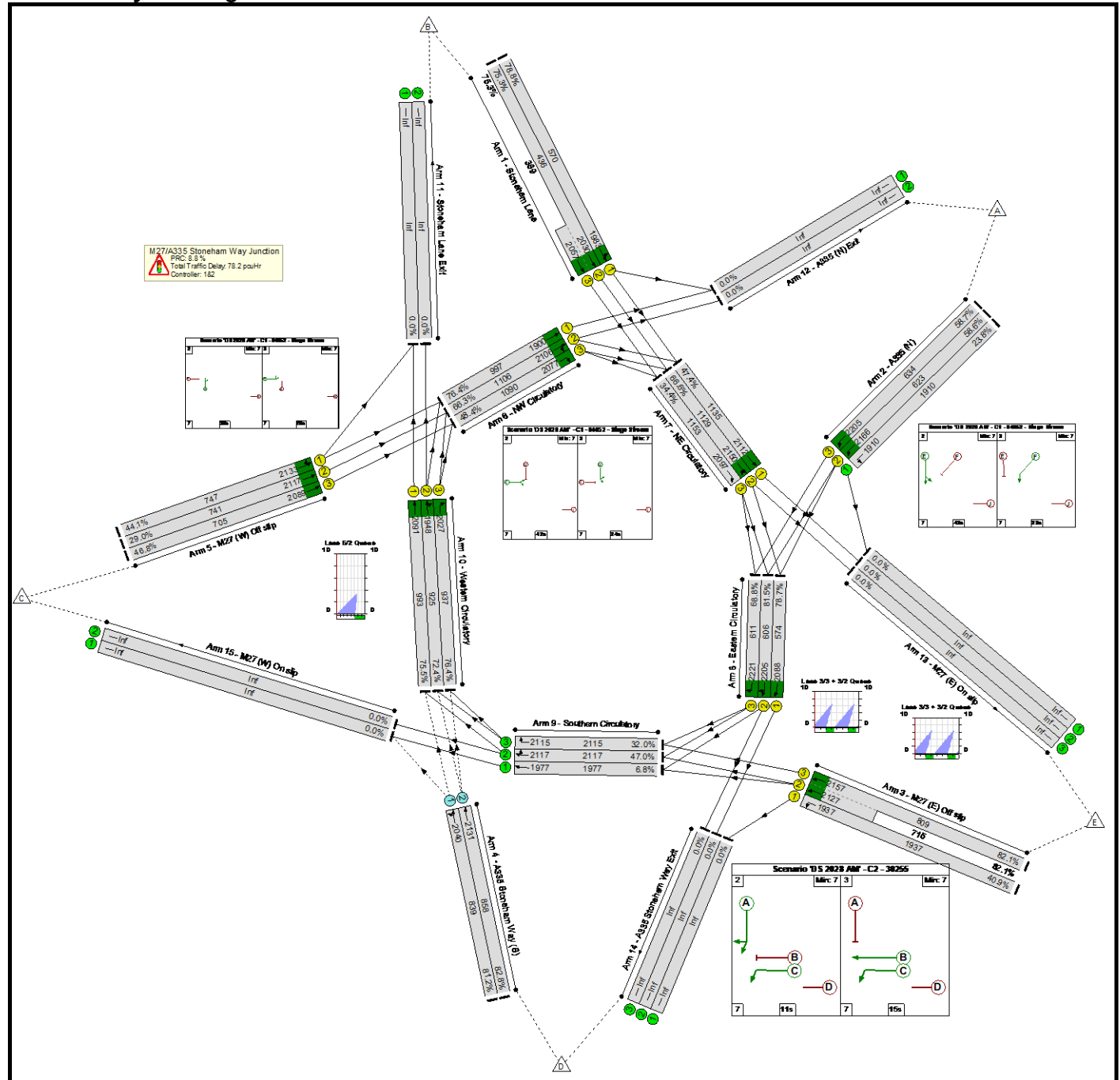
10/3	Western Circulatory Right	U	C1:A		1	50	-	777	2027	1267	61.3%	-	-	-	2.7	12.6	10.9	
		C1 - 84052	Stream: 1 PRC for Signalled Lanes (%):				43.2	Total Delay for Signalled Lanes (pcuHr):				14.13	Cycle Time (s):		80			
		C1 - 84052	Stream: 2 PRC for Signalled Lanes (%):				13.4	Total Delay for Signalled Lanes (pcuHr):				14.99	Cycle Time (s):		80			
		C1 - 84052	Stream: 3 PRC for Signalled Lanes (%):				37.5	Total Delay for Signalled Lanes (pcuHr):				11.45	Cycle Time (s):		80			
		C2 - 30255	PRC for Signalled Lanes (%):				-0.6	Total Delay for Signalled Lanes (pcuHr):				14.17	Cycle Time (s):		80			
			PRC Over All Lanes (%):				-4.7	Total Delay Over All Lanes(pcuHr):				63.18						

C1 - 84052	Stream: 1 PRC for Signalled Lanes (%):	43.2	Total Delay for Signalled Lanes (pcuHr):	14.13	Cycle Time (s):	80
C1 - 84052	Stream: 2 PRC for Signalled Lanes (%):	13.4	Total Delay for Signalled Lanes (pcuHr):	14.99	Cycle Time (s):	80
C1 - 84052	Stream: 3 PRC for Signalled Lanes (%):	37.5	Total Delay for Signalled Lanes (pcuHr):	11.45	Cycle Time (s):	80
C2 - 30255	PRC for Signalled Lanes (%):	-0.6	Total Delay for Signalled Lanes (pcuHr):	14.17	Cycle Time (s):	80
	PRC Over All Lanes (%):	-4.7	Total Delay Over All Lanes(pcuHr):	63.18		

Basic Results Summary

Scenario 5: 'DS 2028 AM' (FG5: 'DS 2028 AM', Plan 1: 'AM')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	82.8%	1391	0	0	78.2	-	-
M27/A335 Stoneham Way Junction	-	-	-		-	-	-	-	-	-	82.8%	1391	0	0	78.2	-	-
1/1	Stoneham Lane Ahead Left	U	C1:D		1	24	-	449	1983	570	78.8%	-	-	-	5.1	40.7	10.9
1/2+1/3	Stoneham Lane Ahead	U	C1:D		1	24	-	621	2030:2057	436+389	75.3 : 75.3%	-	-	-	5.6 (3.0+2.6)	32.3 (32.9:31.6)	7.9
2/1	A335 (N) Left	U	-		-	-	-	454	1910	1910	23.8%	-	-	-	0.2	1.2	0.2
2/2	A335 (N) Ahead	U	C1:F		1	23	-	365	2166	623	58.6%	-	-	-	3.2	31.4	7.6
2/3	A335 (N) Ahead	U	C1:F		1	23	-	372	2205	634	58.7%	-	-	-	3.2	31.3	7.7
3/1	M27 (E) Off slip Left	U	C2:C		1	80	-	793	1937	1937	40.9%	-	-	-	0.3	1.6	0.3
3/3+3/2	M27 (E) Off slip Ahead	U	C2:B		2	30	-	1251	2157:2127	809+715	82.1 : 82.1%	-	-	-	6.1 (3.3+2.8)	17.5 (17.8:17.3)	8.9
4/1	A335 Stoneham Way (S) Ahead Left	O	-		-	-	-	681	2040	839	81.2%	681	0	0	2.2	11.7	6.1
4/2	A335 Stoneham Way (S) Ahead	O	-		-	-	-	710	2131	858	82.8%	710	0	0	2.7	13.9	9.2
5/1	M27 (W) Off slip Ahead Left	U	C1:B		1	28	-	329	2133	747	44.1%	-	-	-	2.2	24.3	6.0
5/2	M27 (W) Off slip Ahead	U	C1:B		1	28	-	215	2117	741	29.0%	-	-	-	1.3	22.2	3.6
5/3	M27 (W) Off slip Ahead	U	C1:B		1	28	-	330	2089	705	46.8%	-	-	-	2.4	25.6	6.1

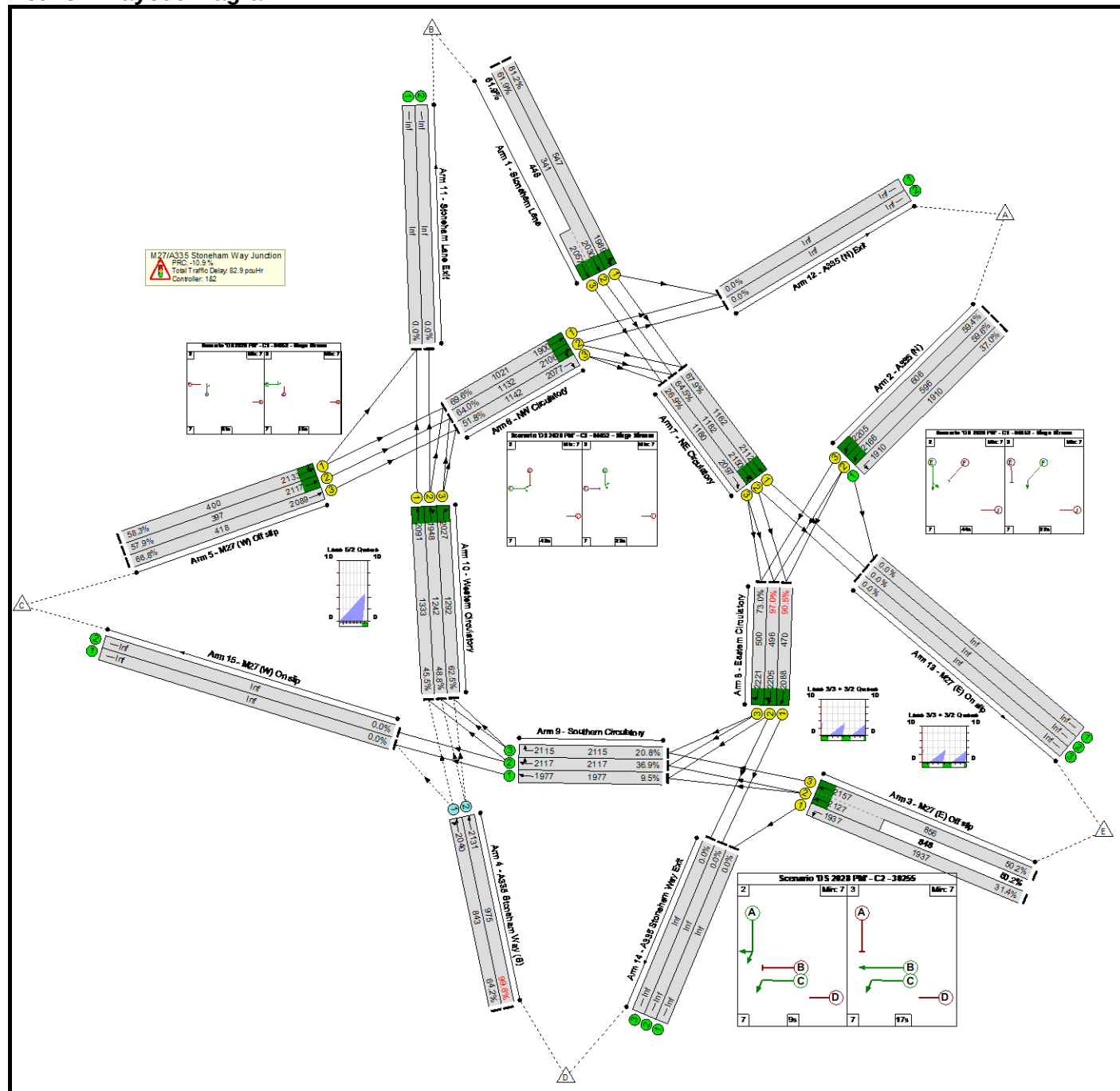
Basic Results Summary

6/1	NW Circulatory Ahead	U	C1:C		1	42	-	762	1900	997	76.4%	-	-	-	4.5	21.3	11.2
6/2	NW Circulatory Right Ahead	U	C1:C		1	42	-	733	2106	1106	66.3%	-	-	-	3.6	17.8	10.0
6/3	NW Circulatory Right	U	C1:C		1	42	-	528	2077	1090	48.4%	-	-	-	2.0	14.0	9.4
7/1	NE Circulatory Ahead	U	C1:E		1	43	-	538	2112	1135	47.4%	-	-	-	1.8	12.3	9.1
7/2	NE Circulatory Ahead Ahead2	U	C1:E		1	43	-	752	2150	1129	66.6%	-	-	-	2.0	9.7	7.0
7/3	NE Circulatory Ahead	U	C1:E		1	43	-	397	2097	1153	34.4%	-	-	-	0.6	5.6	6.0
8/1	Eastern Circulatory Ahead	U	C2:A		2	22	-	452	2088	574	78.7%	-	-	-	4.5	36.1	9.8
8/2	Eastern Circulatory Right Ahead	U	C2:A		2	22	-	494	2205	606	81.5%	-	-	-	4.5	32.4	8.1
8/3	Eastern Circulatory Right	U	C2:A		2	22	-	420	2221	611	68.8%	-	-	-	3.0	25.6	9.1
9/1	Southern Circulatory Ahead	U	-		-	-	-	134	1977	1977	6.8%	-	-	-	0.0	1.0	0.0
9/2	Southern Circulatory Right Ahead	U	-		-	-	-	994	2117	2117	47.0%	-	-	-	0.4	1.6	0.4
9/3	Southern Circulatory Right	U	-		-	-	-	676	2115	2115	32.0%	-	-	-	0.2	1.3	0.2
10/1	Western Circulatory Ahead	U	C1:A		1	38	-	750	2091	993	75.5%	-	-	-	6.0	28.7	15.8
10/2	Western Circulatory Right Ahead	U	C1:A		1	38	-	670	1948	925	72.4%	-	-	-	5.0	27.1	14.0

Basic Results Summary

10/3	Western Circulatory Right	U	C1:A		1	38	-	716	2027	937	76.4%	-	-	-	5.3	26.7	15.2
		C1 - 84052	Stream: 1 PRC for Signalled Lanes (%):				17.8	Total Delay for Signalled Lanes (pcuHr):				22.21	Cycle Time (s): 80				
		C1 - 84052	Stream: 2 PRC for Signalled Lanes (%):				14.3	Total Delay for Signalled Lanes (pcuHr):				20.82	Cycle Time (s): 80				
		C1 - 84052	Stream: 3 PRC for Signalled Lanes (%):				35.1	Total Delay for Signalled Lanes (pcuHr):				10.90	Cycle Time (s): 80				
		C2 - 30255	PRC for Signalled Lanes (%):				9.6	Total Delay for Signalled Lanes (pcuHr):				18.41	Cycle Time (s): 80				
			PRC Over All Lanes (%):				8.8	Total Delay Over All Lanes(pcuHr):				78.15					

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	99.8%	1514	0	0	82.9	-	-
M27/A335 Stoneham Way Junction	-	-	-		-	-	-	-	-	-	99.8%	1514	0	0	82.9	-	-
1/1	Stoneham Lane Ahead Left	U	C1:D		1	23	-	444	1989	547	81.2%	-	-	-	5.4	43.9	11.2
1/2+1/3	Stoneham Lane Ahead	U	C1:D		1	23	-	488	2030:2057	341+448	61.9 : 61.9%	-	-	-	3.9 (1.7+2.3)	29.1 (28.6:29.4)	5.8
2/1	A335 (N) Left	U	-		-	-	-	706	1910	1910	37.0%	-	-	-	0.3	1.5	0.3
2/2	A335 (N) Ahead	U	C1:F		1	22	-	355	2166	596	59.6%	-	-	-	3.2	32.6	7.5
2/3	A335 (N) Ahead	U	C1:F		1	22	-	360	2205	606	59.4%	-	-	-	3.2	32.4	7.6
3/1	M27 (E) Off slip Left	U	C2:C		1	80	-	609	1937	1937	31.4%	-	-	-	0.2	1.4	0.2
3/3+3/2	M27 (E) Off slip Ahead	U	C2:B		2	34	-	856	2157:2127	856+848	50.2 : 50.2%	-	-	-	2.5 (1.2+1.2)	10.4 (10.4:10.4)	3.8
4/1	A335 Stoneham Way (S) Ahead Left	O	-		-	-	-	541	2040	843	64.2%	541	0	0	0.9	6.1	2.2
4/2	A335 Stoneham Way (S) Ahead	O	-		-	-	-	973	2131	975	99.8%	973	0	0	15.8	58.4	36.2
5/1	M27 (W) Off slip Ahead Left	U	C1:B		1	15	-	233	2133	400	58.3%	-	-	-	2.6	40.3	5.4
5/2	M27 (W) Off slip Ahead	U	C1:B		1	15	-	230	2117	397	57.9%	-	-	-	2.6	40.3	5.3
5/3	M27 (W) Off slip Ahead	U	C1:B		1	15	-	279	2089	418	66.8%	-	-	-	3.3	42.3	6.6

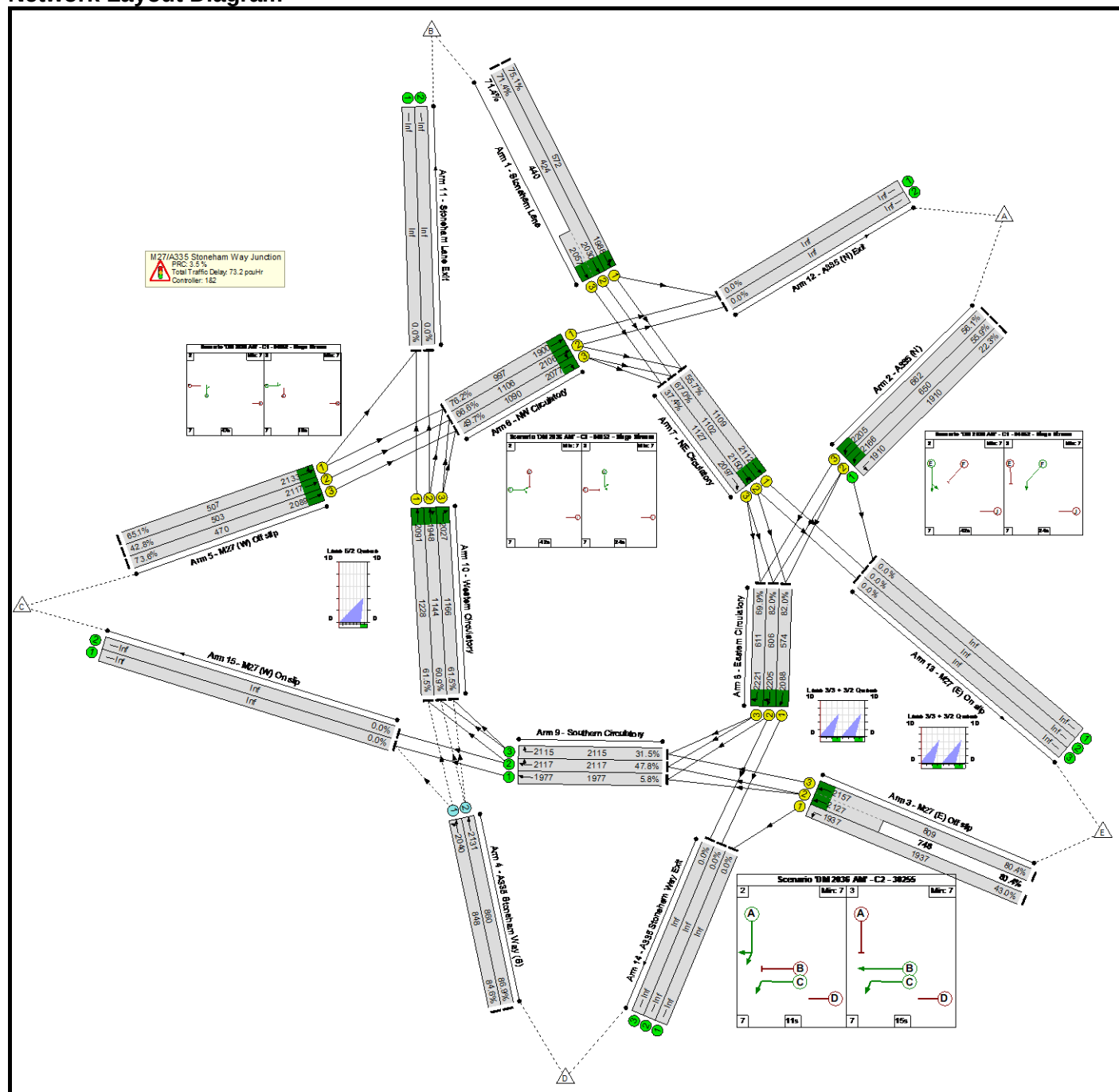
Basic Results Summary

6/1	NW Circulatory Ahead	U	C1:C		1	43	-	711	1900	1021	69.6%	-	-	-	2.5	12.9	8.3
6/2	NW Circulatory Right Ahead	U	C1:C		1	43	-	724	2106	1132	64.0%	-	-	-	2.5	12.5	9.8
6/3	NW Circulatory Right	U	C1:C		1	43	-	592	2077	1142	51.8%	-	-	-	1.4	8.7	4.1
7/1	NE Circulatory Ahead	U	C1:E		1	44	-	789	2112	1162	67.9%	-	-	-	2.4	10.9	11.7
7/2	NE Circulatory Ahead Ahead2	U	C1:E		1	44	-	763	2150	1182	64.5%	-	-	-	4.1	19.2	9.8
7/3	NE Circulatory Ahead	U	C1:E		1	44	-	317	2097	1180	26.9%	-	-	-	0.5	5.2	0.9
8/1	Eastern Circulatory Ahead	U	C2:A		2	18	-	425	2088	470	90.5%	-	-	-	5.7	48.4	10.0
8/2	Eastern Circulatory Right Ahead	U	C2:A		2	18	-	481	2205	496	97.0%	-	-	-	9.9	74.2	14.8
8/3	Eastern Circulatory Right	U	C2:A		2	18	-	365	2221	500	73.0%	-	-	-	2.5	24.6	4.7
9/1	Southern Circulatory Ahead	U	-		-	-	-	188	1977	1977	9.5%	-	-	-	0.1	1.0	0.1
9/2	Southern Circulatory Right Ahead	U	-		-	-	-	781	2117	2117	36.9%	-	-	-	0.3	1.3	0.3
9/3	Southern Circulatory Right	U	-		-	-	-	440	2115	2115	20.8%	-	-	-	0.1	1.1	0.1
10/1	Western Circulatory Ahead	U	C1:A		1	51	-	606	2091	1333	45.5%	-	-	-	2.1	12.5	7.1
10/2	Western Circulatory Right Ahead	U	C1:A		1	51	-	606	1948	1242	48.8%	-	-	-	2.2	13.1	8.6

Basic Results Summary

10/3	Western Circulatory Right	U	C1:A		1	51	-	807	2027	1292	62.5%	-	-	-	2.7	11.9	11.2
		C1 - 84052	Stream: 1		PRC for Signalled Lanes (%)		34.8		Total Delay for Signalled Lanes (pcuHr):		15.44		Cycle Time (s):		80		
		C1 - 84052	Stream: 2		PRC for Signalled Lanes (%)		10.9		Total Delay for Signalled Lanes (pcuHr):		15.84		Cycle Time (s):		80		
		C1 - 84052	Stream: 3		PRC for Signalled Lanes (%)		32.5		Total Delay for Signalled Lanes (pcuHr):		13.36		Cycle Time (s):		80		
		C2 - 30255			PRC for Signalled Lanes (%)		-7.7		Total Delay for Signalled Lanes (pcuHr):		20.83		Cycle Time (s):		80		
					PRC Over All Lanes (%)		-10.9		Total Delay Over All Lanes (pcuHr):		82.92						

Basic Results Summary
Scenario 7: 'DM 2036 AM' (FG7: 'DM 2036 AM', Plan 1: 'AM')
Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	86.9%	1465	0	0	73.2	-	-
M27/A335 Stoneham Way Junction	-	-	-		-	-	-	-	-	-	86.9%	1465	0	0	73.2	-	-
1/1	Stoneham Lane Ahead Left	U	C1:D		1	24	-	429	1988	572	75.1%	-	-	-	4.6	38.3	10.1
1/2+1/3	Stoneham Lane Ahead	U	C1:D		1	24	-	617	2030:2057	424+440	71.4 : 71.4%	-	-	-	5.3 (2.6+2.6)	30.7 (31.1:30.3)	7.0
2/1	A335 (N) Left	U	-		-	-	-	425	1910	1910	22.3%	-	-	-	0.1	1.2	0.1
2/2	A335 (N) Ahead	U	C1:F		1	24	-	363	2166	650	55.9%	-	-	-	3.0	29.8	7.4
2/3	A335 (N) Ahead	U	C1:F		1	24	-	371	2205	662	56.1%	-	-	-	3.1	29.7	7.5
3/1	M27 (E) Off slip Left	U	C2:C		1	80	-	832	1937	1937	43.0%	-	-	-	0.4	1.6	0.4
3/3+3/2	M27 (E) Off slip Ahead	U	C2:B		2	30	-	1251	2157:2127	809+748	80.4 : 80.4%	-	-	-	5.9 (3.1+2.8)	16.9 (17.0:16.7)	8.3
4/1	A335 Stoneham Way (S) Ahead Left	O	-		-	-	-	717	2040	848	84.6%	717	0	0	2.7	13.7	6.8
4/2	A335 Stoneham Way (S) Ahead	O	-		-	-	-	748	2131	860	86.9%	748	0	0	3.7	17.7	10.6
5/1	M27 (W) Off slip Ahead Left	U	C1:B		1	19	-	330	2133	507	65.1%	-	-	-	3.4	37.6	7.5
5/2	M27 (W) Off slip Ahead	U	C1:B		1	19	-	215	2117	503	42.8%	-	-	-	1.9	32.1	4.4
5/3	M27 (W) Off slip Ahead	U	C1:B		1	19	-	346	2089	470	73.6%	-	-	-	4.1	43.0	8.5

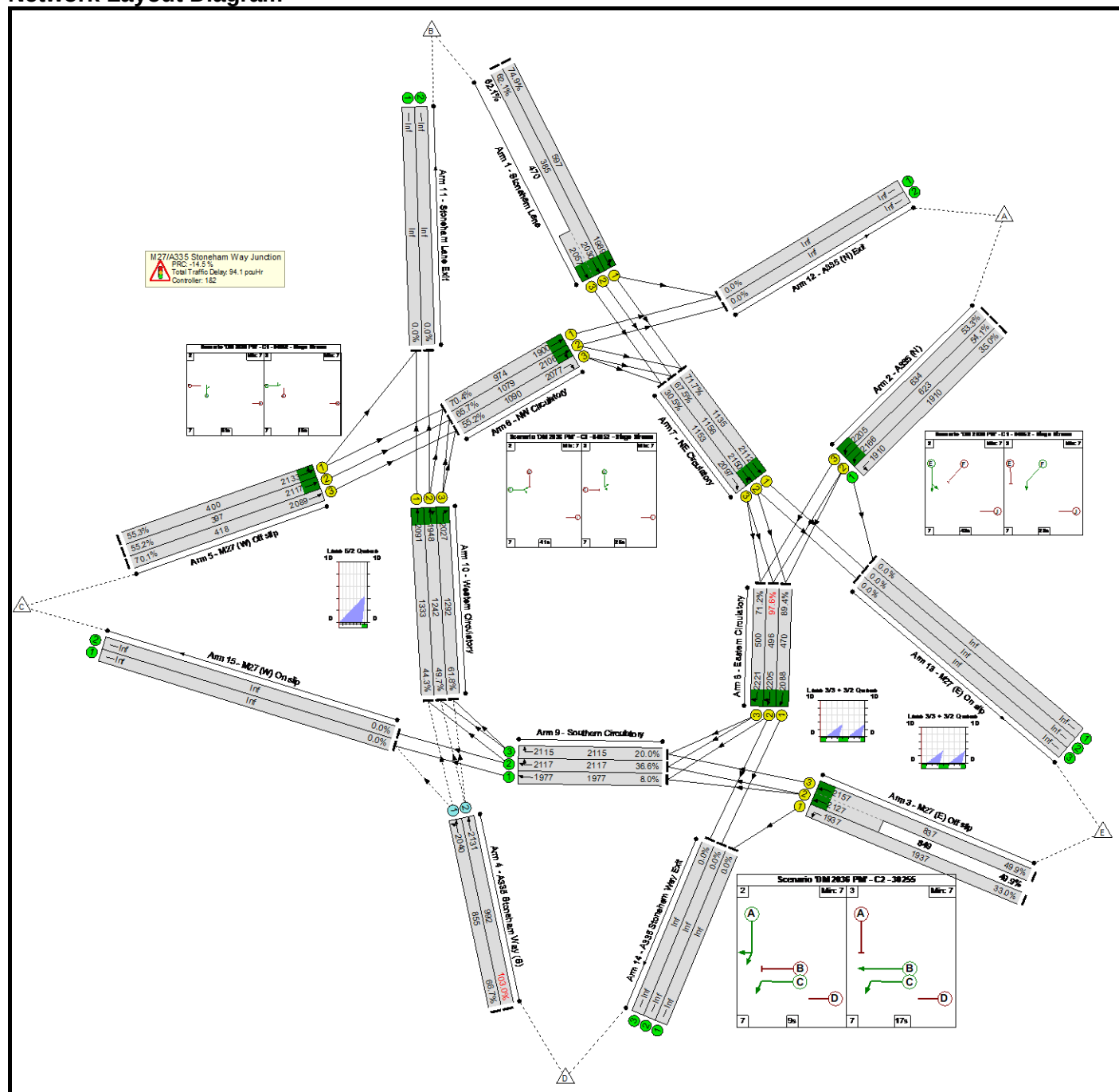
Basic Results Summary

6/1	NW Circulatory Ahead	U	C1:C		1	42	-	760	1900	997	76.2%	-	-	-	3.5	16.7	10.7
6/2	NW Circulatory Right Ahead	U	C1:C		1	42	-	736	2106	1106	66.6%	-	-	-	2.6	12.9	9.3
6/3	NW Circulatory Right	U	C1:C		1	42	-	542	2077	1090	49.7%	-	-	-	1.3	8.4	8.9
7/1	NE Circulatory Ahead	U	C1:E		1	42	-	618	2112	1109	55.7%	-	-	-	3.0	17.3	12.1
7/2	NE Circulatory Ahead Ahead2	U	C1:E		1	42	-	738	2150	1102	67.0%	-	-	-	2.4	11.5	4.8
7/3	NE Circulatory Ahead	U	C1:E		1	42	-	421	2097	1127	37.4%	-	-	-	0.7	5.9	6.5
8/1	Eastern Circulatory Ahead	U	C2:A		2	22	-	471	2088	574	82.0%	-	-	-	5.1	39.2	10.4
8/2	Eastern Circulatory Right Ahead	U	C2:A		2	22	-	497	2205	606	82.0%	-	-	-	4.5	32.5	8.6
8/3	Eastern Circulatory Right	U	C2:A		2	22	-	427	2221	611	69.9%	-	-	-	3.0	25.6	9.1
9/1	Southern Circulatory Ahead	U	-		-	-	-	114	1977	1977	5.8%	-	-	-	0.0	1.0	0.0
9/2	Southern Circulatory Right Ahead	U	-		-	-	-	1011	2117	2117	47.8%	-	-	-	0.5	1.6	0.5
9/3	Southern Circulatory Right	U	-		-	-	-	666	2115	2115	31.5%	-	-	-	0.2	1.2	0.2
10/1	Western Circulatory Ahead	U	C1:A		1	47	-	756	2091	1228	61.5%	-	-	-	2.6	12.4	11.4
10/2	Western Circulatory Right Ahead	U	C1:A		1	47	-	697	1948	1144	60.9%	-	-	-	2.6	13.3	10.8

Basic Results Summary

10/3	Western Circulatory Right	U	C1:A		1	47	-	717	2027	1166	61.5%	-	-	-	3.0	15.1	11.7
		C1 - 84052	Stream: 1 PRC for Signalled Lanes (%):				22.3	Total Delay for Signalled Lanes (pcuHr):				17.70	Cycle Time (s): 80				
		C1 - 84052	Stream: 2 PRC for Signalled Lanes (%):				18.1	Total Delay for Signalled Lanes (pcuHr):				17.25	Cycle Time (s): 80				
		C1 - 84052	Stream: 3 PRC for Signalled Lanes (%):				34.4	Total Delay for Signalled Lanes (pcuHr):				12.09	Cycle Time (s): 80				
		C2 - 30255	PRC for Signalled Lanes (%):				9.7	Total Delay for Signalled Lanes (pcuHr):				18.89	Cycle Time (s): 80				
			PRC Over All Lanes (%):				3.5	Total Delay Over All Lanes(pcuHr):				73.19					

Basic Results Summary
Scenario 8: 'DM 2036 PM' (FG8: 'DM 2036 PM', Plan 2: 'PM')
Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	103.0%	1562	0	0	94.1	-	-
M27/A335 Stoneham Way Junction	-	-	-		-	-	-	-	-	-	103.0%	1562	0	0	94.1	-	-
1/1	Stoneham Lane Ahead Left	U	C1:D		1	25	-	447	1989	597	74.9%	-	-	-	4.6	37.1	10.4
1/2+1/3	Stoneham Lane Ahead	U	C1:D		1	25	-	531	2030:2057	385+470	62.1 : 62.1%	-	-	-	4.0 (1.8+2.2)	27.3 (27.0:27.6)	6.0
2/1	A335 (N) Left	U	-		-	-	-	668	1910	1910	35.0%	-	-	-	0.3	1.4	0.3
2/2	A335 (N) Ahead	U	C1:F		1	23	-	337	2166	623	54.1%	-	-	-	2.8	30.3	6.9
2/3	A335 (N) Ahead	U	C1:F		1	23	-	338	2205	634	53.3%	-	-	-	2.8	30.0	6.9
3/1	M27 (E) Off slip Left	U	C2:C		1	80	-	639	1937	1937	33.0%	-	-	-	0.2	1.4	0.2
3/3+3/2	M27 (E) Off slip Ahead	U	C2:B		2	34	-	842	2157:2127	837+849	49.9 : 49.9%	-	-	-	2.4 (1.2+1.2)	10.4 (10.3:10.4)	3.8
4/1	A335 Stoneham Way (S) Ahead Left	O	-		-	-	-	570	2040	855	66.7%	570	0	0	1.0	6.4	2.4
4/2	A335 Stoneham Way (S) Ahead	O	-		-	-	-	1022	2131	992	103.0%	992	0	0	27.3	96.1	92.2
5/1	M27 (W) Off slip Ahead Left	U	C1:B		1	15	-	221	2133	400	55.3%	-	-	-	2.4	39.5	5.0
5/2	M27 (W) Off slip Ahead	U	C1:B		1	15	-	219	2117	397	55.2%	-	-	-	2.4	39.5	5.0
5/3	M27 (W) Off slip Ahead	U	C1:B		1	15	-	293	2089	418	70.1%	-	-	-	3.6	43.9	7.2

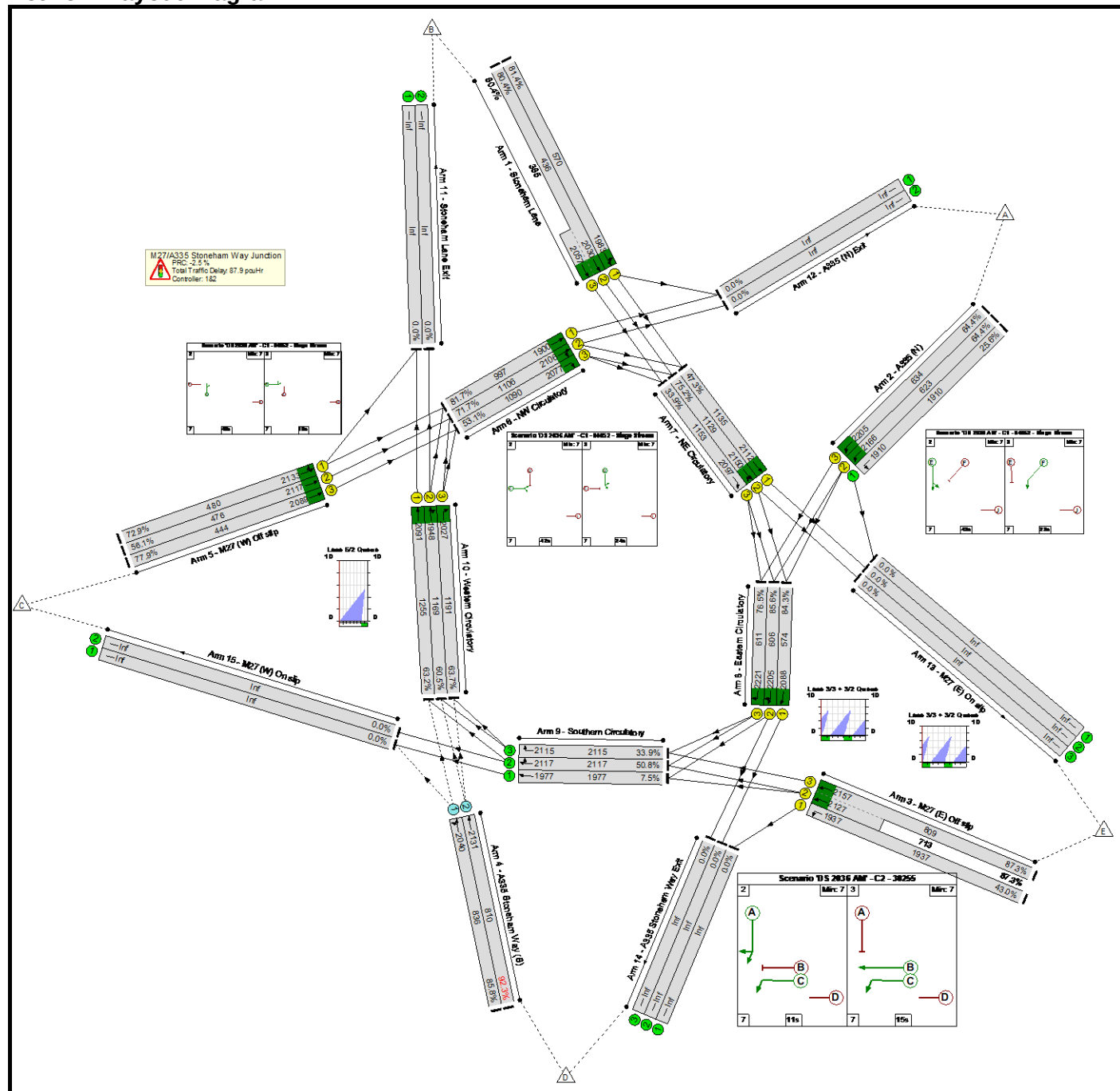
Basic Results Summary

6/1	NW Circulatory Ahead	U	C1:C		1	41	-	692	1900	974	70.4%	-	-	-	2.7	14.2	7.7
6/2	NW Circulatory Right Ahead	U	C1:C		1	41	-	724	2106	1079	65.7%	-	-	-	2.9	14.5	9.5
6/3	NW Circulatory Right	U	C1:C		1	41	-	611	2077	1090	55.2%	-	-	-	2.0	11.7	9.4
7/1	NE Circulatory Ahead	U	C1:E		1	43	-	828	2112	1135	71.7%	-	-	-	4.1	18.0	13.4
7/2	NE Circulatory Ahead Ahead2	U	C1:E		1	43	-	790	2150	1156	67.5%	-	-	-	1.6	7.5	5.9
7/3	NE Circulatory Ahead	U	C1:E		1	43	-	352	2097	1153	30.5%	-	-	-	1.9	19.5	6.7
8/1	Eastern Circulatory Ahead	U	C2:A		2	18	-	420	2088	470	89.4%	-	-	-	5.3	45.2	8.9
8/2	Eastern Circulatory Right Ahead	U	C2:A		2	18	-	484	2205	496	97.6%	-	-	-	10.9	81.0	16.1
8/3	Eastern Circulatory Right	U	C2:A		2	18	-	356	2221	500	71.2%	-	-	-	2.2	22.7	4.5
9/1	Southern Circulatory Ahead	U	-		-	-	-	158	1977	1977	8.0%	-	-	-	0.0	1.0	0.0
9/2	Southern Circulatory Right Ahead	U	-		-	-	-	774	2117	2117	36.6%	-	-	-	0.3	1.3	0.3
9/3	Southern Circulatory Right	U	-		-	-	-	424	2115	2115	20.0%	-	-	-	0.1	1.1	0.1
10/1	Western Circulatory Ahead	U	C1:A		1	51	-	590	2091	1333	44.3%	-	-	-	1.7	10.3	7.4
10/2	Western Circulatory Right Ahead	U	C1:A		1	51	-	623	1948	1242	49.7%	-	-	-	1.9	11.0	8.2

Basic Results Summary

10/3	Western Circulatory Right	U	C1:A		1	51	-	823	2027	1292	61.8%	-	-	-	2.6	11.8	10.4
		C1 - 84052	Stream: 1		PRC for Signalled Lanes (%)		28.3		Total Delay for Signalled Lanes (pcuHr):		14.59		Cycle Time (s):		80		
		C1 - 84052	Stream: 2		PRC for Signalled Lanes (%)		20.1		Total Delay for Signalled Lanes (pcuHr):		16.15		Cycle Time (s):		80		
		C1 - 84052	Stream: 3		PRC for Signalled Lanes (%)		25.5		Total Delay for Signalled Lanes (pcuHr):		13.26		Cycle Time (s):		80		
		C2 - 30255			PRC for Signalled Lanes (%)		-8.4		Total Delay for Signalled Lanes (pcuHr):		21.08		Cycle Time (s):		80		
					PRC Over All Lanes (%)		-14.5		Total Delay Over All Lanes(pcuHr):		94.09						

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	92.3%	1465	0	0	87.9	-	-
M27/A335 Stoneham Way Junction	-	-	-		-	-	-	-	-	-	92.3%	1465	0	0	87.9	-	-
1/1	Stoneham Lane Ahead Left	U	C1:D		1	24	-	464	1983	570	81.4%	-	-	-	5.5	42.8	11.6
1/2+1/3	Stoneham Lane Ahead	U	C1:D		1	24	-	661	2030:2057	436+385	80.4 : 80.4%	-	-	-	6.4 (3.5+2.9)	34.9 (35.5:34.2)	9.6
2/1	A335 (N) Left	U	-		-	-	-	489	1910	1910	25.6%	-	-	-	0.2	1.3	0.2
2/2	A335 (N) Ahead	U	C1:F		1	23	-	401	2166	623	64.4%	-	-	-	3.7	33.0	8.6
2/3	A335 (N) Ahead	U	C1:F		1	23	-	408	2205	634	64.4%	-	-	-	3.7	32.8	8.7
3/1	M27 (E) Off slip Left	U	C2:C		1	80	-	832	1937	1937	43.0%	-	-	-	0.4	1.6	0.4
3/3+3/2	M27 (E) Off slip Ahead	U	C2:B		2	30	-	1328	2157:2127	809+713	87.3 : 87.3%	-	-	-	7.5 (4.0+3.5)	20.3 (20.6:20.0)	10.6
4/1	A335 Stoneham Way (S) Ahead Left	O	-		-	-	-	717	2040	836	85.8%	717	0	0	3.0	14.8	6.9
4/2	A335 Stoneham Way (S) Ahead	O	-		-	-	-	748	2131	810	92.3%	748	0	0	5.9	28.5	19.5
5/1	M27 (W) Off slip Ahead Left	U	C1:B		1	18	-	350	2133	480	72.9%	-	-	-	4.1	42.3	8.5
5/2	M27 (W) Off slip Ahead	U	C1:B		1	18	-	267	2117	476	56.1%	-	-	-	2.7	36.0	5.8
5/3	M27 (W) Off slip Ahead	U	C1:B		1	18	-	346	2089	444	77.9%	-	-	-	4.6	47.5	8.9

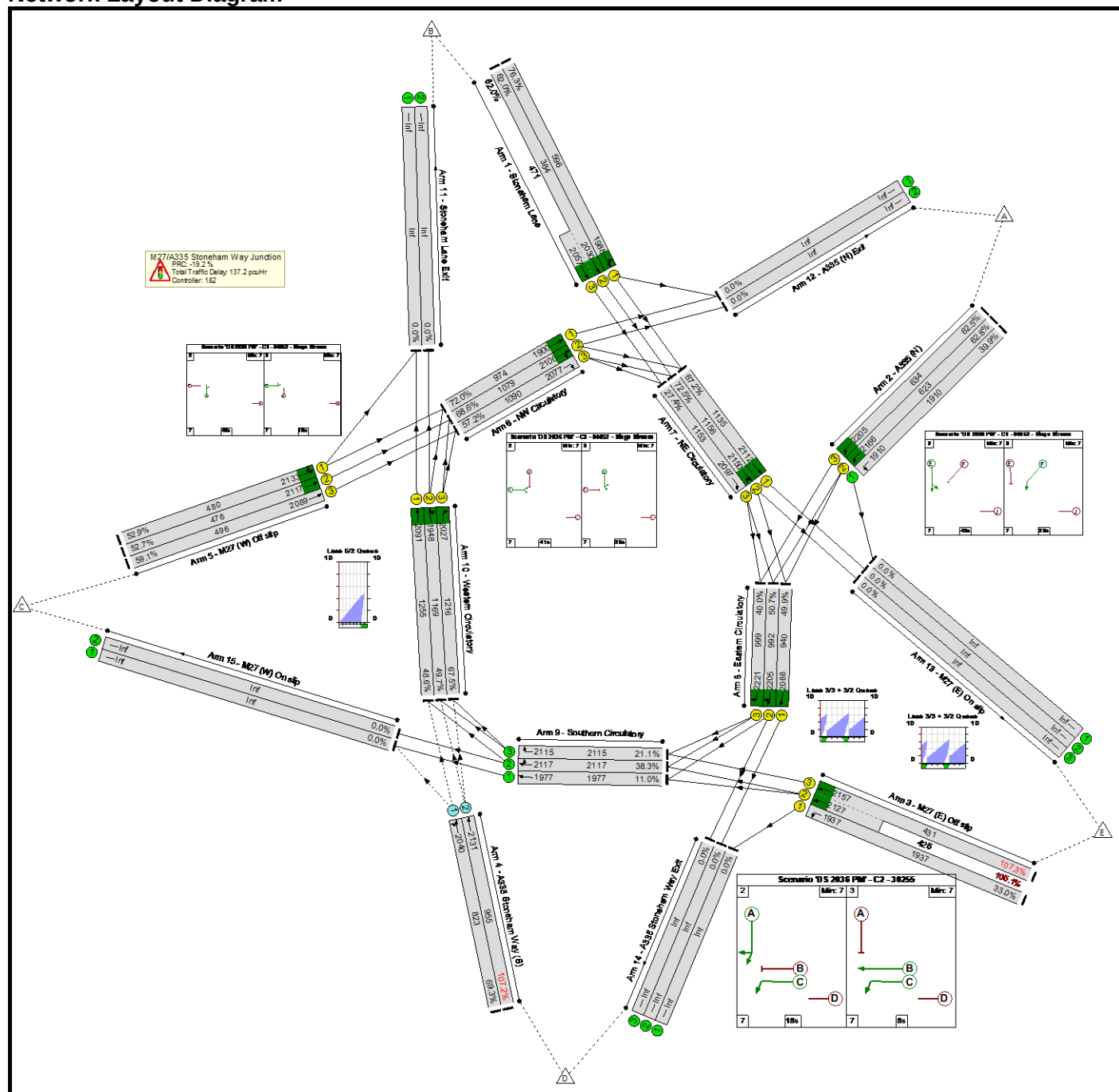
Basic Results Summary

6/1	NW Circulatory Ahead	U	C1:C		1	42	-	815	1900	997	81.7%	-	-	-	4.9	21.5	12.9
6/2	NW Circulatory Right Ahead	U	C1:C		1	42	-	793	2106	1106	71.7%	-	-	-	3.6	16.2	12.0
6/3	NW Circulatory Right	U	C1:C		1	42	-	579	2077	1090	53.1%	-	-	-	1.4	8.6	6.3
7/1	NE Circulatory Ahead	U	C1:E		1	43	-	537	2112	1135	47.3%	-	-	-	2.1	13.8	9.6
7/2	NE Circulatory Ahead Ahead2	U	C1:E		1	43	-	849	2150	1129	75.2%	-	-	-	2.8	12.0	10.6
7/3	NE Circulatory Ahead	U	C1:E		1	43	-	391	2097	1153	33.9%	-	-	-	0.7	6.8	6.5
8/1	Eastern Circulatory Ahead	U	C2:A		2	22	-	484	2088	574	84.3%	-	-	-	4.5	33.4	8.1
8/2	Eastern Circulatory Right Ahead	U	C2:A		2	22	-	519	2205	606	85.6%	-	-	-	5.3	36.5	11.1
8/3	Eastern Circulatory Right	U	C2:A		2	22	-	467	2221	611	76.5%	-	-	-	5.0	38.5	10.2
9/1	Southern Circulatory Ahead	U	-		-	-	-	149	1977	1977	7.5%	-	-	-	0.0	1.0	0.0
9/2	Southern Circulatory Right Ahead	U	-		-	-	-	1076	2117	2117	50.8%	-	-	-	0.5	1.7	0.5
9/3	Southern Circulatory Right	U	-		-	-	-	718	2115	2115	33.9%	-	-	-	0.3	1.3	0.8
10/1	Western Circulatory Ahead	U	C1:A		1	48	-	793	2091	1255	63.2%	-	-	-	3.5	15.8	14.3
10/2	Western Circulatory Right Ahead	U	C1:A		1	48	-	707	1948	1169	60.5%	-	-	-	2.9	14.7	9.6

Basic Results Summary

10/3	Western Circulatory Right	U	C1:A		1	48	-	759	2027	1191	63.7%	-	-	-	3.0	14.1	11.3	
		C1 - 84052	Stream: 1 PRC for Signalled Lanes (%):				15.5	Total Delay for Signalled Lanes (pcuHr):				20.68	Cycle Time (s):		80			
		C1 - 84052	Stream: 2 PRC for Signalled Lanes (%):				10.2	Total Delay for Signalled Lanes (pcuHr):				21.74	Cycle Time (s):		80			
		C1 - 84052	Stream: 3 PRC for Signalled Lanes (%):				19.7	Total Delay for Signalled Lanes (pcuHr):				13.02	Cycle Time (s):		80			
		C2 - 30255	PRC for Signalled Lanes (%):				3.1	Total Delay for Signalled Lanes (pcuHr):				22.62	Cycle Time (s):		80			
			PRC Over All Lanes (%):				-2.5	Total Delay Over All Lanes(pcuHr):				87.92						

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	107.3%	1525	0	0	137.2	-	-
M27/A335 Stoneham Way Junction	-	-	-		-	-	-	-	-	-	107.3%	1525	0	0	137.2	-	-
1/1	Stoneham Lane Ahead Left	U	C1:D		1	25	-	455	1988	596	76.3%	-	-	-	4.8	37.9	10.7
1/2+1/3	Stoneham Lane Ahead	U	C1:D		1	25	-	530	2030:2057	384+471	62.0 : 62.0%	-	-	-	4.0 (1.8+2.2)	27.3 (26.9:27.6)	6.0
2/1	A335 (N) Left	U	-		-	-	-	763	1910	1910	39.9%	-	-	-	0.3	1.6	0.3
2/2	A335 (N) Ahead	U	C1:F		1	23	-	391	2166	623	62.8%	-	-	-	3.5	32.5	8.3
2/3	A335 (N) Ahead	U	C1:F		1	23	-	396	2205	634	62.5%	-	-	-	3.5	32.3	8.4
3/1	M27 (E) Off slip Left	U	C2:C		1	80	-	639	1937	1937	33.0%	-	-	-	0.2	1.4	0.2
3/3+3/2	M27 (E) Off slip Ahead	U	C2:B		2	16	-	910	2157:2127	431+425	107.3 : 105.1%	-	-	-	40.0 (22.8+17.2)	158.3 (177.6:138.3)	40.0
4/1	A335 Stoneham Way (S) Ahead Left	O	-		-	-	-	570	2040	823	69.3%	570	0	0	1.1	7.2	3.0
4/2	A335 Stoneham Way (S) Ahead	O	-		-	-	-	1024	2131	955	107.2%	955	0	0	45.0	158.0	93.5
5/1	M27 (W) Off slip Ahead Left	U	C1:B		1	18	-	254	2133	480	52.9%	-	-	-	2.5	35.2	5.5
5/2	M27 (W) Off slip Ahead	U	C1:B		1	18	-	251	2117	476	52.7%	-	-	-	2.5	35.2	5.4
5/3	M27 (W) Off slip Ahead	U	C1:B		1	18	-	293	2089	496	59.1%	-	-	-	2.9	35.9	6.4

Basic Results Summary

6/1	NW Circulatory Ahead	U	C1:C		1	41	-	738	1900	974	72.0%	-	-	-	2.7	13.8	7.1
6/2	NW Circulatory Right Ahead	U	C1:C		1	41	-	776	2106	1079	68.6%	-	-	-	3.2	15.3	10.6
6/3	NW Circulatory Right	U	C1:C		1	41	-	648	2077	1090	57.2%	-	-	-	2.4	13.8	9.7
7/1	NE Circulatory Ahead	U	C1:E		1	43	-	792	2112	1135	67.2%	-	-	-	3.5	16.5	12.3
7/2	NE Circulatory Ahead Ahead2	U	C1:E		1	43	-	862	2150	1156	72.5%	-	-	-	1.9	8.2	9.2
7/3	NE Circulatory Ahead	U	C1:E		1	43	-	316	2097	1153	27.4%	-	-	-	1.8	20.4	6.7
8/1	Eastern Circulatory Ahead	U	C2:A		2	36	-	469	2088	940	49.9%	-	-	-	0.8	6.2	1.4
8/2	Eastern Circulatory Right Ahead	U	C2:A		2	36	-	503	2205	992	50.7%	-	-	-	1.3	9.5	7.6
8/3	Eastern Circulatory Right	U	C2:A		2	36	-	400	2221	999	40.0%	-	-	-	0.6	5.4	1.5
9/1	Southern Circulatory Ahead	U	-		-	-	-	217	1977	1977	11.0%	-	-	-	0.1	1.0	0.1
9/2	Southern Circulatory Right Ahead	U	-		-	-	-	832	2117	2117	38.3%	-	-	-	0.3	1.4	0.3
9/3	Southern Circulatory Right	U	-		-	-	-	478	2115	2115	21.1%	-	-	-	0.1	1.1	0.1
10/1	Western Circulatory Ahead	U	C1:A		1	48	-	631	2091	1255	48.6%	-	-	-	2.3	13.6	7.8
10/2	Western Circulatory Right Ahead	U	C1:A		1	48	-	622	1948	1169	49.7%	-	-	-	2.3	14.0	7.2

Basic Results Summary

10/3	Western Circulatory Right	U	C1:A		1	48	-	880	2027	1216	67.5%	-	-	-	3.5	15.5	12.6
		C1 - 84052	Stream: 1		PRC for Signalled Lanes (%)		33.3		Total Delay for Signalled Lanes (pcuHr):		15.95		Cycle Time (s):		80		
		C1 - 84052	Stream: 2		PRC for Signalled Lanes (%)		18.0		Total Delay for Signalled Lanes (pcuHr):		17.05		Cycle Time (s):		80		
		C1 - 84052	Stream: 3		PRC for Signalled Lanes (%)		24.1		Total Delay for Signalled Lanes (pcuHr):		14.28		Cycle Time (s):		80		
		C2 - 30255			PRC for Signalled Lanes (%)		-19.2		Total Delay for Signalled Lanes (pcuHr):		42.98		Cycle Time (s):		80		
					PRC Over All Lanes (%)		-19.2		Total Delay Over All Lanes(pcuHr):		137.19						

Basic Results Summary
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	J07_StonehamWy-WideLn_v2.lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 3, 0, 6

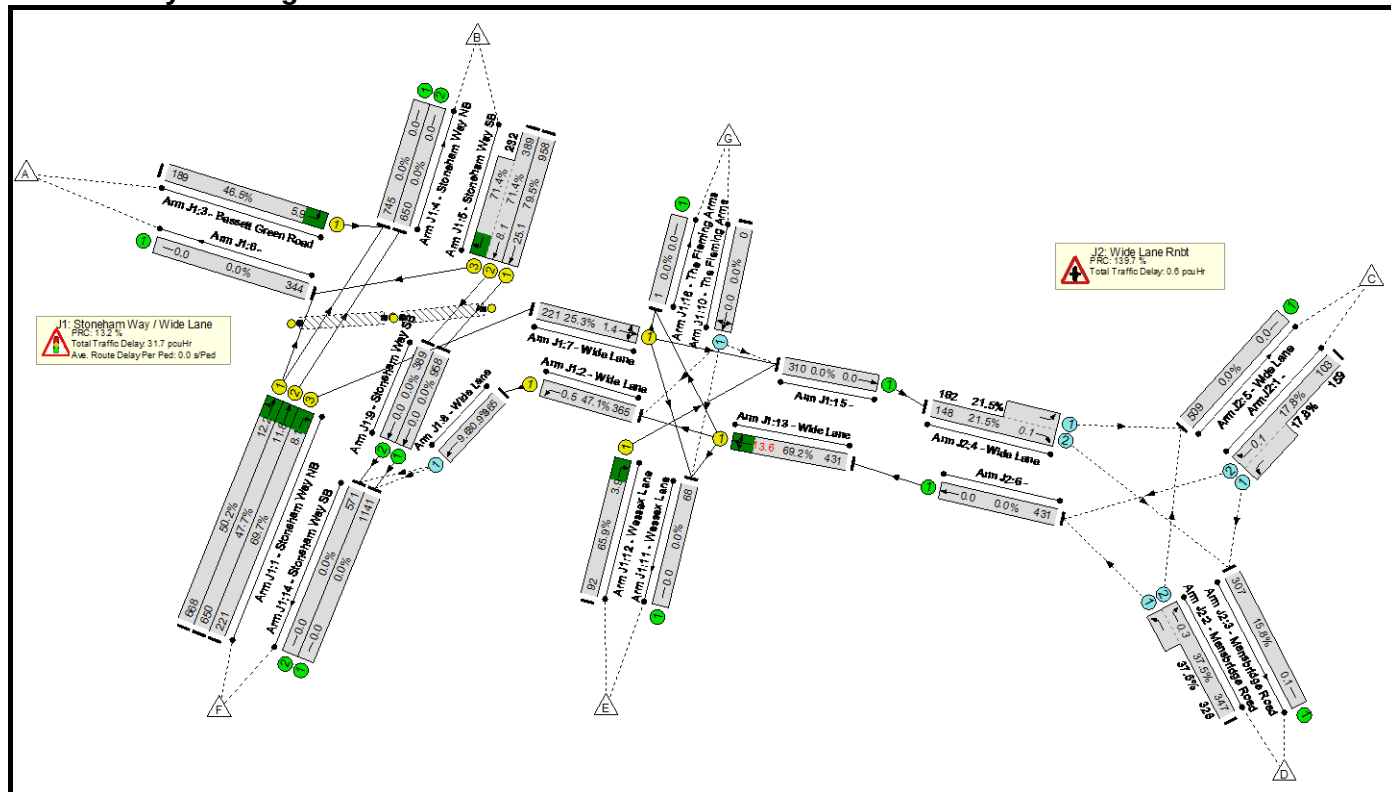
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2025 Base AM	2025 Base AM	Network Control Plan 1	07:30 - 08:30	121	13.2	32.35
2	2025 Base PM	2025 Base AM	Network Control Plan 1	16:00 - 17:00	109	7.9	34.88
3	2028 DM AM	2028 DM AM	Network Control Plan 1	07:30 - 08:30	121	12.6	33.60
4	2028 DM PM	2028 DM PM	Network Control Plan 1	16:00 - 17:00	109	10.0	37.96
5	2028 DS AM	2028 DS AM	Network Control Plan 1	07:30 - 08:30	121	11.6	35.31
6	2028 DS PM	2028 DS PM	Network Control Plan 1	16:00 - 17:00	109	8.7	38.96
7	2036 DM AM	2036 DM AM	Network Control Plan 1	07:30 - 08:30	121	8.3	38.20
8	2036 DM PM	2036 DM PM	Network Control Plan 1	16:00 - 17:00	109	-0.4	44.80
9	2036 DS AM	2036 DS AM	Network Control Plan 1	07:30 - 08:30	121	4.5	41.60
10	2036 DS PM	2036 DS PM	Network Control Plan 1	16:00 - 17:00	109	-1.5	46.22

Basic Results Summary

Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	-	79.5%	2859	0	0	32.4	-	-
J1: Stoneham Way / Wide Lane	-	-	-		-	-	-	-	-	-	-	79.5%	365	0	0	31.7	-	-
1/1	Stoneham Way NB Ahead Left	U	B		1	78	-	Y	668	2066	1332	50.2%	-	-	-	2.6	14.0	12.2
1/2	Stoneham Way NB Ahead	U	B		1	78	-	Y	650	2141	1362	47.7%	-	-	-	2.5	14.0	11.8
1/3	Stoneham Way NB Right	U	C		1	21	-	Y	221	1827	317	69.7%	-	-	-	4.0	65.3	8.1
2/1	Wide Lane Left	U	I		1	48	-	-	365	1915	775	47.1%	-	-	-	0.5	4.5	0.5
3/1	Bassett Green Road Left	U	E		1	28	-	Y	189	1822	407	46.5%	-	-	-	2.6	49.0	5.9
5/1	Stoneham Way SB Ahead	U	A		1	78	-	-	958	1846	1205	79.5%	-	-	-	5.9	22.3	25.1
5/2+5/3	Stoneham Way SB Right Ahead	U	A D		1	78:28	-	-:Y	621	1917:1759	545+325	71.4 : 71.4%	-	-	-	4.9	28.3	8.1
7/1	Wide Lane Right Ahead Left	U	H		1	54	-	-	221	1920	873	25.3%	-	-	-	0.8	12.7	1.4
8/1	Wide Lane Ahead	O	-		-	-	-	-	365	1915	1182	30.9%	365	0	0	0.4	3.7	9.6
10/1	The Fleming Arms Right Ahead Left	O	-		-	-	-	-	0	1940	764	0.0%	0	0	0	0.0	0.0	0.0
12/1	Wessex Lane Right	U	G		1	11	-	Y	92	1876	140	65.9%	-	-	-	2.3	91.0	3.9

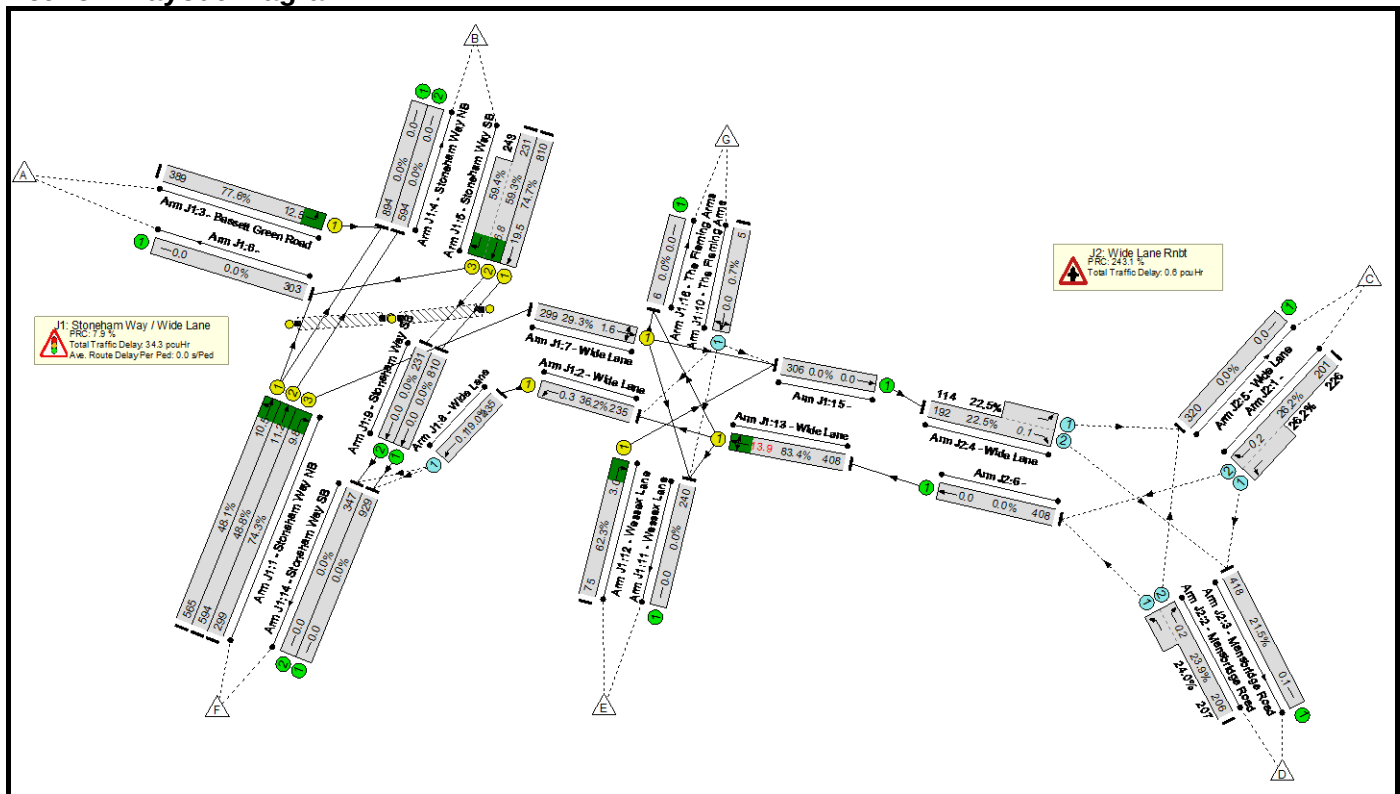
Basic Results Summary

13/1	Wide Lane Ahead Left Right	U	F		1	41	-	Y	431	1839	623	69.2%	-	-	-	5.2	43.8	13.6
Ped Link: P1	Unnamed Ped Link	-	K		1	28	-	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	K		1	28	-	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Wide Lane Rnbt	-	-	-		-	-	-	-	-	-	-	37.5%	2494	0	0	0.6	-	-
1/2+1/1	Left Right	O	-		-	-	-	-	262	2010:2010	579+893	17.8 : 17.8%	524	0	0	0.1	1.5	0.1
2/2+2/1	Mansbridge Road Right Left	O	-		-	-	-	-	675	1798:1798	924+874	37.5 : 37.5%	1350	0	0	0.3	1.6	0.3
3/1	Mansbridge Road	U	-		-	-	-	-	307	1940	1940	15.8%	-	-	-	0.1	1.1	0.1
4/2+4/1	Wide Lane Right Left	O	-		-	-	-	-	310	1930:1930	688+753	21.5 : 21.5%	620	0	0	0.1	1.6	0.1
C1 - Bassett Green Road / Wessex Lane PRC for Signalled Lanes (%): 13.2 PRC Over All Lanes (%): 13.2 Total Delay for Signalled Lanes (pcuHr): 31.33 Total Delay Over All Lanes(pcuHr): 32.35 Cycle Time (s): 121																		

Basic Results Summary

Scenario 2: '2025 Base PM' (FG2: '2025 Base AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	-	83.4%	2531	1	0	34.9	-	-
J1: Stoneham Way / Wide Lane	-	-	-		-	-	-	-	-	-	-	83.4%	239	1	0	34.3	-	-
1/1	Stoneham Way NB Ahead Left	U	B		1	63	-	Y	565	2066	1175	48.1%	-	-	-	2.7	16.9	10.5
1/2	Stoneham Way NB Ahead	U	B		1	63	-	Y	594	2141	1218	48.8%	-	-	-	2.8	16.9	11.2
1/3	Stoneham Way NB Right	U	C		1	24	-	Y	299	1827	402	74.3%	-	-	-	4.7	56.6	9.8
2/1	Wide Lane Left	U	I		1	36	-	-	235	1915	650	36.2%	-	-	-	0.3	4.6	0.3
3/1	Bassett Green Road Left	U	E		1	31	-	Y	389	1822	501	77.6%	-	-	-	5.6	51.9	12.5
5/1	Stoneham Way SB Ahead	U	A		1	63	-	-	810	1846	1084	74.7%	-	-	-	5.2	23.1	19.5
5/2+5/3	Stoneham Way SB Right Ahead	U	A D		1	63:31	-	Y:Y	474	1917:1759	389+409	59.3 : 59.4%	-	-	-	3.7	27.7	6.8
7/1	Wide Lane Right Ahead Left	U	H		1	57	-	-	299	1920	1022	29.3%	-	-	-	0.8	9.2	1.6
8/1	Wide Lane Ahead	O	-		-	-	-	-	235	1915	1234	19.0%	235	0	0	0.1	1.8	0.1
10/1	The Fleming Arms Right Ahead Left	O	-		-	-	-	-	5	1940	693	0.7%	4	1	0	0.0	2.6	0.0
12/1	Wessex Lane Right	U	G		1	8	-	Y	75	1876	120	62.3%	-	-	-	1.8	88.0	3.0

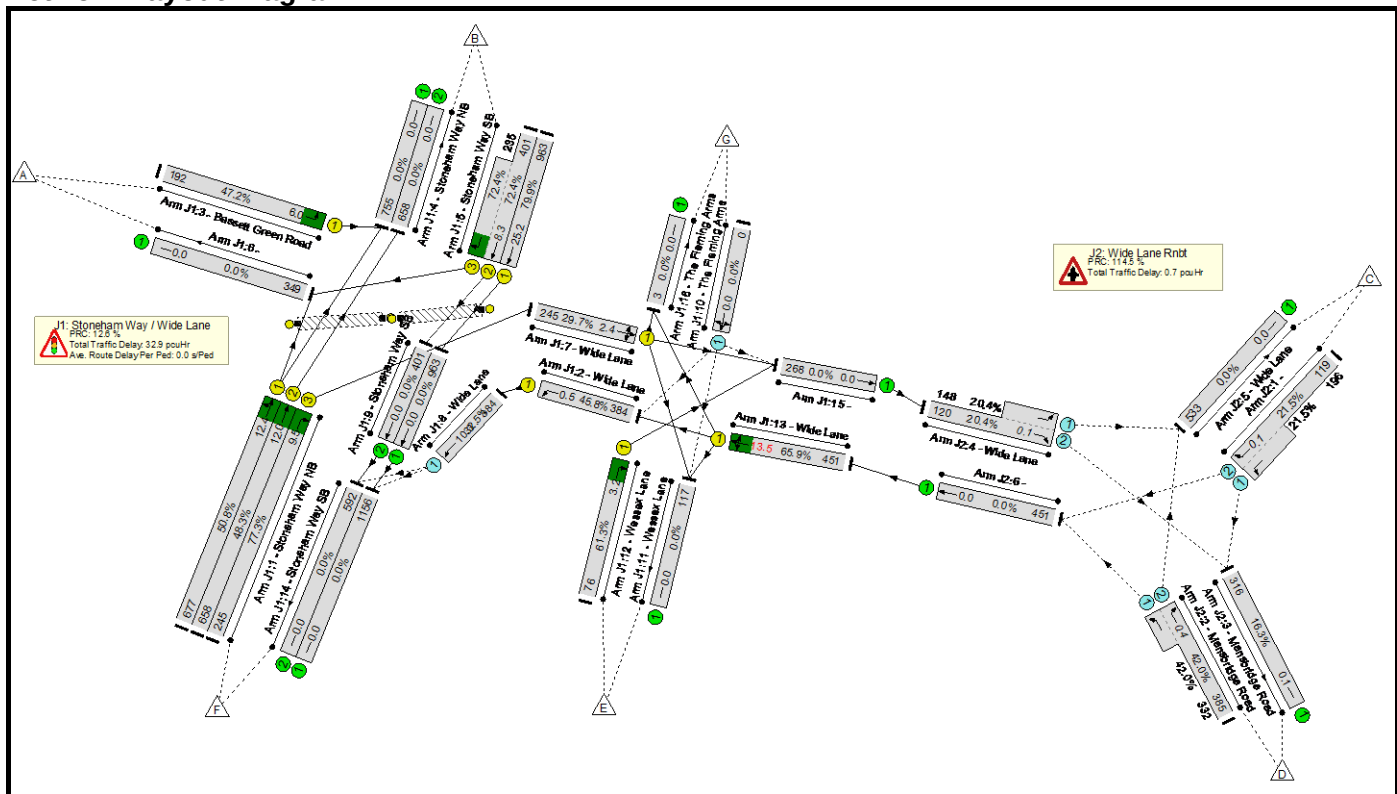
Basic Results Summary

13/1	Wide Lane Ahead Left Right	U	F		1	29	-	Y	408	1839	489	83.4%	-	-	-	6.6	58.7	13.9
Ped Link: P1	Unnamed Ped Link	-	K		1	31	-	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	K		1	31	-	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Wide Lane Rnbt	-	-	-		-	-	-	-	-	-	-	26.2%	2292	0	0	0.6	-	-
1/2+1/1	Left Right	O	-		-	-	-	-	427	2010:2010	766+861	26.2 : 26.2%	854	0	0	0.2	1.5	0.2
2/2+2/1	Mansbridge Road Right Left	O	-		-	-	-	-	413	1798:1798	861+861	23.9 : 24.0%	826	0	0	0.2	1.4	0.2
3/1	Mansbridge Road	U	-		-	-	-	-	418	1940	1940	21.5%	-	-	-	0.1	1.2	0.1
4/2+4/1	Wide Lane Right Left	O	-		-	-	-	-	306	1930:1930	853+507	22.5 : 22.5%	612	0	0	0.1	1.7	0.1
C1 - Bassett Green Road / Wessex Lane PRC for Signalled Lanes (%): 7.9 PRC Over All Lanes (%): 7.9 Total Delay for Signalled Lanes (pcuHr): 34.14 Total Delay Over All Lanes(pcuHr): 34.88 Cycle Time (s): 109																		

Basic Results Summary

Scenario 3: '2028 DM AM' (FG3: '2028 DM AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	-	79.9%	2984	0	0	33.6	-	-
J1: Stoneham Way / Wide Lane	-	-	-		-	-	-	-	-	-	-	79.9%	384	0	0	32.9	-	-
1/1	Stoneham Way NB Ahead Left	U	B		1	78	-	Y	677	2066	1332	50.8%	-	-	-	2.7	14.1	12.4
1/2	Stoneham Way NB Ahead	U	B		1	78	-	Y	658	2141	1362	48.3%	-	-	-	2.6	14.1	12.0
1/3	Stoneham Way NB Right	U	C		1	21	-	Y	245	1827	317	77.3%	-	-	-	4.9	71.6	9.5
2/1	Wide Lane Left	U	I		1	52	-	-	384	1915	839	45.8%	-	-	-	0.4	4.1	0.5
3/1	Bassett Green Road Left	U	E		1	28	-	Y	192	1822	407	47.2%	-	-	-	2.6	49.2	6.0
5/1	Stoneham Way SB Ahead	U	A		1	78	-	-	963	1846	1205	79.9%	-	-	-	6.0	22.6	25.2
5/2+5/3	Stoneham Way SB Right Ahead	U	A D		1	78:28	-	-:Y	636	1917:1759	554+324	72.4 : 72.4%	-	-	-	5.0	28.4	8.3
7/1	Wide Lane Right Ahead Left	U	H		1	51	-	-	245	1920	825	29.7%	-	-	-	1.4	19.9	2.4
8/1	Wide Lane Ahead	O	-		-	-	-	-	384	1915	1180	32.5%	384	0	0	0.5	4.3	10.3
10/1	The Fleming Arms Right Ahead Left	O	-		-	-	-	-	0	1940	767	0.0%	0	0	0	0.0	0.0	0.0
12/1	Wessex Lane Right	U	G		1	10	-	Y	76	1876	124	61.3%	-	-	-	1.9	91.3	3.2

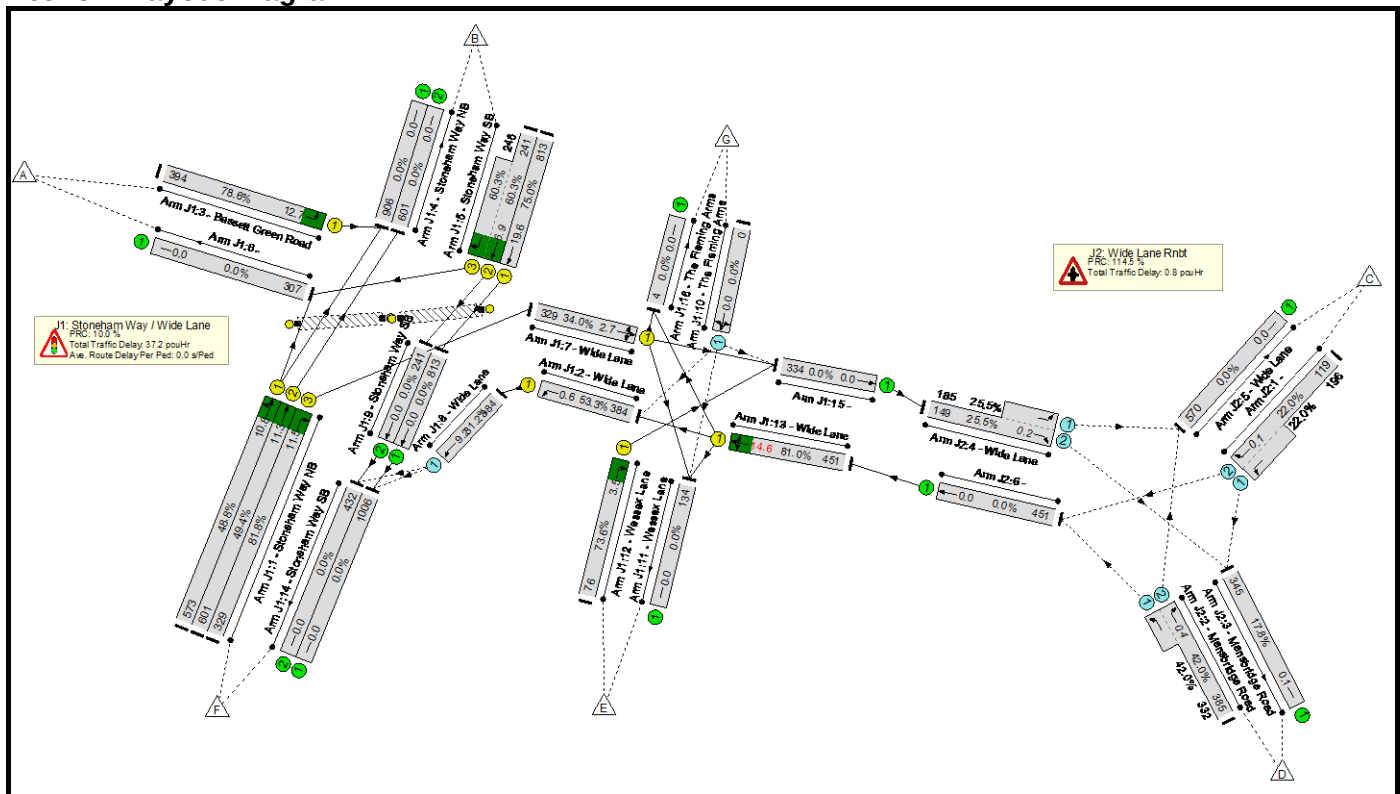
Basic Results Summary

13/1	Wide Lane Ahead Left Right	U	F		1	45	-	Y	451	1839	684	65.9%	-	-	-	4.9	39.3	13.5
Ped Link: P1	Unnamed Ped Link	-	K		1	28	-	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	K		1	28	-	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Wide Lane Rnbt	-	-	-		-	-	-	-	-	-	-	42.0%	2600	0	0	0.7	-	-
1/2+1/1	Left Right	O	-		-	-	-	-	315	2010:2010	555+913	21.5 : 21.5%	630	0	0	0.1	1.6	0.1
2/2+2/1	Mansbridge Road Right Left	O	-		-	-	-	-	717	1798:1798	918+791	42.0 : 42.0%	1434	0	0	0.4	1.8	0.4
3/1	Mansbridge Road	U	-		-	-	-	-	316	1940	1940	16.3%	-	-	-	0.1	1.1	0.1
4/2+4/1	Wide Lane Right Left	O	-		-	-	-	-	268	1930:1930	589+726	20.4 : 20.4%	536	0	0	0.1	1.7	0.1
C1 - Bassett Green Road / Wessex Lane PRC for Signalled Lanes (%): 12.6 PRC Over All Lanes (%): 12.6 Total Delay for Signalled Lanes (pcuHr): 32.43 Total Delay Over All Lanes(pcuHr): 33.60 Cycle Time (s): 121																		

Basic Results Summary

Scenario 4: '2028 DM PM' (FG4: '2028 DM PM ', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	-	81.8%	3116	0	0	38.0	-	-
J1: Stoneham Way / Wide Lane	-	-	-		-	-	-	-	-	-	-	81.8%	384	0	0	37.2	-	-
1/1	Stoneham Way NB Ahead Left	U	B		1	63	-	Y	573	2066	1175	48.8%	-	-	-	2.7	17.0	10.8
1/2	Stoneham Way NB Ahead	U	B		1	63	-	Y	601	2141	1218	49.4%	-	-	-	2.8	17.0	11.3
1/3	Stoneham Way NB Right	U	C		1	24	-	Y	329	1827	402	81.8%	-	-	-	5.8	63.6	11.5
2/1	Wide Lane Left	U	I		1	40	-	-	384	1915	720	53.3%	-	-	-	0.6	5.5	0.6
3/1	Bassett Green Road Left	U	E		1	31	-	Y	394	1822	501	78.6%	-	-	-	5.8	52.7	12.7
5/1	Stoneham Way SB Ahead	U	A		1	63	-	-	813	1846	1084	75.0%	-	-	-	5.2	23.2	19.6
5/2+5/3	Stoneham Way SB Right Ahead	U	A D		1	63:31	-	Y:Y	487	1917:1759	399+408	60.3 : 60.3%	-	-	-	3.8	27.7	6.9
7/1	Wide Lane Right Ahead Left	U	H		1	54	-	-	329	1920	969	34.0%	-	-	-	1.3	14.7	2.7
8/1	Wide Lane Ahead	O	-		-	-	-	-	384	1915	1232	31.2%	384	0	0	0.3	3.2	9.2
10/1	The Fleming Arms Right Ahead Left	O	-		-	-	-	-	0	1940	739	0.0%	0	0	0	0.0	0.0	0.0
12/1	Wessex Lane Right	U	G		1	7	-	Y	76	1876	103	73.6%	-	-	-	2.3	111.1	3.5

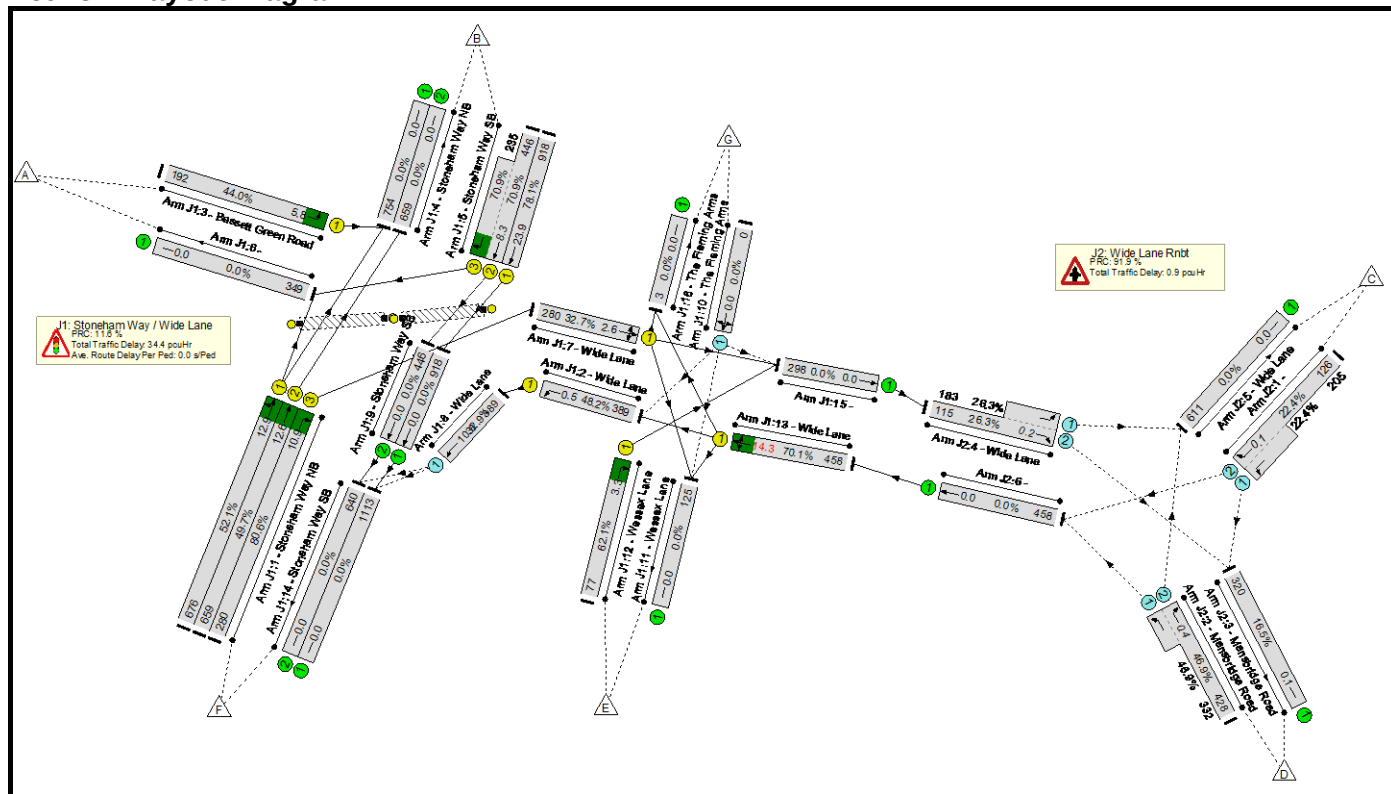
Basic Results Summary

13/1	Wide Lane Ahead Left Right	U	F		1	33	-	Y	451	1839	557	81.0%	-	-	-	6.5	51.5	14.6
Ped Link: P1	Unnamed Ped Link	-	K		1	31	-	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	K		1	31	-	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Wide Lane Rnbt	-	-	-		-	-	-	-	-	-	-	42.0%	2732	0	0	0.8	-	-
1/2+1/1	Left Right	O	-		-	-	-	-	315	2010:2010	542+892	22.0 : 22.0%	630	0	0	0.1	1.6	0.1
2/2+2/1	Mansbridge Road Right Left	O	-		-	-	-	-	717	1798:1798	918+791	42.0 : 42.0%	1434	0	0	0.4	1.8	0.4
3/1	Mansbridge Road	U	-		-	-	-	-	345	1940	1940	17.8%	-	-	-	0.1	1.1	0.1
4/2+4/1	Wide Lane Right Left	O	-		-	-	-	-	334	1930:1930	585+726	25.5 : 25.5%	668	0	0	0.2	1.8	0.2
C1 - Bassett Green Road / Wessex Lane PRC for Signalled Lanes (%): 10.0 PRC Over All Lanes (%): 10.0 Total Delay for Signalled Lanes (pcuHr): 36.84 Total Delay Over All Lanes(pcuHr): 37.96 Cycle Time (s): 109																		

Basic Results Summary

Scenario 5: '2028 DS AM' (FG5: '2028 DS AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	-	80.6%	3167	0	0	35.3	-	-
J1: Stoneham Way / Wide Lane	-	-	-		-	-	-	-	-	-	-	80.6%	389	0	0	34.4	-	-
1/1	Stoneham Way NB Ahead Left	U	B		1	76	-	Y	676	2066	1298	52.1%	-	-	-	2.9	15.3	12.9
1/2	Stoneham Way NB Ahead	U	B		1	76	-	Y	659	2141	1327	49.7%	-	-	-	2.8	15.3	12.6
1/3	Stoneham Way NB Right	U	C		1	23	-	Y	280	1827	347	80.6%	-	-	-	5.6	72.1	10.9
2/1	Wide Lane Left	U	I		1	50	-	-	389	1915	807	48.2%	-	-	-	0.5	4.5	0.5
3/1	Bassett Green Road Left	U	E		1	30	-	Y	192	1822	437	44.0%	-	-	-	2.5	46.4	5.8
5/1	Stoneham Way SB Ahead	U	A		1	76	-	-	918	1846	1175	78.1%	-	-	-	5.8	22.8	23.9
5/2+5/3	Stoneham Way SB Right Ahead	U	A D		1	76:30	-	-:Y	681	1917:1759	629+331	70.9 : 70.9%	-	-	-	5.1	26.8	8.3
7/1	Wide Lane Right Ahead Left	U	H		1	53	-	-	280	1920	857	32.7%	-	-	-	1.4	18.6	2.6
8/1	Wide Lane Ahead	O	-		-	-	-	-	389	1915	1184	32.9%	389	0	0	0.5	4.3	10.8
10/1	The Fleming Arms Right Ahead Left	O	-		-	-	-	-	0	1940	753	0.0%	0	0	0	0.0	0.0	0.0
12/1	Wessex Lane Right	U	G		1	10	-	Y	77	1876	124	62.1%	-	-	-	2.0	92.1	3.3

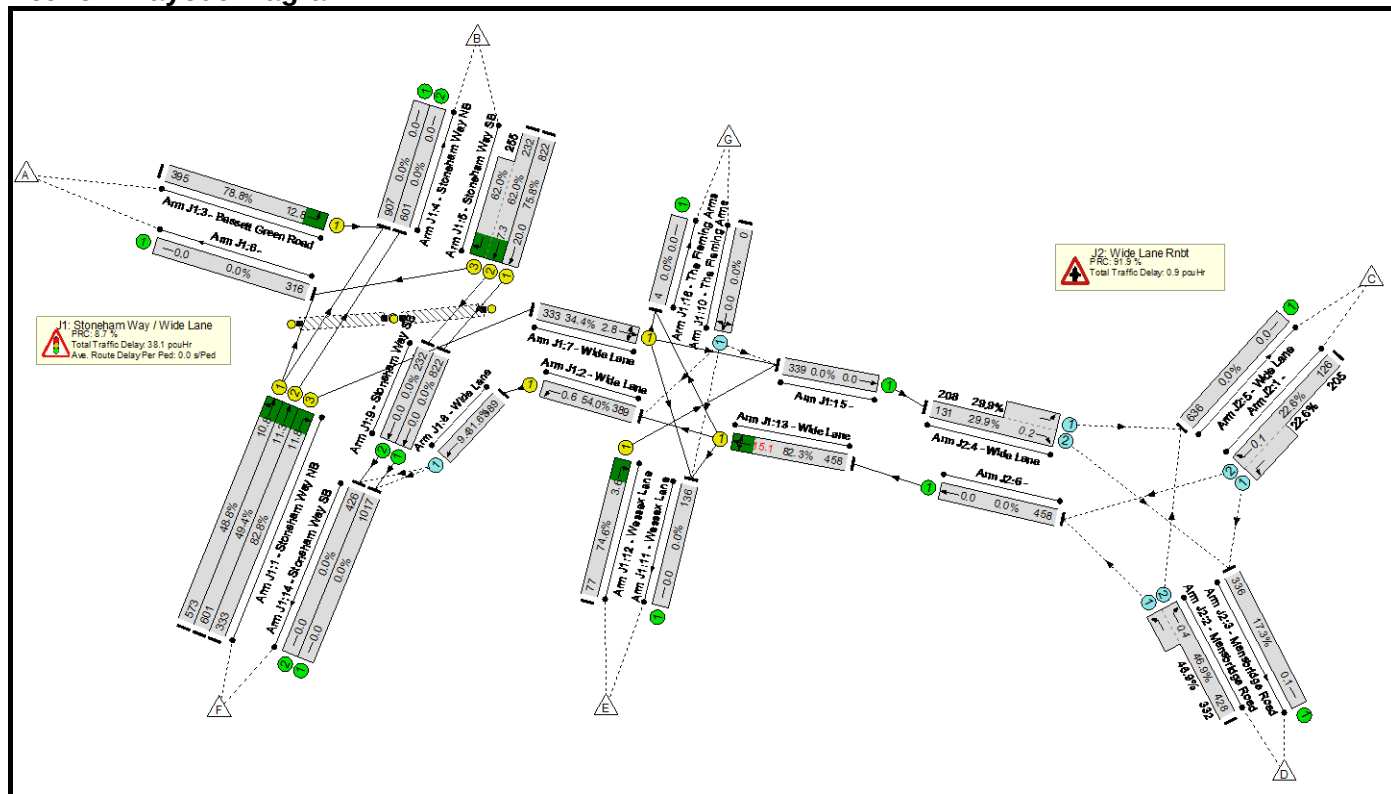
Basic Results Summary

13/1	Wide Lane Ahead Left Right	U	F		1	43	-	Y	458	1839	654	70.1%	-	-	-	5.4	42.6	14.3
Ped Link: P1	Unnamed Ped Link	-	K		1	30	-	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	K		1	30	-	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Wide Lane Rnbt	-	-	-		-	-	-	-	-	-	-	46.9%	2778	0	0	0.9	-	-
1/2+1/1	Left Right	O	-		-	-	-	-	331	2010:2010	564+917	22.4 : 22.4%	662	0	0	0.1	1.6	0.1
2/2+2/1	Mansbridge Road Right Left	O	-		-	-	-	-	760	1798:1798	913+708	46.9 : 46.9%	1520	0	0	0.4	2.1	0.4
3/1	Mansbridge Road	U	-		-	-	-	-	320	1940	1940	16.5%	-	-	-	0.1	1.1	0.1
4/2+4/1	Wide Lane Right Left	O	-		-	-	-	-	298	1930:1930	437+696	26.3 : 26.3%	596	0	0	0.2	2.2	0.2
C1 - Bassett Green Road / Wessex Lane PRC for Signalled Lanes (%): 11.6 PRC Over All Lanes (%): 11.6 Total Delay for Signalled Lanes (pcuHr): 33.98 Total Delay Over All Lanes(pcuHr): 35.31 Cycle Time (s): 121																		

Basic Results Summary

Scenario 6: '2028 DS PM' (FG6: '2028 DS PM ', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	-	82.8%	3249	0	0	39.0	-	-
J1: Stoneham Way / Wide Lane	-	-	-		-	-	-	-	-	-	-	82.8%	389	0	0	38.1	-	-
1/1	Stoneham Way NB Ahead Left	U	B		1	63	-	Y	573	2066	1175	48.8%	-	-	-	2.7	17.0	10.8
1/2	Stoneham Way NB Ahead	U	B		1	63	-	Y	601	2141	1218	49.4%	-	-	-	2.8	17.0	11.3
1/3	Stoneham Way NB Right	U	C		1	24	-	Y	333	1827	402	82.8%	-	-	-	6.0	64.9	11.8
2/1	Wide Lane Left	U	I		1	40	-	-	389	1915	720	54.0%	-	-	-	0.6	5.6	0.6
3/1	Bassett Green Road Left	U	E		1	31	-	Y	395	1822	501	78.8%	-	-	-	5.8	52.9	12.8
5/1	Stoneham Way SB Ahead	U	A		1	63	-	-	822	1846	1084	75.8%	-	-	-	5.4	23.5	20.0
5/2+5/3	Stoneham Way SB Right Ahead	U	A D		1	63:31	-	Y:Y	487	1917:1759	374+412	62.0 : 62.0%	-	-	-	3.9	28.6	7.3
7/1	Wide Lane Right Ahead Left	U	H		1	54	-	-	333	1920	969	34.4%	-	-	-	1.4	14.9	2.8
8/1	Wide Lane Ahead	O	-		-	-	-	-	389	1915	1231	31.6%	389	0	0	0.4	3.3	9.4
10/1	The Fleming Arms Right Ahead Left	O	-		-	-	-	-	0	1940	736	0.0%	0	0	0	0.0	0.0	0.0
12/1	Wessex Lane Right	U	G		1	7	-	Y	77	1876	103	74.6%	-	-	-	2.4	113.0	3.6

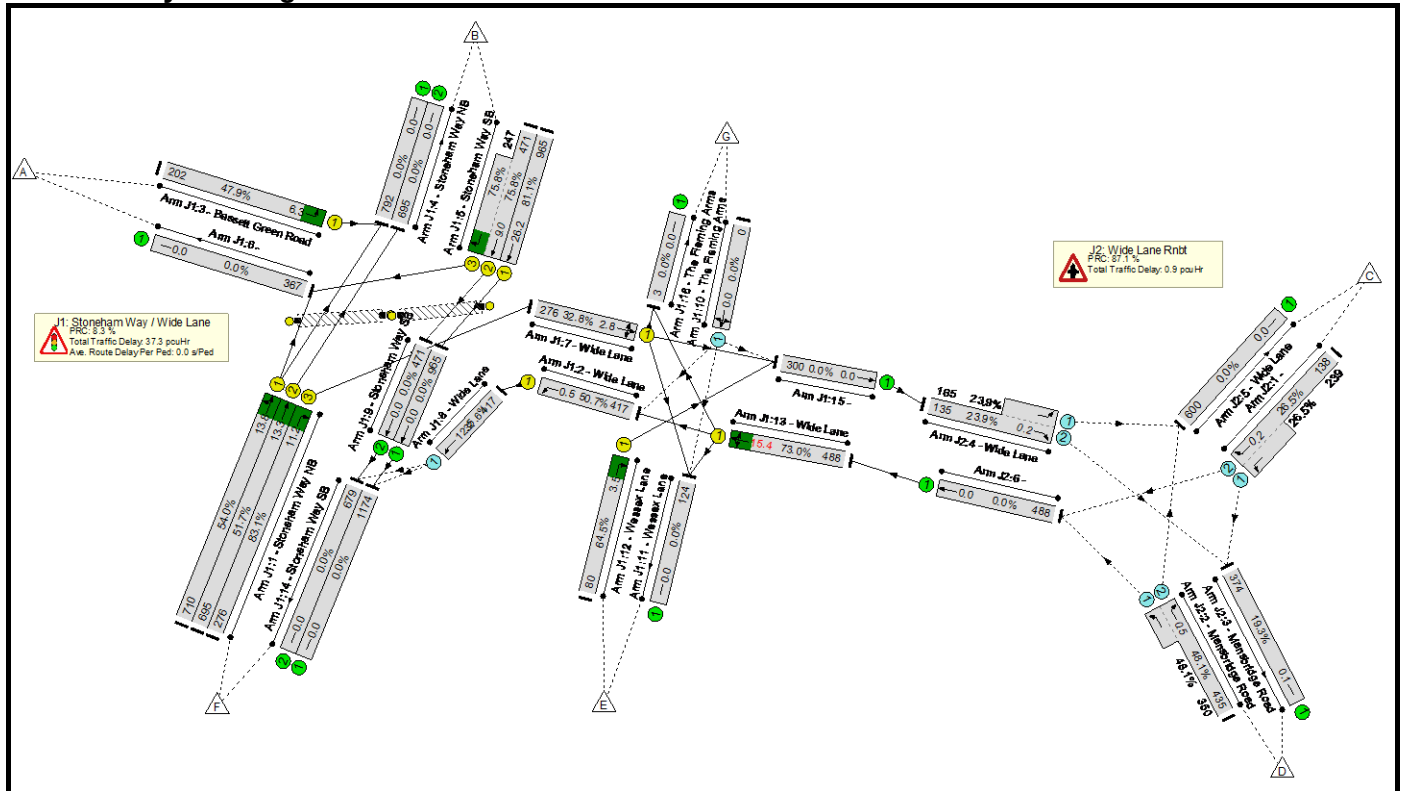
Basic Results Summary

13/1	Wide Lane Ahead Left Right	U	F		1	33	-	Y	458	1839	557	82.3%	-	-	-	6.7	52.7	15.1
Ped Link: P1	Unnamed Ped Link	-	K		1	31	-	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	K		1	31	-	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Wide Lane Rnbt	-	-	-		-	-	-	-	-	-	-	46.9%	2860	0	0	0.9	-	-
1/2+1/1	Left Right	O	-		-	-	-	-	331	2010:2010	556+905	22.6 : 22.6%	662	0	0	0.1	1.6	0.1
2/2+2/1	Mansbridge Road Right Left	O	-		-	-	-	-	760	1798:1798	913+708	46.9 : 46.9%	1520	0	0	0.4	2.1	0.4
3/1	Mansbridge Road	U	-		-	-	-	-	336	1940	1940	17.3%	-	-	-	0.1	1.1	0.1
4/2+4/1	Wide Lane Right Left	O	-		-	-	-	-	339	1930:1930	438+696	29.9 : 29.9%	678	0	0	0.2	2.3	0.2
C1 - Bassett Green Road / Wessex Lane PRC for Signalled Lanes (%): 8.7 PRC Over All Lanes (%): 8.7 Total Delay for Signalled Lanes (pcuHr): 37.70 Total Delay Over All Lanes(pcuHr): 38.96 Cycle Time (s): 109																		

Basic Results Summary

Scenario 7: '2036 DM AM' (FG7: '2036 DM AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	-	83.1%	3341	0	0	38.2	-	-
J1: Stoneham Way / Wide Lane	-	-	-		-	-	-	-	-	-	-	83.1%	417	0	0	37.3	-	-
1/1	Stoneham Way NB Ahead Left	U	B		1	77	-	Y	710	2066	1315	54.0%	-	-	-	3.0	15.2	13.8
1/2	Stoneham Way NB Ahead	U	B		1	77	-	Y	695	2141	1345	51.7%	-	-	-	2.9	15.2	13.3
1/3	Stoneham Way NB Right	U	C		1	22	-	Y	276	1827	332	83.1%	-	-	-	5.9	77.4	11.2
2/1	Wide Lane Left	U	I		1	51	-	-	417	1915	823	50.7%	-	-	-	0.5	4.6	0.5
3/1	Bassett Green Road Left	U	E		1	29	-	Y	202	1822	422	47.9%	-	-	-	2.7	48.4	6.3
5/1	Stoneham Way SB Ahead	U	A		1	77	-	-	965	1846	1190	81.1%	-	-	-	6.4	23.9	26.2
5/2+5/3	Stoneham Way SB Right Ahead	U	A D		1	77:29	-	-:Y	718	1917:1759	621+326	75.8 : 75.8%	-	-	-	5.7	28.4	9.0
7/1	Wide Lane Right Ahead Left	U	H		1	52	-	-	276	1920	841	32.8%	-	-	-	1.6	20.4	2.8
8/1	Wide Lane Ahead	O	-		-	-	-	-	417	1915	1170	35.6%	417	0	0	0.6	5.3	12.2
10/1	The Fleming Arms Right Ahead Left	O	-		-	-	-	-	0	1940	747	0.0%	0	0	0	0.0	0.0	0.0
12/1	Wessex Lane Right	U	G		1	10	-	Y	80	1876	124	64.5%	-	-	-	2.1	94.4	3.5

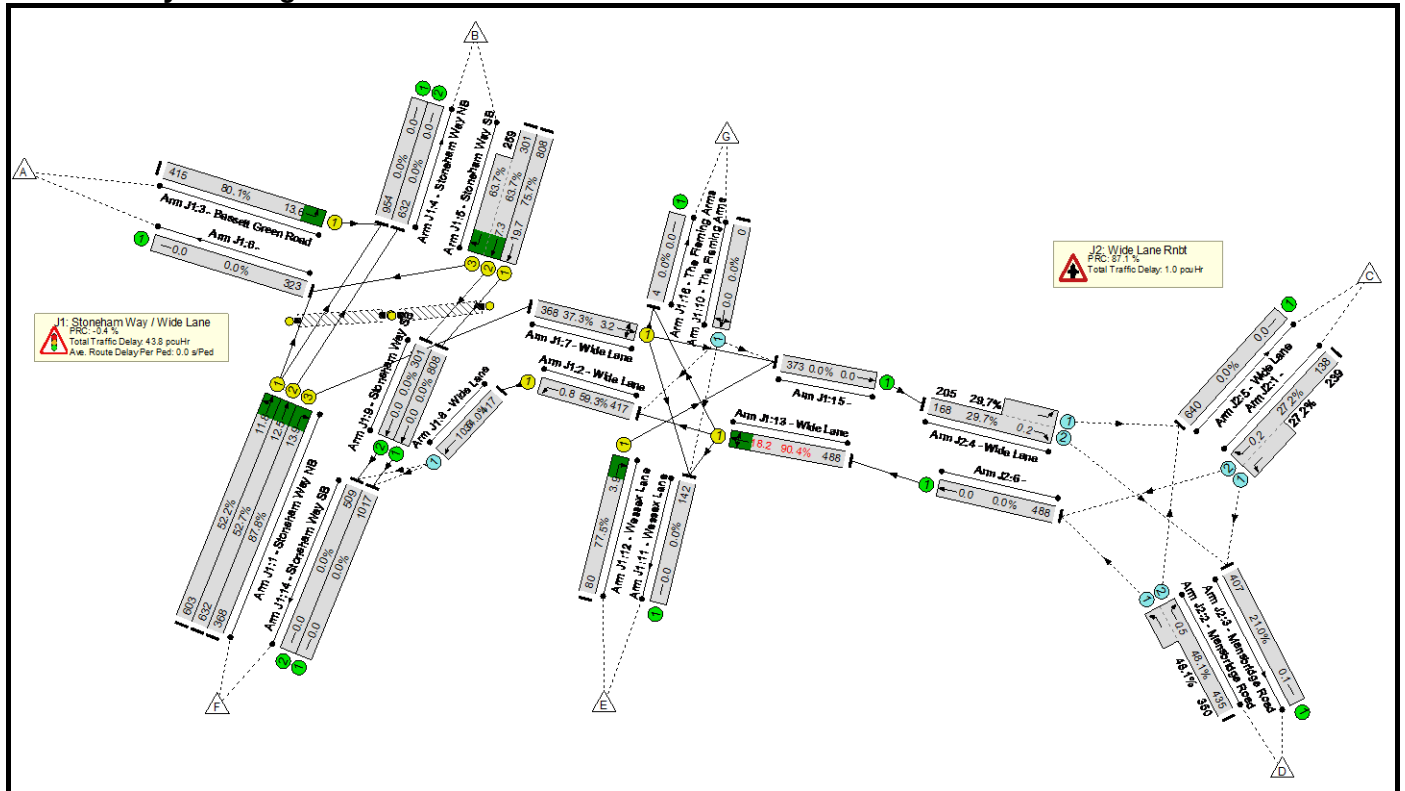
Basic Results Summary

13/1	Wide Lane Ahead Left Right	U	F		1	44	-	Y	488	1839	669	73.0%	-	-	-	5.9	43.2	15.4
Ped Link: P1	Unnamed Ped Link	-	K		1	29	-	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	K		1	29	-	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Wide Lane Rnbt	-	-	-		-	-	-	-	-	-	-	48.1%	2924	0	0	0.9	-	-
1/2+1/1	Left Right	O	-		-	-	-	-	377	2010:2010	521+903	26.5 : 26.5%	754	0	0	0.2	1.7	0.2
2/2+2/1	Mansbridge Road Right Left	O	-		-	-	-	-	785	1798:1798	904+728	48.1 : 48.1%	1570	0	0	0.5	2.1	0.5
3/1	Mansbridge Road	U	-		-	-	-	-	374	1940	1940	19.3%	-	-	-	0.1	1.1	0.1
4/2+4/1	Wide Lane Right Left	O	-		-	-	-	-	300	1930:1930	565+691	23.9 : 23.9%	600	0	0	0.2	1.9	0.2
C1 - Bassett Green Road / Wessex Lane PRC for Signalled Lanes (%): 8.3 PRC Over All Lanes (%): 8.3 Total Delay for Signalled Lanes (pcuHr): 36.66 Total Delay Over All Lanes(pcuHr): 38.20 Cycle Time (s): 121																		

Basic Results Summary

Scenario 8: '2036 DM PM' (FG8: '2036 DM PM ', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	-	90.4%	3487	0	0	44.8	-	-
J1: Stoneham Way / Wide Lane	-	-	-		-	-	-	-	-	-	-	90.4%	417	0	0	43.8	-	-
1/1	Stoneham Way NB Ahead Left	U	B		1	62	-	Y	603	2066	1156	52.2%	-	-	-	3.0	18.2	11.8
1/2	Stoneham Way NB Ahead	U	B		1	62	-	Y	632	2141	1198	52.7%	-	-	-	3.2	18.2	12.5
1/3	Stoneham Way NB Right	U	C		1	25	-	Y	368	1827	419	87.8%	-	-	-	7.3	71.9	13.9
2/1	Wide Lane Left	U	I		1	39	-	-	417	1915	703	59.3%	-	-	-	0.7	6.5	0.8
3/1	Bassett Green Road Left	U	E		1	32	-	Y	415	1822	518	80.1%	-	-	-	6.1	53.0	13.6
5/1	Stoneham Way SB Ahead	U	A		1	62	-	-	808	1846	1067	75.7%	-	-	-	5.4	24.1	19.7
5/2+5/3	Stoneham Way SB Right Ahead	U	A D		1	62:32	-	Y:Y	560	1917:1759	473+407	63.7 : 63.7%	-	-	-	4.2	27.1	7.3
7/1	Wide Lane Right Ahead Left	U	H		1	55	-	-	368	1920	986	37.3%	-	-	-	1.6	15.3	3.2
8/1	Wide Lane Ahead	O	-		-	-	-	-	417	1915	1226	34.0%	417	0	0	0.4	3.8	10.5
10/1	The Fleming Arms Right Ahead Left	O	-		-	-	-	-	0	1940	717	0.0%	0	0	0	0.0	0.0	0.0
12/1	Wessex Lane Right	U	G		1	7	-	Y	80	1876	103	77.5%	-	-	-	2.7	119.3	3.9

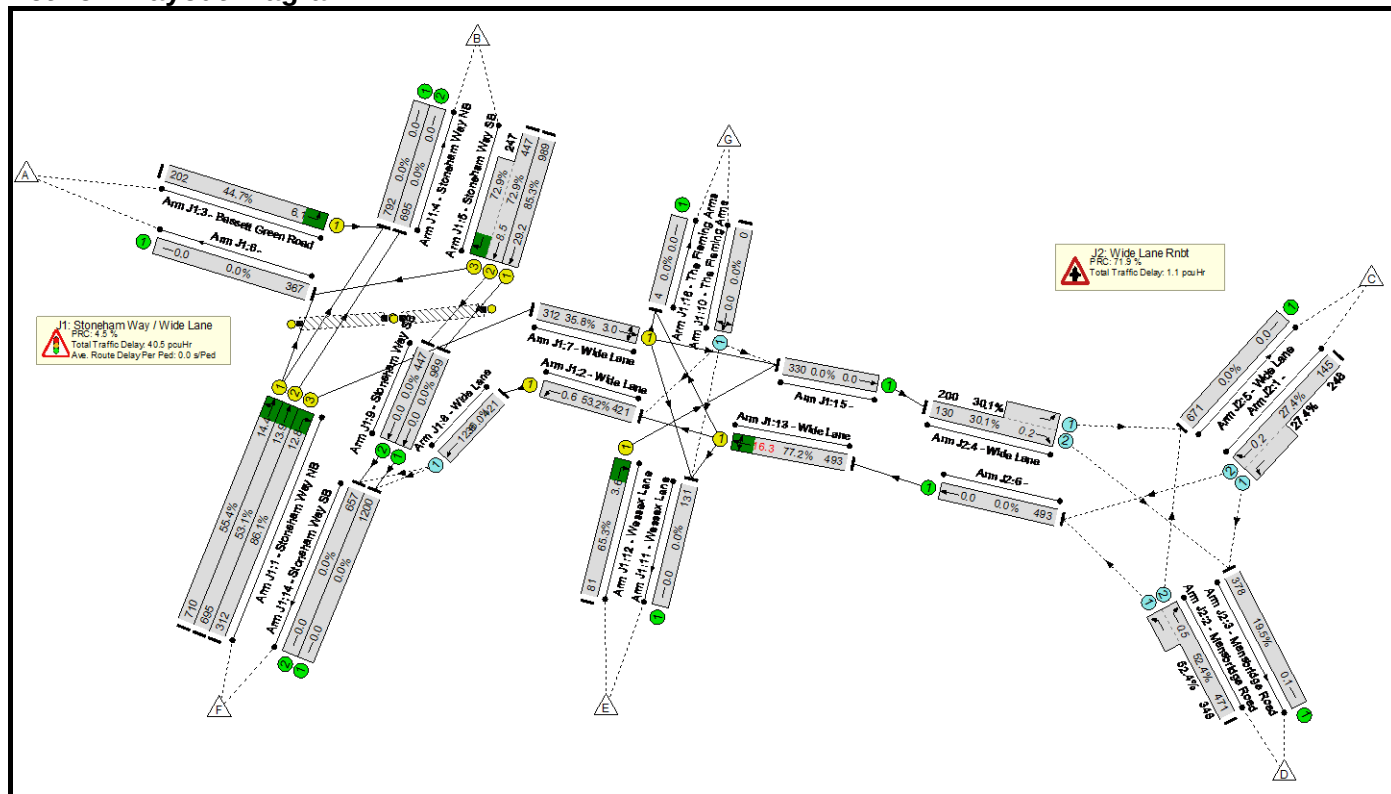
Basic Results Summary

13/1	Wide Lane Ahead Left Right	U	F		1	32	-	Y	488	1839	540	90.4%	-	-	-	9.1	67.0	18.2
Ped Link: P1	Unnamed Ped Link	-	K		1	32	-	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	K		1	32	-	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Wide Lane Rnbt	-	-	-		-	-	-	-	-	-	-	48.1%	3070	0	0	1.0	-	-
1/2+1/1	Left Right	O	-		-	-	-	-	377	2010:2010	507+879	27.2 : 27.2%	754	0	0	0.2	1.8	0.2
2/2+2/1	Mansbridge Road Right Left	O	-		-	-	-	-	785	1798:1798	904+728	48.1 : 48.1%	1570	0	0	0.5	2.1	0.5
3/1	Mansbridge Road	U	-		-	-	-	-	407	1940	1940	21.0%	-	-	-	0.1	1.2	0.1
4/2+4/1	Wide Lane Right Left	O	-		-	-	-	-	373	1930:1930	566+691	29.7 : 29.7%	746	0	0	0.2	2.0	0.2
C1 - Bassett Green Road / Wessex Lane PRC for Signalled Lanes (%): -0.4 PRC Over All Lanes (%): -0.4 Total Delay for Signalled Lanes (pcuHr): 43.36 Total Delay Over All Lanes(pcuHr): 44.80 Cycle Time (s): 109																		

Basic Results Summary

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

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	-	86.1%	3505	0	0	41.6	-	-
J1: Stoneham Way / Wide Lane	-	-	-		-	-	-	-	-	-	-	86.1%	421	0	0	40.5	-	-
1/1	Stoneham Way NB Ahead Left	U	B		1	75	-	Y	710	2066	1281	55.4%	-	-	-	3.2	16.5	14.4
1/2	Stoneham Way NB Ahead	U	B		1	75	-	Y	695	2141	1309	53.1%	-	-	-	3.2	16.4	13.9
1/3	Stoneham Way NB Right	U	C		1	24	-	Y	312	1827	362	86.1%	-	-	-	6.9	79.1	12.8
2/1	Wide Lane Left	U	I		1	49	-	-	421	1915	791	53.2%	-	-	-	0.6	5.0	0.6
3/1	Bassett Green Road Left	U	E		1	31	-	Y	202	1822	452	44.7%	-	-	-	2.6	45.7	6.1
5/1	Stoneham Way SB Ahead	U	A		1	75	-	-	989	1846	1159	85.3%	-	-	-	7.8	28.2	29.2
5/2+5/3	Stoneham Way SB Right Ahead	U	A D		1	75:31	-	-:Y	694	1917:1759	613+339	72.9 : 72.9%	-	-	-	5.4	27.8	8.5
7/1	Wide Lane Right Ahead Left	U	H		1	54	-	-	312	1920	873	35.8%	-	-	-	1.7	19.1	3.0
8/1	Wide Lane Ahead	O	-		-	-	-	-	421	1915	1168	36.0%	421	0	0	0.7	6.0	12.6
10/1	The Fleming Arms Right Ahead Left	O	-		-	-	-	-	0	1940	733	0.0%	0	0	0	0.0	0.0	0.0
12/1	Wessex Lane Right	U	G		1	10	-	Y	81	1876	124	65.3%	-	-	-	2.1	95.3	3.6

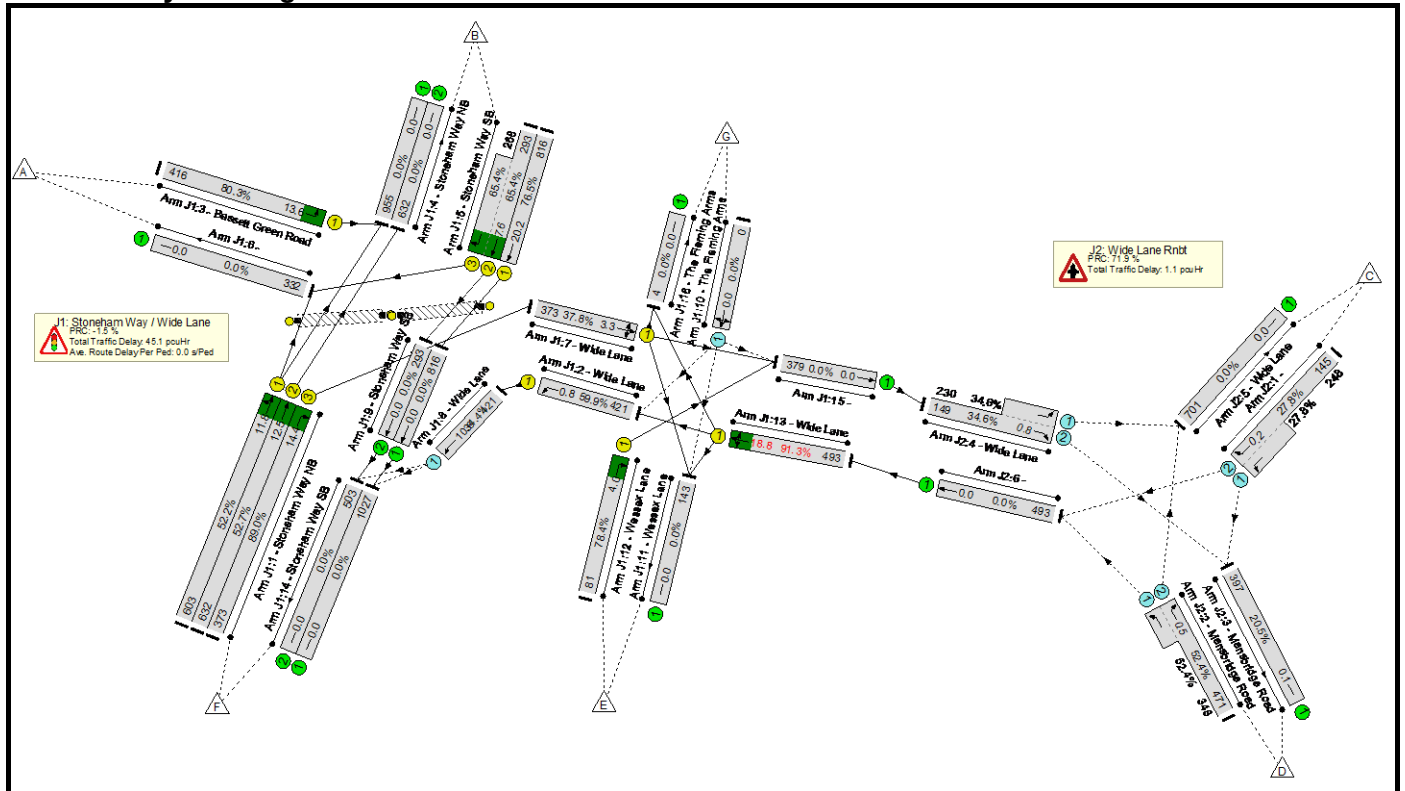
Basic Results Summary

13/1	Wide Lane Ahead Left Right	U	F		1	42	-	Y	493	1839	638	77.2%	-	-	-	6.5	47.3	16.3
Ped Link: P1	Unnamed Ped Link	-	K		1	31	-	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	K		1	31	-	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Wide Lane Rnbt	-	-	-		-	-	-	-	-	-	-	52.4%	3084	0	0	1.1	-	-
1/2+1/1	Left Right	O	-		-	-	-	-	393	2010:2010	530+906	27.4 : 27.4%	786	0	0	0.2	1.7	0.2
2/2+2/1	Mansbridge Road Right Left	O	-		-	-	-	-	819	1798:1798	900+665	52.4 : 52.4%	1638	0	0	0.5	2.4	0.5
3/1	Mansbridge Road	U	-		-	-	-	-	378	1940	1940	19.5%	-	-	-	0.1	1.2	0.1
4/2+4/1	Wide Lane Right Left	O	-		-	-	-	-	330	1930:1930	432+665	30.1 : 30.1%	660	0	0	0.2	2.3	0.2
C1 - Bassett Green Road / Wessex Lane PRC for Signalled Lanes (%): 4.5 PRC Over All Lanes (%): 4.5 Total Delay for Signalled Lanes (pcuHr): 39.82 Total Delay Over All Lanes(pcuHr): 41.60 Cycle Time (s): 121																		

Basic Results Summary

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

Network Layout Diagram



Basic Results Summary

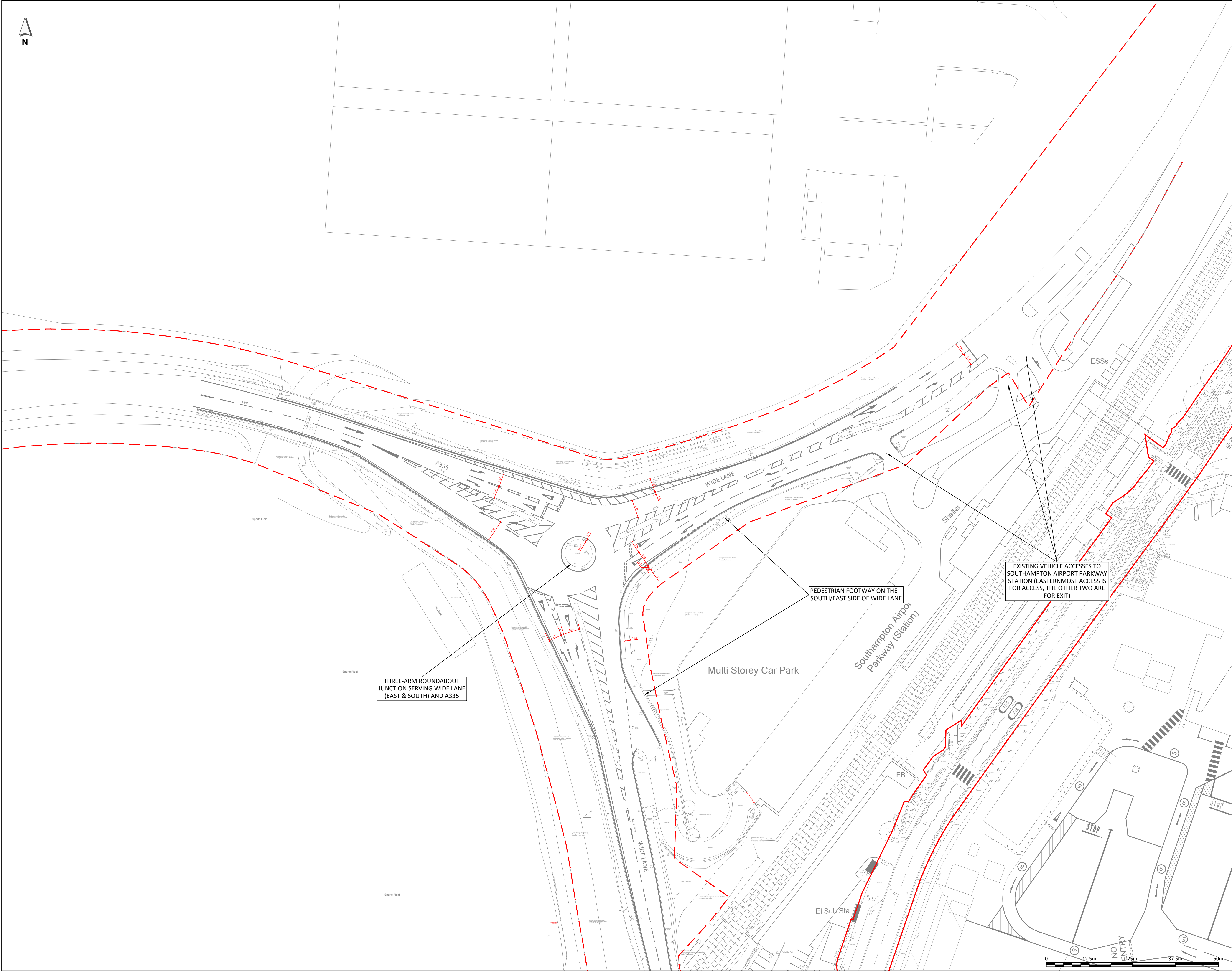
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	-	91.3%	3603	0	0	46.2	-	-
J1: Stoneham Way / Wide Lane	-	-	-		-	-	-	-	-	-	-	91.3%	421	0	0	45.1	-	-
1/1	Stoneham Way NB Ahead Left	U	B		1	62	-	Y	603	2066	1156	52.2%	-	-	-	3.0	18.2	11.8
1/2	Stoneham Way NB Ahead	U	B		1	62	-	Y	632	2141	1198	52.7%	-	-	-	3.2	18.2	12.5
1/3	Stoneham Way NB Right	U	C		1	25	-	Y	373	1827	419	89.0%	-	-	-	7.7	74.6	14.4
2/1	Wide Lane Left	U	I		1	39	-	-	421	1915	703	59.9%	-	-	-	0.8	6.6	0.8
3/1	Bassett Green Road Left	U	E		1	32	-	Y	416	1822	518	80.3%	-	-	-	6.1	53.1	13.6
5/1	Stoneham Way SB Ahead	U	A		1	62	-	-	816	1846	1067	76.5%	-	-	-	5.5	24.5	20.2
5/2+5/3	Stoneham Way SB Right Ahead	U	A D		1	62:32	-	Y:Y	561	1917:1759	448+410	65.4 : 65.4%	-	-	-	4.3	27.9	7.6
7/1	Wide Lane Right Ahead Left	U	H		1	55	-	-	373	1920	986	37.8%	-	-	-	1.6	15.6	3.3
8/1	Wide Lane Ahead	O	-		-	-	-	-	421	1915	1225	34.4%	421	0	0	0.5	3.9	10.6
10/1	The Fleming Arms Right Ahead Left	O	-		-	-	-	-	0	1940	714	0.0%	0	0	0	0.0	0.0	0.0
12/1	Wessex Lane Right	U	G		1	7	-	Y	81	1876	103	78.4%	-	-	-	2.7	121.6	4.0

Basic Results Summary

13/1	Wide Lane Ahead Left Right	U	F		1	32	-	Y	493	1839	540	91.3%	-	-	-	9.5	69.5	18.8
Ped Link: P1	Unnamed Ped Link	-	K		1	32	-	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	K		1	32	-	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Wide Lane Rnbt	-	-	-		-	-	-	-	-	-	-	52.4%	3182	0	0	1.1	-	-
1/2+1/1	Left Right	O	-		-	-	-	-	393	2010:2010	522+892	27.8 : 27.8%	786	0	0	0.2	1.8	0.2
2/2+2/1	Mansbridge Road Right Left	O	-		-	-	-	-	819	1798:1798	900+665	52.4 : 52.4%	1638	0	0	0.5	2.4	0.5
3/1	Mansbridge Road	U	-		-	-	-	-	397	1940	1940	20.5%	-	-	-	0.1	1.2	0.1
4/2+4/1	Wide Lane Right Left	O	-		-	-	-	-	379	1930:1930	431+665	34.6 : 34.6%	758	0	0	0.3	2.5	0.8
C1 - Bassett Green Road / Wessex Lane PRC for Signalled Lanes (%): -1.5 PRC Over All Lanes (%): -1.5 Total Delay for Signalled Lanes (pcuHr): 44.63 Total Delay Over All Lanes(pcuHr): 46.22 Cycle Time (s): 109																		

DD Proposed Highway Mitigation Drawings



- NOTES:**
- THIS DRAWING IS BASED ON:
TOPOGRAPHIC SURVEYS:
'UTILITY SURVEY', GREENHATCH GROUP DRAWING NO. 42270_T_UG REV0 DATED DEC 2021, PROVIDED BY MSA on 24 OCT 2024.
'WideLane-Track Topo-survey SURV001', PROVIDED BY BLOC GROUP ON 22 NOV 2024.
'SPITFIRE ROUNDABOUT SOUTHAMPTON', BRUNEL SURVEYS LTD DRAWING NO. 17972-200-01 DATED JUNE 2017, PROVIDED BY BLOC GROUP ON 22 NOV 2024.
OS BASE MAPPING:
EMPASITE DRAWING NO.
OS_MasterMap_Topography_Layer_989487_1252669_OS_Mastermap, OS LICENCE NO. 0100031673, PROVIDED BY EMAPSITE ON 05 DEC 2024.
HCC HIGHWAY BOUNDARY DRAWING:
DRAWING NO. 21754829 03, PROVIDED BY BLOC GROUP ON 28 OCT 2024.
DO NOT SCALE FROM THIS DRAWING. IF IN DOUBT REFER TO THE PROJECT MANAGER FOR CLARIFICATION.
 -

- KEY:**
- EXISTING LAYOUT (TOPOGRAPHICAL SURVEY/OS BASE)
 - HAMPSHIRE COUNTY COUNCIL HIGHWAY BOUNDARY
 - RED LINE PLANNING BOUNDARY

P01	21MAY25	MINOR AMENDMENTS	CJM	CJM	MHU
P0	08APR25	ORIGINAL ISSUE	CJM	CJM	MHU
REV	DATE	DESCRIPTION	DES	CHK	APP



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Client:
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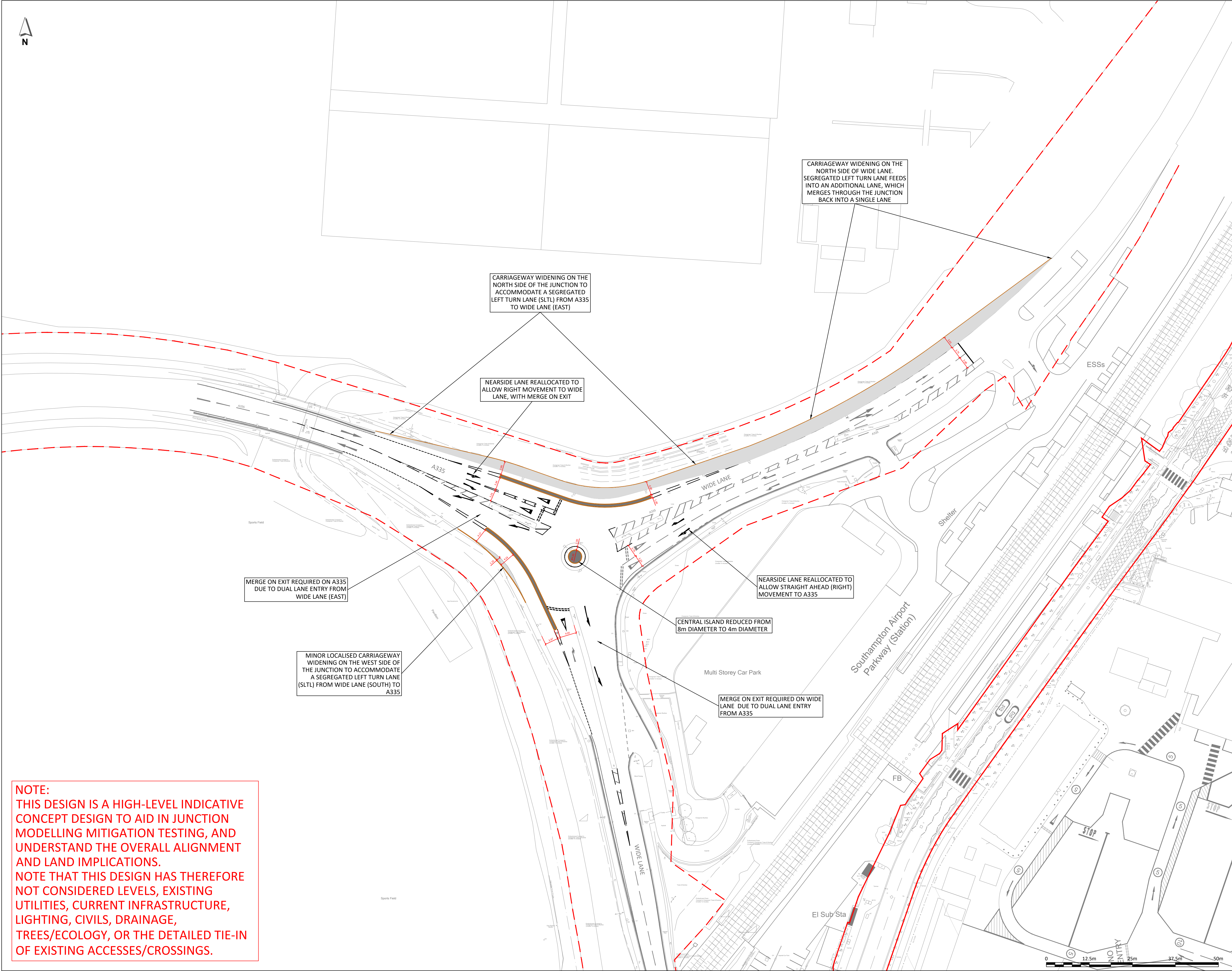
Project Title:
NAVIGATOR QUARTER, SOUTHAMPTON

Drawing Title:
**WIDE LANE ROUNDABOUT
EXISTING JUNCTION LAYOUT**

Status:
FIT FOR INFORMATION

Size: A1	Scale: 1:500	Suitability S2	Rev. P01
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Drawing No.
24733101-STR-HGN-100-DR-D-00301



NOTE:
THIS DESIGN IS A HIGH-LEVEL INDICATIVE CONCEPT DESIGN TO AID IN JUNCTION MODELLING MITIGATION TESTING, AND UNDERSTAND THE OVERALL ALIGNMENT AND LAND IMPLICATIONS.
NOTE THAT THIS DESIGN HAS THEREFORE NOT CONSIDERED LEVELS, EXISTING UTILITIES, CURRENT INFRASTRUCTURE, LIGHTING, CIVILS, DRAINAGE, TREES/ECOLOGY, OR THE DETAILED TIE-IN OF EXISTING ACCESSES/CROSSINGS.

- NOTES:**
- THIS DRAWING IS BASED ON:
TOPOGRAPHIC SURVEYS:
'UTILITY SURVEY', GREENHATCH GROUP DRAWING NO. 42270_T_UG REV0 DATED DEC 2021, PROVIDED BY MSA on 24 OCT 2024.
'Widelane-Track Topo-survey SURV001', PROVIDED BY BLOC GROUP ON 22 NOV 2024.
'SPITFIRE ROUNDABOUT SOUTHAMPTON', BRUNEL SURVEYS LTD DRAWING NO. 17972-200-01 DATED JUNE 2017, PROVIDED BY BLOC GROUP ON 22 NOV 2024.
OS BASE MAPPING:
EMPASITE DRAWING NO.
OS_MasterMap_Topography_Layer_989487_1252669_OS_Mastermap, OS LICENCE NO. 0100031673, PROVIDED BY EMAPSITE ON 05 DEC 2024.
HCC HIGHWAY BOUNDARY DRAWING:
DRAWING NO. 21754829 03, PROVIDED BY BLOC GROUP ON 28 OCT 2024.
DO NOT SCALE FROM THIS DRAWING. IF IN DOUBT REFER TO THE PROJECT MANAGER FOR CLARIFICATION.
 -

- KEY:**
- EXISTING LAYOUT (TOPOGRAPHICAL SURVEY/OS BASE)
 - HAMPSHIRE COUNTY COUNCIL HIGHWAY BOUNDARY
 - RED LINE PLANNING BOUNDARY
 - PROPOSED KERB
 - PROPOSED CARRIAGEWAY WIDENING
 - PROPOSED ISLAND

P01	21MAY25	MINOR AMENDMENTS	CJM	CJM	MHU
P0	08APR25	ORIGINAL ISSUE	CJM	CJM	MHU
REV	DATE	DESCRIPTION	DES	CHK	APP



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Client:
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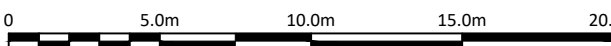
Project Title:
NAVIGATOR QUARTER, SOUTHAMPTON

Drawing Title:
**WIDE LANE ROUNDABOUT
PROPOSED JUNCTION MITIGATION
CONCEPT DESIGN**

Status:
FIT FOR INFORMATION

Size: A1	Scale: 1:500	Suitability S2	Rev. P01
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Drawing No.
24733101-STR-HGN-100-DR-D-00302



EE Highway Modelling Output Files – Mitigation Option

Junctions 9	
ARCADY 9 - Roundabout Module	
Version: 9.5.0.6896 © Copyright TRL Limited, 2018	
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk	
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Filename: J03_A335_WideLn_MitOpt1d_Actual.j9

Path: \\sdgworld.net\Data\London\Projects\247\3\31\01\Model\Junctions\03_Model

Report generation date: 16/04/2025 13:48:39

-
- »Base 2023, AM
 - »Base 2023, PM
 - »FB 2025, AM
 - »FB 2025, PM
 - »FB 2028, AM
 - »FB 2028, PM
 - »DS 2028, AM
 - »DS 2028, PM
 - »FB 2036, AM
 - »FB 2036, PM
 - »DS 2036, AM
 - »DS 2036, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Base 2023								
1 - Wide Lane (NE)	1.3	5.46	0.55	A	2.1	7.00	0.68	A
2 - Wide Lane (S)	0.9	5.96	0.47	A	0.4	4.92	0.29	A
3 - A335 (NW)	0.7	3.73	0.41	A	0.6	3.00	0.35	A
FB 2025								
1 - Wide Lane (NE)	1.4	5.83	0.57	A	2.3	7.66	0.70	A
2 - Wide Lane (S)	1.0	6.25	0.49	A	0.5	5.11	0.31	A
3 - A335 (NW)	0.8	3.92	0.43	A	0.6	3.10	0.37	A
FB 2028								
1 - Wide Lane (NE)	1.7	6.60	0.61	A	2.9	9.12	0.74	A
2 - Wide Lane (S)	1.1	6.75	0.52	A	0.5	5.46	0.35	A
3 - A335 (NW)	1.0	4.32	0.48	A	0.7	3.32	0.40	A
DS 2028								
1 - Wide Lane (NE)	2.8	10.49	0.72	B	4.1	13.04	0.81	B
2 - Wide Lane (S)	1.2	7.01	0.54	A	0.6	5.73	0.38	A
3 - A335 (NW)	1.9	6.30	0.64	A	1.1	4.21	0.49	A
FB 2036								
1 - Wide Lane (NE)	2.4	8.66	0.69	A	4.2	12.74	0.81	B
2 - Wide Lane (S)	1.5	8.06	0.59	A	0.7	6.21	0.42	A
3 - A335 (NW)	1.4	5.28	0.57	A	0.9	3.75	0.46	A
DS 2036								
1 - Wide Lane (NE)	4.7	16.86	0.82	C	6.9	21.48	0.88	C
2 - Wide Lane (S)	1.6	8.40	0.61	A	0.8	6.63	0.45	A
3 - A335 (NW)	2.8	8.53	0.73	A	1.3	4.84	0.55	A

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

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

File summary

File Description

Title	A335, Wide Ln Rbt
Location	50.950678, -1.364807
Site number	
Date	28/03/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INJV01568
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	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	Base 2023	AM	ONE HOUR	07:45	09:15	15	✓
D2	Base 2023	PM	ONE HOUR	16:45	18:15	15	✓
D3	FB 2025	AM	ONE HOUR	07:45	09:15	15	✓
D4	FB 2025	PM	ONE HOUR	16:45	18:15	15	✓
D5	FB 2028	AM	ONE HOUR	07:45	09:15	15	✓
D6	FB 2028	PM	ONE HOUR	16:45	18:15	15	✓
D7	DS 2028	AM	ONE HOUR	07:45	09:15	15	✓
D8	DS 2028	PM	ONE HOUR	16:45	18:15	15	✓
D9	FB 2036	AM	ONE HOUR	07:45	09:15	15	✓
D10	FB 2036	PM	ONE HOUR	16:45	18:15	15	✓
D11	DS 2036	AM	ONE HOUR	07:45	09:15	15	✓
D12	DS 2036	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
AL	✓	100.000	100.000

Base 2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A335 (NW) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A335, Wide Ln Rbt	Standard Roundabout		1, 2, 3	4.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Wide Lane (NE)	
2	Wide Lane (S)	
3	A335 (NW)	

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 - Wide Lane (NE)	5.63	7.71	13.2	7.7	25.6	22.4	
2 - Wide Lane (S)	3.57	5.65	16.0	13.2	25.6	22.0	
3 - A335 (NW)	3.64	8.78	32.0	15.5	25.6	24.0	

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Wide Lane (NE)		
2 - Wide Lane (S)	✓	100
3 - A335 (NW)	✓	85

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Wide Lane (NE)	0.710	2015
2 - Wide Lane (S)	0.627	1530
3 - A335 (NW)	0.755	2146

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

Arm Capacity Adjustments

Arm	Type	Reason	Direct capacity adjustment (PCU/hr)
2 - Wide Lane (S)	Direct		0

Traffic Demand

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	Base 2023	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (NE)		ONE HOUR	✓	790	100.000
2 - Wide Lane (S)		ONE HOUR	✓	864	100.000
3 - A335 (NW)		ONE HOUR	✓	1276	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
	From			
	1 - Wide Lane (NE)	0	232	558
	2 - Wide Lane (S)	484	0	380
	3 - A335 (NW)	737	536	3

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
	From			
	1 - Wide Lane (NE)	0	3	13
	2 - Wide Lane (S)	1	0	7
	3 - A335 (NW)	4	7	50

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (NE)	0.55	5.46	1.3	A	725	1087
2 - Wide Lane (S)	0.47	5.96	0.9	A	793	666
3 - A335 (NW)	0.41	3.73	0.7	A	1171	894

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level
1 - Wide Lane (NE)	595	595	149	0	472	405	1728	0.344	592	446	0.0	0.6	3.476	
2 - Wide Lane (S)	650	364	91	286	0	421	1266	0.288	363	576	0.0	0.4	4.016	
3 - A335 (NW)	961	489	122	472	286	363	1872	0.261	488	421	0.0	0.4	2.770	

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	710	710	178	0	563	484	1671	0.425	709	534	0.6	0.8	4.109	
2 - Wide Lane (S)	777	435	109	342	0	504	1214	0.358	434	690	0.4	0.6	4.658	
3 - A335 (NW)	1147	584	146	563	342	434	1818	0.321	583	504	0.4	0.5	3.108	

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	870	870	217	0	690	593	1594	0.546	868	653	0.8	1.3	5.431	
2 - Wide Lane (S)	951	533	133	418	0	616	1144	0.466	532	844	0.6	0.9	5.928	
3 - A335 (NW)	1405	715	179	690	418	532	1744	0.410	714	616	0.5	0.7	3.723	

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	870	870	217	0	690	593	1593	0.546	870	655	1.3	1.3	5.465	
2 - Wide Lane (S)	951	533	133	418	0	618	1143	0.466	533	846	0.9	0.9	5.960	
3 - A335 (NW)	1405	715	179	690	418	533	1743	0.410	715	618	0.7	0.7	3.732	

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	710	710	178	0	563	485	1670	0.425	712	536	1.3	0.8	4.138	
2 - Wide Lane (S)	777	435	109	342	0	506	1213	0.359	436	692	0.9	0.6	4.687	
3 - A335 (NW)	1147	584	146	563	342	436	1816	0.322	585	506	0.7	0.5	3.118	

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	595	595	149	0	472	406	1726	0.345	596	448	0.8	0.6	3.502	
2 - Wide Lane (S)	650	364	91	286	0	423	1265	0.288	365	579	0.6	0.4	4.044	
3 - A335 (NW)	961	489	122	472	286	365	1870	0.262	490	423	0.5	0.4	2.780	

Base 2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A335 (NW) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A335, Wide Ln Rbt	Standard Roundabout		1, 2, 3	4.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base 2023	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (NE)		ONE HOUR	✓	990	100.000
2 - Wide Lane (S)		ONE HOUR	✓	762	100.000
3 - A335 (NW)		ONE HOUR	✓	1139	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
	1 - Wide Lane (NE)	4	297	689
	2 - Wide Lane (S)	274	0	488
	3 - A335 (NW)	620	514	5

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
	1 - Wide Lane (NE)	0	1	1
	2 - Wide Lane (S)	2	0	4
	3 - A335 (NW)	5	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (NE)	0.68	7.00	2.1	A	908	1363
2 - Wide Lane (S)	0.29	4.92	0.4	A	699	377
3 - A335 (NW)	0.35	3.00	0.6	A	1045	842

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	745	745	186	0	397	390	1738	0.429	742	278	0.0	0.8	3.641	
2 - Wide Lane (S)	574	206	52	367	0	523	1202	0.172	205	609	0.0	0.2	3.680	
3 - A335 (NW)	857	461	115	397	367	208	1988	0.232	460	520	0.0	0.3	2.429	

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	890	890	222	0	474	466	1684	0.529	889	333	0.8	1.1	4.563	
2 - Wide Lane (S)	685	246	62	439	0	626	1137	0.217	246	728	0.2	0.3	4.119	
3 - A335 (NW)	1024	550	138	474	439	250	1957	0.281	550	623	0.3	0.4	2.641	

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	1090	1090	273	0	580	571	1609	0.677	1086	408	1.1	2.1	6.897	
2 - Wide Lane (S)	839	302	75	537	0	766	1050	0.287	301	891	0.3	0.4	4.901	
3 - A335 (NW)	1254	674	168	580	537	306	1915	0.352	673	761	0.4	0.6	2.992	

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	1090	1090	273	0	580	571	1609	0.677	1090	408	2.1	2.1	7.001	
2 - Wide Lane (S)	839	302	75	537	0	768	1048	0.288	302	893	0.4	0.4	4.917	
3 - A335 (NW)	1254	674	168	580	537	306	1915	0.352	674	764	0.6	0.6	2.995	

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	890	890	222	0	474	467	1683	0.529	894	334	2.1	1.1	4.629	
2 - Wide Lane (S)	685	246	62	439	0	630	1135	0.217	247	731	0.4	0.3	4.137	
3 - A335 (NW)	1024	550	138	474	439	250	1957	0.281	551	627	0.6	0.4	2.645	

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level
1 - Wide Lane (NE)	745	745	186	0	397	391	1737	0.429	747	280	1.1	0.8	3.676	
2 - Wide Lane (S)	574	206	52	367	0	527	1200	0.172	207	611	0.3	0.2	3.696	
3 - A335 (NW)	857	461	115	397	367	210	1987	0.232	461	524	0.4	0.3	2.437	

FB 2025, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A335 (NW) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A335, Wide Ln Rbt	Standard Roundabout		1, 2, 3	5.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	FB 2025	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (NE)		ONE HOUR	✓	811	100.000
2 - Wide Lane (S)		ONE HOUR	✓	908	100.000
3 - A335 (NW)		ONE HOUR	✓	1320	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	0	241	570
	2 - Wide Lane (S)	504	0	404
	3 - A335 (NW)	752	568	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	0	3	13
	2 - Wide Lane (S)	1	0	6
	3 - A335 (NW)	4	7	50

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (NE)	0.57	5.83	1.4	A	744	1116
2 - Wide Lane (S)	0.49	6.25	1.0	A	833	694
3 - A335 (NW)	0.43	3.92	0.8	A	1211	937

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	611	611	153	0	481	426	1712	0.357	608	462	0.0	0.6	3.574	
2 - Wide Lane (S)	684	379	95	304	0	427	1262	0.301	378	607	0.0	0.4	4.104	
3 - A335 (NW)	994	513	128	481	304	378	1860	0.276	511	427	0.0	0.4	2.836	

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	729	729	182	0	575	510	1653	0.441	728	554	0.6	0.9	4.272	
2 - Wide Lane (S)	816	453	113	363	0	512	1209	0.375	452	727	0.4	0.6	4.799	
3 - A335 (NW)	1187	612	153	575	363	452	1804	0.339	611	512	0.4	0.5	3.212	

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	893	893	223	0	704	624	1571	0.568	891	678	0.9	1.4	5.788	
2 - Wide Lane (S)	1000	555	139	445	0	626	1138	0.488	554	889	0.6	0.9	6.209	
3 - A335 (NW)	1453	750	187	704	445	554	1728	0.434	749	626	0.5	0.8	3.911	

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	893	893	223	0	704	625	1571	0.568	893	679	1.4	1.4	5.832	
2 - Wide Lane (S)	1000	555	139	445	0	628	1137	0.488	555	891	0.9	1.0	6.249	
3 - A335 (NW)	1453	750	187	704	445	555	1727	0.434	750	628	0.8	0.8	3.923	

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	729	729	182	0	575	511	1652	0.441	731	556	1.4	0.9	4.306	
2 - Wide Lane (S)	816	453	113	363	0	514	1208	0.375	454	729	1.0	0.6	4.834	
3 - A335 (NW)	1187	612	153	575	363	454	1802	0.340	613	514	0.8	0.6	3.225	

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level
1 - Wide Lane (NE)	611	611	153	0	481	428	1711	0.357	612	465	0.9	0.6	3.602	
2 - Wide Lane (S)	684	379	95	304	0	430	1261	0.301	380	610	0.6	0.4	4.132	
3 - A335 (NW)	994	513	128	481	304	380	1859	0.276	513	430	0.6	0.4	2.849	

FB 2025, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A335 (NW) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A335, Wide Ln Rbt	Standard Roundabout		1, 2, 3	5.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	FB 2025	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (NE)		ONE HOUR	✓	1015	100.000
2 - Wide Lane (S)		ONE HOUR	✓	810	100.000
3 - A335 (NW)		ONE HOUR	✓	1174	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
	1 - Wide Lane (NE)	4	308	703
	2 - Wide Lane (S)	291	0	519
	3 - A335 (NW)	633	536	5

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
	1 - Wide Lane (NE)	0	1	1
	2 - Wide Lane (S)	2	0	4
	3 - A335 (NW)	5	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (NE)	0.70	7.66	2.3	A	931	1397
2 - Wide Lane (S)	0.31	5.11	0.5	A	743	401
3 - A335 (NW)	0.37	3.10	0.6	A	1077	875

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	764	764	191	0	405	406	1726	0.443	761	292	0.0	0.8	3.753	
2 - Wide Lane (S)	610	219	55	391	0	534	1195	0.183	218	633	0.0	0.2	3.753	
3 - A335 (NW)	884	479	120	405	391	221	1979	0.242	477	531	0.0	0.3	2.474	

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	912	912	228	0	484	486	1670	0.546	911	350	0.8	1.2	4.780	
2 - Wide Lane (S)	728	262	65	467	0	639	1130	0.232	261	758	0.2	0.3	4.228	
3 - A335 (NW)	1055	572	143	484	467	265	1946	0.294	571	635	0.3	0.4	2.705	

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	1118	1118	279	0	592	595	1592	0.702	1113	429	1.2	2.3	7.516	
2 - Wide Lane (S)	892	320	80	571	0	781	1041	0.308	320	927	0.3	0.5	5.090	
3 - A335 (NW)	1293	700	175	592	571	324	1901	0.368	700	776	0.4	0.6	3.093	

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	1118	1118	279	0	592	596	1592	0.702	1117	429	2.3	2.3	7.658	
2 - Wide Lane (S)	892	320	80	571	0	784	1039	0.308	320	929	0.5	0.5	5.112	
3 - A335 (NW)	1293	700	175	592	571	325	1900	0.368	700	779	0.6	0.6	3.096	

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	912	912	228	0	484	487	1669	0.547	917	351	2.3	1.2	4.861	
2 - Wide Lane (S)	728	262	65	467	0	643	1127	0.232	262	761	0.5	0.3	4.250	
3 - A335 (NW)	1055	572	143	484	467	266	1945	0.294	572	640	0.6	0.4	2.711	

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level
1 - Wide Lane (NE)	764	764	191	0	405	408	1725	0.443	766	294	1.2	0.8	3.797	
2 - Wide Lane (S)	610	219	55	391	0	537	1193	0.184	219	636	0.3	0.2	3.773	
3 - A335 (NW)	884	479	120	405	391	222	1978	0.242	479	534	0.4	0.3	2.483	

FB 2028, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A335 (NW) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A335, Wide Ln Rbt	Standard Roundabout		1, 2, 3	5.66	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	FB 2028	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (NE)		ONE HOUR	✓	839	100.000
2 - Wide Lane (S)		ONE HOUR	✓	983	100.000
3 - A335 (NW)		ONE HOUR	✓	1395	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	0	259	580
	2 - Wide Lane (S)	535	0	448
	3 - A335 (NW)	765	627	3

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	0	3	13
	2 - Wide Lane (S)	1	0	6
	3 - A335 (NW)	4	6	50

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (NE)	0.61	6.60	1.7	A	770	1155
2 - Wide Lane (S)	0.52	6.75	1.1	A	902	736
3 - A335 (NW)	0.48	4.32	1.0	A	1280	1025

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	632	632	158	0	490	473	1679	0.376	629	487	0.0	0.7	3.751	
2 - Wide Lane (S)	740	403	101	337	0	437	1256	0.321	401	665	0.0	0.5	4.242	
3 - A335 (NW)	1050	561	140	490	337	401	1843	0.304	559	437	0.0	0.5	2.963	

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	754	754	189	0	585	566	1613	0.468	753	583	0.7	1.0	4.585	
2 - Wide Lane (S)	884	481	120	403	0	523	1202	0.400	480	796	0.5	0.7	5.031	
3 - A335 (NW)	1254	670	167	585	403	480	1783	0.375	669	523	0.5	0.6	3.417	

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	924	924	231	0	716	692	1523	0.607	921	714	1.0	1.7	6.527	
2 - Wide Lane (S)	1082	589	147	493	0	640	1129	0.522	587	973	0.7	1.1	6.694	
3 - A335 (NW)	1536	820	205	716	493	587	1702	0.482	819	640	0.6	1.0	4.312	

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	924	924	231	0	716	694	1522	0.607	924	715	1.7	1.7	6.595	
2 - Wide Lane (S)	1082	589	147	493	0	642	1128	0.522	589	975	1.1	1.1	6.749	
3 - A335 (NW)	1536	820	205	716	493	589	1701	0.482	820	642	1.0	1.0	4.324	

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	754	754	189	0	585	568	1612	0.468	757	586	1.7	1.0	4.635	
2 - Wide Lane (S)	884	481	120	403	0	526	1200	0.401	483	799	1.1	0.7	5.079	
3 - A335 (NW)	1254	670	167	585	403	483	1781	0.376	671	526	1.0	0.6	3.434	

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level
1 - Wide Lane (NE)	632	632	158	0	490	475	1678	0.377	633	490	1.0	0.7	3.783	
2 - Wide Lane (S)	740	403	101	337	0	440	1254	0.321	404	668	0.7	0.5	4.278	
3 - A335 (NW)	1050	561	140	490	337	404	1841	0.305	561	440	0.6	0.5	2.978	

FB 2028, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A335 (NW) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A335, Wide Ln Rbt	Standard Roundabout		1, 2, 3	5.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	FB 2028	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (NE)		ONE HOUR	✓	1051	100.000
2 - Wide Lane (S)		ONE HOUR	✓	900	100.000
3 - A335 (NW)		ONE HOUR	✓	1232	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	4	331	716
	2 - Wide Lane (S)	324	0	576
	3 - A335 (NW)	644	583	5

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	0	1	1
	2 - Wide Lane (S)	2	0	3
	3 - A335 (NW)	5	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (NE)	0.74	9.12	2.9	A	964	1447
2 - Wide Lane (S)	0.35	5.46	0.5	A	826	446
3 - A335 (NW)	0.40	3.32	0.7	A	1131	942

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	791	791	198	0	412	441	1701	0.465	788	318	0.0	0.9	3.964	
2 - Wide Lane (S)	678	244	61	434	0	543	1189	0.205	243	686	0.0	0.3	3.875	
3 - A335 (NW)	928	515	129	412	434	246	1960	0.263	514	540	0.0	0.4	2.568	

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	945	945	236	0	492	528	1640	0.576	943	381	0.9	1.4	5.202	
2 - Wide Lane (S)	809	291	73	518	0	650	1122	0.260	291	821	0.3	0.4	4.414	
3 - A335 (NW)	1108	615	154	492	518	294	1923	0.320	615	647	0.4	0.5	2.841	

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	1157	1157	289	0	603	647	1556	0.744	1151	467	1.4	2.8	8.864	
2 - Wide Lane (S)	991	357	89	634	0	794	1032	0.346	356	1004	0.4	0.5	5.425	
3 - A335 (NW)	1356	754	188	603	634	360	1873	0.402	753	790	0.5	0.7	3.316	

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	1157	1157	289	0	603	647	1555	0.744	1157	467	2.8	2.9	9.118	
2 - Wide Lane (S)	991	357	89	634	0	798	1030	0.346	357	1006	0.5	0.5	5.456	
3 - A335 (NW)	1356	754	188	603	634	361	1873	0.402	754	794	0.7	0.7	3.320	

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	945	945	236	0	492	529	1639	0.576	951	383	2.9	1.4	5.329	
2 - Wide Lane (S)	809	291	73	518	0	656	1119	0.260	292	824	0.5	0.4	4.445	
3 - A335 (NW)	1108	615	154	492	518	296	1922	0.320	616	652	0.7	0.5	2.849	

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level
1 - Wide Lane (NE)	791	791	198	0	412	443	1700	0.465	793	320	1.4	0.9	4.019	
2 - Wide Lane (S)	678	244	61	434	0	547	1187	0.205	244	689	0.4	0.3	3.897	
3 - A335 (NW)	928	515	129	412	434	247	1959	0.263	516	544	0.5	0.4	2.578	

DS 2028, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A335 (NW) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A335, Wide Ln Rbt	Standard Roundabout		1, 2, 3	7.53	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	DS 2028	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (NE)		ONE HOUR	✓	882	100.000
2 - Wide Lane (S)		ONE HOUR	✓	1140	100.000
3 - A335 (NW)		ONE HOUR	✓	1623	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	0	302	580
	2 - Wide Lane (S)	553	0	587
	3 - A335 (NW)	765	855	3

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	0	2	13
	2 - Wide Lane (S)	1	0	15
	3 - A335 (NW)	4	8	50

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (NE)	0.72	10.49	2.8	B	809	1214
2 - Wide Lane (S)	0.54	7.01	1.2	A	1046	761
3 - A335 (NW)	0.64	6.30	1.9	A	1489	1339

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	664	664	166	0	490	643	1558	0.426	661	500	0.0	0.8	4.357	
2 - Wide Lane (S)	858	416	104	442	0	437	1256	0.331	414	867	0.0	0.5	4.312	
3 - A335 (NW)	1222	732	183	490	442	414	1833	0.400	729	437	0.0	0.7	3.502	

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	793	793	198	0	585	770	1468	0.540	791	599	0.8	1.3	5.778	
2 - Wide Lane (S)	1025	497	124	528	0	523	1202	0.413	496	1038	0.5	0.7	5.143	
3 - A335 (NW)	1459	874	219	585	528	496	1771	0.494	873	523	0.7	1.0	4.309	

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	971	971	243	0	716	942	1346	0.721	965	733	1.3	2.7	10.154	
2 - Wide Lane (S)	1255	609	152	646	0	638	1130	0.539	607	1269	0.7	1.2	6.928	
3 - A335 (NW)	1787	1071	268	716	646	607	1687	0.635	1068	638	1.0	1.8	6.222	

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	971	971	243	0	716	945	1344	0.723	971	735	2.7	2.8	10.494	
2 - Wide Lane (S)	1255	609	152	646	0	642	1128	0.540	609	1274	1.2	1.2	7.006	
3 - A335 (NW)	1787	1071	268	716	646	609	1686	0.635	1071	642	1.8	1.9	6.297	

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	793	793	198	0	585	774	1465	0.541	799	602	2.8	1.3	5.938	
2 - Wide Lane (S)	1025	497	124	528	0	528	1199	0.415	499	1045	1.2	0.7	5.207	
3 - A335 (NW)	1459	874	219	585	528	499	1769	0.494	878	528	1.9	1.1	4.363	

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level
1 - Wide Lane (NE)	664	664	166	0	490	647	1555	0.427	666	504	1.3	0.8	4.422	
2 - Wide Lane (S)	858	416	104	442	0	440	1254	0.332	417	873	0.7	0.5	4.349	
3 - A335 (NW)	1222	732	183	490	442	417	1831	0.400	734	440	1.1	0.7	3.537	

DS 2028, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A335 (NW) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A335, Wide Ln Rbt	Standard Roundabout		1, 2, 3	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)	Run automatically
D8	DS 2028	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (NE)		ONE HOUR	✓	1061	100.000
2 - Wide Lane (S)		ONE HOUR	✓	1142	100.000
3 - A335 (NW)		ONE HOUR	✓	1373	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	4	341	716
	2 - Wide Lane (S)	359	0	783
	3 - A335 (NW)	644	724	5

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	0	1	1
	2 - Wide Lane (S)	1	0	6
	3 - A335 (NW)	5	10	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (NE)	0.81	13.04	4.1	B	974	1460
2 - Wide Lane (S)	0.38	5.73	0.6	A	1048	494
3 - A335 (NW)	0.49	4.21	1.1	A	1260	1136

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	799	799	200	0	412	547	1626	0.491	795	345	0.0	1.0	4.353	
2 - Wide Lane (S)	860	270	68	589	0	543	1190	0.227	269	799	0.0	0.3	3.945	
3 - A335 (NW)	1034	622	155	412	589	272	1940	0.320	620	540	0.0	0.5	2.976	

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	954	954	238	0	492	655	1550	0.615	951	413	1.0	1.6	6.048	
2 - Wide Lane (S)	1027	323	81	704	0	650	1123	0.288	322	956	0.3	0.4	4.542	
3 - A335 (NW)	1234	742	186	492	704	326	1900	0.391	741	646	0.5	0.7	3.397	

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	1168	1168	292	0	603	801	1446	0.808	1159	505	1.6	4.0	12.274	
2 - Wide Lane (S)	1257	395	99	862	0	792	1034	0.382	394	1168	0.4	0.6	5.681	
3 - A335 (NW)	1512	909	227	603	862	399	1845	0.493	908	787	0.7	1.1	4.195	

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	1168	1168	292	0	603	803	1445	0.809	1168	506	4.0	4.1	13.045	
2 - Wide Lane (S)	1257	395	99	862	0	798	1030	0.384	395	1172	0.6	0.6	5.729	
3 - A335 (NW)	1512	909	227	603	862	400	1844	0.493	909	793	1.1	1.1	4.209	

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	954	954	238	0	492	657	1549	0.616	964	414	4.1	1.6	6.316	
2 - Wide Lane (S)	1027	323	81	704	0	658	1117	0.289	324	962	0.6	0.4	4.587	
3 - A335 (NW)	1234	742	186	492	704	327	1899	0.391	744	655	1.1	0.7	3.410	

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level
1 - Wide Lane (NE)	799	799	200	0	412	549	1625	0.492	801	347	1.6	1.0	4.432	
2 - Wide Lane (S)	860	270	68	589	0	548	1187	0.228	271	803	0.4	0.3	3.970	
3 - A335 (NW)	1034	622	155	412	589	274	1939	0.321	622	545	0.7	0.5	2.992	

FB 2036, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A335 (NW) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A335, Wide Ln Rbt	Standard Roundabout		1, 2, 3	7.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	FB 2036	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (NE)		ONE HOUR	✓	900	100.000
2 - Wide Lane (S)		ONE HOUR	✓	1122	100.000
3 - A335 (NW)		ONE HOUR	✓	1534	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
	1 - Wide Lane (NE)	0	289	611
	2 - Wide Lane (S)	597	0	525
	3 - A335 (NW)	806	728	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
	1 - Wide Lane (NE)	0	3	13
	2 - Wide Lane (S)	1	0	5
	3 - A335 (NW)	4	5	50

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (NE)	0.69	8.66	2.4	A	826	1239
2 - Wide Lane (S)	0.59	8.06	1.5	A	1030	822
3 - A335 (NW)	0.57	5.28	1.4	A	1408	1168

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	678	678	169	0	516	546	1627	0.416	674	538	0.0	0.8	4.128	
2 - Wide Lane (S)	845	449	112	395	0	458	1243	0.362	447	763	0.0	0.6	4.555	
3 - A335 (NW)	1155	639	160	516	395	447	1808	0.353	637	458	0.0	0.6	3.218	

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	809	809	202	0	616	654	1551	0.522	807	644	0.8	1.2	5.296	
2 - Wide Lane (S)	1009	537	134	472	0	548	1186	0.452	536	913	0.6	0.8	5.577	
3 - A335 (NW)	1379	763	191	616	472	536	1741	0.438	762	548	0.6	0.8	3.852	

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	991	991	248	0	754	800	1447	0.685	986	788	1.2	2.3	8.483	
2 - Wide Lane (S)	1235	657	164	578	0	670	1110	0.592	655	1116	0.8	1.4	7.942	
3 - A335 (NW)	1689	935	234	754	578	655	1651	0.566	933	670	0.8	1.4	5.237	

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	991	991	248	0	754	802	1446	0.685	991	790	2.3	2.4	8.664	
2 - Wide Lane (S)	1235	657	164	578	0	673	1108	0.593	657	1120	1.4	1.5	8.055	
3 - A335 (NW)	1689	935	234	754	578	657	1649	0.567	935	673	1.4	1.4	5.281	

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	809	809	202	0	616	656	1549	0.522	814	648	2.4	1.2	5.400	
2 - Wide Lane (S)	1009	537	134	472	0	552	1184	0.453	539	918	1.5	0.8	5.660	
3 - A335 (NW)	1379	763	191	616	472	539	1738	0.439	765	552	1.4	0.8	3.888	

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level
1 - Wide Lane (NE)	678	678	169	0	516	549	1625	0.417	679	542	1.2	0.8	4.178	
2 - Wide Lane (S)	845	449	112	395	0	461	1241	0.362	451	767	0.8	0.6	4.605	
3 - A335 (NW)	1155	639	160	516	395	451	1805	0.354	640	461	0.8	0.6	3.241	

FB 2036, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A335 (NW) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A335, Wide Ln Rbt	Standard Roundabout		1, 2, 3	7.34	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)	Run automatically
D10	FB 2036	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (NE)		ONE HOUR	✓	1106	100.000
2 - Wide Lane (S)		ONE HOUR	✓	1054	100.000
3 - A335 (NW)		ONE HOUR	✓	1336	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	4	348	754
	2 - Wide Lane (S)	380	0	674
	3 - A335 (NW)	679	652	5

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	0	1	1
	2 - Wide Lane (S)	1	0	3
	3 - A335 (NW)	5	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (NE)	0.81	12.74	4.2	B	1015	1522
2 - Wide Lane (S)	0.42	6.21	0.7	A	967	523
3 - A335 (NW)	0.46	3.75	0.9	A	1226	1045

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	833	833	208	0	435	493	1665	0.500	829	364	0.0	1.0	4.328	
2 - Wide Lane (S)	794	286	72	507	0	572	1172	0.244	285	750	0.0	0.3	4.093	
3 - A335 (NW)	1006	571	143	435	507	288	1928	0.296	570	569	0.0	0.4	2.731	

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	994	994	249	0	519	590	1596	0.623	992	436	1.0	1.6	5.994	
2 - Wide Lane (S)	948	342	85	606	0	684	1101	0.310	341	898	0.3	0.5	4.781	
3 - A335 (NW)	1201	682	171	519	606	345	1885	0.362	682	681	0.4	0.6	3.086	

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	1218	1218	304	0	635	722	1502	0.811	1208	534	1.6	4.0	12.001	
2 - Wide Lane (S)	1160	418	105	742	0	833	1007	0.415	417	1097	0.5	0.7	6.149	
3 - A335 (NW)	1471	836	209	635	742	422	1827	0.457	834	829	0.6	0.9	3.741	

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	1218	1218	304	0	635	723	1501	0.811	1217	535	4.0	4.2	12.736	
2 - Wide Lane (S)	1160	418	105	742	0	840	1004	0.417	418	1101	0.7	0.7	6.212	
3 - A335 (NW)	1471	836	209	635	742	423	1826	0.457	835	835	0.9	0.9	3.750	

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	994	994	249	0	519	592	1595	0.623	1004	438	4.2	1.7	6.256	
2 - Wide Lane (S)	948	342	85	606	0	693	1096	0.312	343	903	0.7	0.5	4.833	
3 - A335 (NW)	1201	682	171	519	606	346	1884	0.362	683	689	0.9	0.6	3.097	

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level
1 - Wide Lane (NE)	833	833	208	0	435	495	1663	0.501	835	366	1.7	1.0	4.405	
2 - Wide Lane (S)	794	286	72	507	0	576	1169	0.245	287	754	0.5	0.3	4.123	
3 - A335 (NW)	1006	571	143	435	507	290	1927	0.296	572	573	0.6	0.4	2.743	

DS 2036, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A335 (NW) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A335, Wide Ln Rbt	Standard Roundabout		1, 2, 3	10.46	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
D11	DS 2036	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (NE)		ONE HOUR	✓	943	100.000
2 - Wide Lane (S)		ONE HOUR	✓	1278	100.000
3 - A335 (NW)		ONE HOUR	✓	1762	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	0	332	611
	2 - Wide Lane (S)	614	0	664
	3 - A335 (NW)	806	956	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	0	2	13
	2 - Wide Lane (S)	1	0	13
	3 - A335 (NW)	4	7	50

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (NE)	0.82	16.86	4.7	C	865	1298
2 - Wide Lane (S)	0.61	8.40	1.6	A	1173	845
3 - A335 (NW)	0.73	8.53	2.8	A	1617	1482

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	710	710	177	0	516	717	1506	0.471	706	551	0.0	1.0	4.877	
2 - Wide Lane (S)	962	462	116	500	0	458	1243	0.372	460	965	0.0	0.6	4.627	
3 - A335 (NW)	1327	811	203	516	500	460	1798	0.451	807	458	0.0	0.9	3.861	

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	848	848	212	0	616	858	1406	0.603	845	659	1.0	1.6	6.957	
2 - Wide Lane (S)	1149	552	138	597	0	548	1187	0.465	551	1155	0.6	0.9	5.708	
3 - A335 (NW)	1584	968	242	616	597	551	1730	0.560	966	548	0.9	1.3	5.017	

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	1038	1038	260	0	754	1048	1271	0.817	1027	806	1.6	4.4	15.408	
2 - Wide Lane (S)	1407	676	169	731	0	665	1113	0.607	673	1409	0.9	1.5	8.222	
3 - A335 (NW)	1940	1186	296	754	731	673	1637	0.724	1180	665	1.3	2.7	8.304	

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	1038	1038	260	0	754	1052	1267	0.819	1037	809	4.4	4.7	16.863	
2 - Wide Lane (S)	1407	676	169	731	0	672	1109	0.610	676	1418	1.5	1.6	8.396	
3 - A335 (NW)	1940	1186	296	754	731	676	1635	0.725	1185	672	2.7	2.8	8.528	

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	848	848	212	0	616	864	1401	0.605	860	664	4.7	1.7	7.394	
2 - Wide Lane (S)	1149	552	138	597	0	557	1181	0.467	555	1167	1.6	0.9	5.828	
3 - A335 (NW)	1584	968	242	616	597	555	1727	0.561	974	557	2.8	1.4	5.134	

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level
1 - Wide Lane (NE)	710	710	177	0	516	721	1502	0.473	713	555	1.7	1.0	4.980	
2 - Wide Lane (S)	962	462	116	500	0	462	1241	0.373	463	972	0.9	0.6	4.684	
3 - A335 (NW)	1327	811	203	516	500	463	1796	0.452	813	462	1.4	0.9	3.913	

DS 2036, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A335 (NW) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A335, Wide Ln Rbt	Standard Roundabout		1, 2, 3	10.21	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
D12	DS 2036	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (NE)		ONE HOUR	✓	1115	100.000
2 - Wide Lane (S)		ONE HOUR	✓	1295	100.000
3 - A335 (NW)		ONE HOUR	✓	1478	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	4	357	754
	2 - Wide Lane (S)	414	0	881
	3 - A335 (NW)	679	794	5

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	0	1	1
	2 - Wide Lane (S)	1	0	5
	3 - A335 (NW)	5	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (NE)	0.88	21.48	6.9	C	1023	1535
2 - Wide Lane (S)	0.45	6.63	0.8	A	1188	570
3 - A335 (NW)	0.55	4.84	1.3	A	1356	1240

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	839	839	210	0	435	599	1589	0.528	835	390	0.0	1.1	4.794	
2 - Wide Lane (S)	975	312	78	663	0	571	1172	0.266	310	863	0.0	0.4	4.213	
3 - A335 (NW)	1113	678	170	435	663	313	1909	0.355	676	568	0.0	0.6	3.161	

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	1002	1002	251	0	519	717	1505	0.666	999	467	1.1	2.0	7.131	
2 - Wide Lane (S)	1164	372	93	792	0	684	1101	0.338	372	1033	0.4	0.5	4.977	
3 - A335 (NW)	1329	810	202	519	792	375	1862	0.435	809	680	0.6	0.8	3.703	

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	1228	1228	307	0	635	878	1391	0.882	1210	571	2.0	6.4	18.459	
2 - Wide Lane (S)	1426	456	114	970	0	828	1011	0.451	455	1260	0.5	0.8	6.520	
3 - A335 (NW)	1627	992	248	635	970	459	1799	0.551	990	824	0.8	1.3	4.814	

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	1228	1228	307	0	635	880	1390	0.883	1226	572	6.4	6.9	21.476	
2 - Wide Lane (S)	1426	456	114	970	0	839	1004	0.454	456	1267	0.8	0.8	6.629	
3 - A335 (NW)	1627	992	248	635	970	460	1798	0.552	992	834	1.3	1.3	4.843	

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level ser
1 - Wide Lane (NE)	1002	1002	251	0	519	720	1504	0.667	1022	469	6.9	2.1	7.840	
2 - Wide Lane (S)	1164	372	93	792	0	699	1092	0.341	373	1043	0.8	0.5	5.071	
3 - A335 (NW)	1329	810	202	519	792	377	1861	0.435	812	696	1.3	0.8	3.731	

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig level
1 - Wide Lane (NE)	839	839	210	0	435	602	1587	0.529	843	392	2.1	1.1	4.910	
2 - Wide Lane (S)	975	312	78	663	0	577	1168	0.267	312	869	0.5	0.4	4.251	
3 - A335 (NW)	1113	678	170	435	663	315	1908	0.356	679	574	0.8	0.6	3.183	

Junctions 9	
ARCADY 9 - Roundabout Module	
Version: 9.5.0.6896 © Copyright TRL Limited, 2018	
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Filename: J04_SpitfireRbt_MitOpt_Lane1.j9

Path: \\sdgworld.net\Data\London\Projects\247\3\31\01\Model\Junctions\03_Model

Report generation date: 16/05/2025 11:14:06

»FB 2028, AM
»FB 2028, PM
»DS 2028, AM
»DS 2028, PM
»FB 2036, AM
»FB 2036, PM
»DS 2036, AM
»DS 2036, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
FB 2028								
1 - Wide Lane (N)	0.4	5.34	0.25	A	0.3	4.80	0.21	A
2 - Wide Lane (N) Dummy	2.5	13.01	0.71	B	3.4	16.58	0.78	C
6 - Mitchell Way (E)	0.2	2.90	0.19	A	0.3	3.07	0.24	A
7 - George Curl Way (S)	0.1	3.05	0.07	A	0.2	4.14	0.18	A
8 - Wide Lane (W)	1.3	4.75	0.57	A	0.8	3.89	0.43	A
DS 2028								
1 - Wide Lane (N)	1.5	10.26	0.59	B	0.7	7.18	0.38	A
2 - Wide Lane (N) Dummy	3.0	15.79	0.75	C	3.6	17.20	0.78	C
6 - Mitchell Way (E)	0.5	3.75	0.31	A	0.8	4.27	0.45	A
7 - George Curl Way (S)	0.1	3.38	0.08	A	0.3	5.35	0.23	A
8 - Wide Lane (W)	2.0	6.58	0.67	A	1.0	4.86	0.49	A
FB 2036								
1 - Wide Lane (N)	0.6	6.27	0.36	A	0.4	5.43	0.28	A
2 - Wide Lane (N) Dummy	3.4	17.02	0.77	C	5.4	25.01	0.85	D
6 - Mitchell Way (E)	0.4	3.28	0.28	A	0.6	3.62	0.35	A
7 - George Curl Way (S)	0.1	3.35	0.08	A	0.3	4.89	0.22	A
8 - Wide Lane (W)	1.9	6.07	0.65	A	1.1	4.81	0.51	A
DS 2036								
1 - Wide Lane (N)	2.6	14.99	0.71	B	1.0	8.29	0.46	A
2 - Wide Lane (N) Dummy	4.3	22.06	0.82	C	5.6	26.37	0.86	D
6 - Mitchell Way (E)	0.8	4.27	0.40	A	1.3	5.45	0.56	A
7 - George Curl Way (S)	0.1	3.75	0.09	A	0.4	6.66	0.28	A
8 - Wide Lane (W)	3.2	9.41	0.76	A	1.5	6.39	0.59	A

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

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

File summary

File Description

Title	Wide Ln, Mitchell Way Rbt
Location	50.947889, -1.365052
Site number	
Date	28/03/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INJV01568
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	FB 2028	AM	ONE HOUR	07:45	09:15	15
D6	FB 2028	PM	ONE HOUR	16:45	18:15	15
D7	DS 2028	AM	ONE HOUR	07:45	09:15	15
D8	DS 2028	PM	ONE HOUR	16:45	18:15	15
D9	FB 2036	AM	ONE HOUR	07:45	09:15	15
D10	FB 2036	PM	ONE HOUR	16:45	18:15	15
D11	DS 2036	AM	ONE HOUR	07:45	09:15	15
D12	DS 2036	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

FB 2028, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wide Ln, Mitchell Way Rbt	Standard Roundabout		1, 2, 6, 7, 8	6.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Wide Lane (N)	
2	Wide Lane (N) Dummy	
6	Mitchell Way (E)	
7	George Curl Way (S)	
8	Wide Lane (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Wide Lane (N)	3.27	3.50	12.4	29.4	51.4	27.7	
2 - Wide Lane (N) Dummy	3.27	3.50	12.4	29.4	51.4	27.7	
6 - Mitchell Way (E)	5.38	8.06	11.9	16.7	51.4	20.1	
7 - George Curl Way (S)	5.08	7.40	4.7	18.8	51.4	40.3	
8 - Wide Lane (W)	5.00	7.10	11.5	16.4	51.4	18.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Wide Lane (N)	0.493	1082
2 - Wide Lane (N) Dummy	0.493	1082
6 - Mitchell Way (E)	0.694	2154
7 - George Curl Way (S)	0.599	1741
8 - Wide Lane (W)	0.663	1976

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)
D5	FB 2028	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (N)		✓	227	100.000
2 - Wide Lane (N) Dummy		✓	635	100.000
6 - Mitchell Way (E)		✓	277	100.000
7 - George Curl Way (S)		✓	83	100.000
8 - Wide Lane (W)		✓	925	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - Wide Lane (N)	2 - Wide Lane (N) Dummy	6 - Mitchell Way (E)	7 - George Curl Way (S)	8 - Wide Lane (W)
From	1 - Wide Lane (N)	0	227	0	0	0
	2 - Wide Lane (N) Dummy	4	0	0	215	416
	6 - Mitchell Way (E)	183	0	0	11	83
	7 - George Curl Way (S)	40	0	15	0	28
	8 - Wide Lane (W)	762	0	101	54	8

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1 - Wide Lane (N)	2 - Wide Lane (N) Dummy	6 - Mitchell Way (E)	7 - George Curl Way (S)	8 - Wide Lane (W)
From	1 - Wide Lane (N)	0	9	0	0	0
	2 - Wide Lane (N) Dummy	0	0	0	1	5
	6 - Mitchell Way (E)	5	0	0	0	9
	7 - George Curl Way (S)	0	0	7	0	0
	8 - Wide Lane (W)	3	0	5	0	16

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1 - Wide Lane (N)	0.25	5.34	0.4	1.6	A
2 - Wide Lane (N) Dummy	0.71	13.01	2.5	9.4	B
6 - Mitchell Way (E)	0.19	2.90	0.2	0.5	A
7 - George Curl Way (S)	0.07	3.05	0.1	0.5	A
8 - Wide Lane (W)	0.57	4.75	1.3	1.7	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	171	134	1016	0.168	170	0.2	4.635	A
2 - Wide Lane (N) Dummy	478	134	1016	0.471	474	0.9	6.845	A
6 - Mitchell Way (E)	209	521	1792	0.116	208	0.1	2.407	A
7 - George Curl Way (S)	62	520	1430	0.044	62	0.0	2.663	A
8 - Wide Lane (W)	696	182	1855	0.375	694	0.6	3.190	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	204	160	1003	0.204	204	0.3	4.910	A
2 - Wide Lane (N) Dummy	571	160	1003	0.569	569	1.3	8.564	A
6 - Mitchell Way (E)	249	625	1720	0.145	249	0.2	2.592	A
7 - George Curl Way (S)	75	623	1368	0.055	75	0.1	2.815	A
8 - Wide Lane (W)	832	217	1832	0.454	831	0.9	3.705	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	250	196	985	0.254	250	0.4	5.332	A
2 - Wide Lane (N) Dummy	699	196	985	0.710	695	2.4	12.655	B
6 - Mitchell Way (E)	305	763	1624	0.188	305	0.2	2.890	A
7 - George Curl Way (S)	91	761	1286	0.071	91	0.1	3.050	A
8 - Wide Lane (W)	1018	266	1799	0.566	1017	1.3	4.731	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	250	196	985	0.254	250	0.4	5.338	A
2 - Wide Lane (N) Dummy	699	196	985	0.710	699	2.5	13.011	B
6 - Mitchell Way (E)	305	767	1621	0.188	305	0.2	2.897	A
7 - George Curl Way (S)	91	764	1284	0.071	91	0.1	3.054	A
8 - Wide Lane (W)	1018	266	1799	0.566	1018	1.3	4.754	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	204	160	1002	0.204	204	0.3	4.920	A
2 - Wide Lane (N) Dummy	571	160	1002	0.569	575	1.4	8.811	A
6 - Mitchell Way (E)	249	631	1716	0.145	249	0.2	2.600	A
7 - George Curl Way (S)	75	627	1366	0.055	75	0.1	2.821	A
8 - Wide Lane (W)	832	218	1832	0.454	833	0.9	3.728	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	171	134	1015	0.168	171	0.2	4.648	A
2 - Wide Lane (N) Dummy	478	134	1015	0.471	480	0.9	6.989	A
6 - Mitchell Way (E)	209	527	1788	0.117	209	0.1	2.414	A
7 - George Curl Way (S)	62	524	1428	0.044	63	0.0	2.670	A
8 - Wide Lane (W)	696	182	1855	0.375	697	0.6	3.209	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.22	0.00	0.00	0.22	0.22			N/A	N/A
2 - Wide Lane (N) Dummy	0.91	0.57	1.04	1.45	1.50			N/A	N/A
6 - Mitchell Way (E)	0.14	0.00	0.00	0.14	0.14			N/A	N/A
7 - George Curl Way (S)	0.05	0.00	0.00	0.05	0.05			N/A	N/A
8 - Wide Lane (W)	0.62	0.57	1.03	1.44	1.50			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.28	0.00	0.00	0.28	0.28			N/A	N/A
2 - Wide Lane (N) Dummy	1.34	0.08	1.01	2.70	3.67			N/A	N/A
6 - Mitchell Way (E)	0.18	0.00	0.00	0.18	0.18			N/A	N/A
7 - George Curl Way (S)	0.06	0.03	0.25	0.46	0.48			N/A	N/A
8 - Wide Lane (W)	0.85	0.08	0.85	1.15	1.67			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.37	0.03	0.28	0.50	0.53			N/A	N/A
2 - Wide Lane (N) Dummy	2.42	0.03	0.30	2.42	9.40			N/A	N/A
6 - Mitchell Way (E)	0.24	0.03	0.27	0.48	0.51			N/A	N/A
7 - George Curl Way (S)	0.08	0.03	0.26	0.47	0.50			N/A	N/A
8 - Wide Lane (W)	1.33	0.03	0.27	1.33	1.33			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.37	0.03	0.35	1.27	1.60			N/A	N/A
2 - Wide Lane (N) Dummy	2.47	0.03	0.28	2.47	4.74			N/A	N/A
6 - Mitchell Way (E)	0.24	0.03	0.27	0.49	0.51			N/A	N/A
7 - George Curl Way (S)	0.08	0.00	0.00	0.08	0.08			N/A	N/A
8 - Wide Lane (W)	1.34	0.03	0.27	1.34	1.34			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.28	0.00	0.00	0.28	0.28			N/A	N/A
2 - Wide Lane (N) Dummy	1.40	0.06	0.85	3.09	4.48			N/A	N/A
6 - Mitchell Way (E)	0.18	0.00	0.00	0.18	0.18			N/A	N/A
7 - George Curl Way (S)	0.06	0.00	0.00	0.06	0.06			N/A	N/A
8 - Wide Lane (W)	0.86	0.45	1.00	1.45	1.50			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.22	0.00	0.00	0.22	0.22			N/A	N/A
2 - Wide Lane (N) Dummy	0.93	0.04	0.44	2.12	3.41			N/A	N/A
6 - Mitchell Way (E)	0.14	0.00	0.00	0.14	0.14			N/A	N/A
7 - George Curl Way (S)	0.05	0.00	0.00	0.05	0.05			N/A	N/A
8 - Wide Lane (W)	0.62	0.07	0.75	1.39	1.47			N/A	N/A

FB 2028, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wide Ln, Mitchell Way Rbt	Standard Roundabout		1, 2, 6, 7, 8	8.15	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	FB 2028	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (N)		✓	189	100.000
2 - Wide Lane (N) Dummy		✓	698	100.000
6 - Mitchell Way (E)		✓	349	100.000
7 - George Curl Way (S)		✓	180	100.000
8 - Wide Lane (W)		✓	645	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - Wide Lane (N)	2 - Wide Lane (N) Dummy	6 - Mitchell Way (E)	7 - George Curl Way (S)	8 - Wide Lane (W)
From	1 - Wide Lane (N)	0	189	0	0	0
	2 - Wide Lane (N) Dummy	33	0	0	37	628
	6 - Mitchell Way (E)	248	0	2	4	95
	7 - George Curl Way (S)	115	0	23	0	42
	8 - Wide Lane (W)	498	0	130	17	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1 - Wide Lane (N)	2 - Wide Lane (N) Dummy	6 - Mitchell Way (E)	7 - George Curl Way (S)	8 - Wide Lane (W)
From	1 - Wide Lane (N)	0	4	0	0	0
	2 - Wide Lane (N) Dummy	0	0	0	3	2
	6 - Mitchell Way (E)	4	0	0	0	6
	7 - George Curl Way (S)	2	0	0	0	0
	8 - Wide Lane (W)	3	0	6	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1 - Wide Lane (N)	0.21	4.80	0.3	1.2	A
2 - Wide Lane (N) Dummy	0.78	16.58	3.4	16.8	C
6 - Mitchell Way (E)	0.24	3.07	0.3	1.3	A
7 - George Curl Way (S)	0.18	4.14	0.2	0.5	A
8 - Wide Lane (W)	0.43	3.89	0.8	2.7	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	142	129	1018	0.140	142	0.2	4.270	A
2 - Wide Lane (N) Dummy	525	129	1018	0.516	521	1.1	7.327	A
6 - Mitchell Way (E)	263	534	1783	0.147	262	0.2	2.470	A
7 - George Curl Way (S)	136	753	1291	0.105	135	0.1	3.153	A
8 - Wide Lane (W)	486	316	1767	0.275	484	0.4	2.906	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	170	154	1005	0.169	170	0.2	4.479	A
2 - Wide Lane (N) Dummy	627	154	1005	0.624	625	1.6	9.593	A
6 - Mitchell Way (E)	314	640	1709	0.184	314	0.2	2.694	A
7 - George Curl Way (S)	162	902	1201	0.135	162	0.2	3.506	A
8 - Wide Lane (W)	580	378	1725	0.336	579	0.5	3.254	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	208	189	988	0.211	208	0.3	4.796	A
2 - Wide Lane (N) Dummy	769	189	988	0.778	762	3.3	15.750	C
6 - Mitchell Way (E)	384	781	1612	0.238	384	0.3	3.062	A
7 - George Curl Way (S)	198	1101	1082	0.183	198	0.2	4.123	A
8 - Wide Lane (W)	710	463	1669	0.425	709	0.8	3.883	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	208	189	988	0.211	208	0.3	4.799	A
2 - Wide Lane (N) Dummy	769	189	988	0.778	768	3.4	16.578	C
6 - Mitchell Way (E)	384	787	1608	0.239	384	0.3	3.073	A
7 - George Curl Way (S)	198	1107	1078	0.184	198	0.2	4.142	A
8 - Wide Lane (W)	710	463	1669	0.426	710	0.8	3.893	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	170	155	1005	0.169	170	0.2	4.484	A
2 - Wide Lane (N) Dummy	627	155	1005	0.624	634	1.7	10.068	B
6 - Mitchell Way (E)	314	650	1703	0.184	314	0.2	2.707	A
7 - George Curl Way (S)	162	911	1196	0.135	162	0.2	3.527	A
8 - Wide Lane (W)	580	379	1725	0.336	581	0.5	3.267	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	142	130	1018	0.140	142	0.2	4.280	A
2 - Wide Lane (N) Dummy	525	130	1018	0.516	528	1.1	7.537	A
6 - Mitchell Way (E)	263	541	1778	0.148	263	0.2	2.483	A
7 - George Curl Way (S)	136	760	1286	0.105	136	0.1	3.170	A
8 - Wide Lane (W)	486	317	1766	0.275	486	0.4	2.917	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.17	0.00	0.00	0.17	0.17			N/A	N/A
2 - Wide Lane (N) Dummy	1.07	0.56	1.02	1.43	1.48			N/A	N/A
6 - Mitchell Way (E)	0.18	0.00	0.00	0.18	0.18			N/A	N/A
7 - George Curl Way (S)	0.12	0.00	0.00	0.12	0.12			N/A	N/A
8 - Wide Lane (W)	0.39	0.00	0.00	0.39	0.39			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.21	0.00	0.00	0.21	0.21			N/A	N/A
2 - Wide Lane (N) Dummy	1.65	0.07	0.98	3.80	5.41			N/A	N/A
6 - Mitchell Way (E)	0.23	0.00	0.00	0.23	0.23			N/A	N/A
7 - George Curl Way (S)	0.16	0.00	0.00	0.16	0.16			N/A	N/A
8 - Wide Lane (W)	0.52	0.52	1.04	1.45	1.50			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.28	0.03	0.26	0.48	0.50			N/A	N/A
2 - Wide Lane (N) Dummy	3.31	0.03	0.32	5.08	16.81			N/A	N/A
6 - Mitchell Way (E)	0.33	0.03	0.26	0.47	0.50			N/A	N/A
7 - George Curl Way (S)	0.23	0.03	0.26	0.46	0.49			N/A	N/A
8 - Wide Lane (W)	0.76	0.03	0.26	0.76	0.76			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.28	0.03	0.31	0.89	1.24			N/A	N/A
2 - Wide Lane (N) Dummy	3.43	0.03	0.29	3.43	10.83			N/A	N/A
6 - Mitchell Way (E)	0.33	0.03	0.33	1.07	1.34			N/A	N/A
7 - George Curl Way (S)	0.23	0.03	0.26	0.47	0.49			N/A	N/A
8 - Wide Lane (W)	0.77	0.03	0.29	0.77	2.68			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.21	0.00	0.00	0.21	0.21			N/A	N/A
2 - Wide Lane (N) Dummy	1.74	0.05	0.53	4.50	6.96			N/A	N/A
6 - Mitchell Way (E)	0.24	0.00	0.00	0.24	0.24			N/A	N/A
7 - George Curl Way (S)	0.16	0.00	0.00	0.16	0.16			N/A	N/A
8 - Wide Lane (W)	0.53	0.53	1.04	1.45	1.50			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.17	0.00	0.00	0.17	0.17			N/A	N/A
2 - Wide Lane (N) Dummy	1.11	0.04	0.38	2.78	4.98			N/A	N/A
6 - Mitchell Way (E)	0.18	0.00	0.00	0.18	0.18			N/A	N/A
7 - George Curl Way (S)	0.12	0.00	0.00	0.12	0.12			N/A	N/A
8 - Wide Lane (W)	0.40	0.00	0.00	0.40	0.40			N/A	N/A

DS 2028, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wide Ln, Mitchell Way Rbt	Standard Roundabout		1, 2, 6, 7, 8	8.87	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	DS 2028	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (N)		✓	498	100.000
2 - Wide Lane (N) Dummy		✓	635	100.000
6 - Mitchell Way (E)		✓	451	100.000
7 - George Curl Way (S)		✓	83	100.000
8 - Wide Lane (W)		✓	1019	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - Wide Lane (N)	2 - Wide Lane (N) Dummy	6 - Mitchell Way (E)	7 - George Curl Way (S)	8 - Wide Lane (W)
From	1 - Wide Lane (N)	0	498	0	0	0
	2 - Wide Lane (N) Dummy	4	0	0	215	416
	6 - Mitchell Way (E)	340	0	0	11	100
	7 - George Curl Way (S)	40	0	15	0	28
	8 - Wide Lane (W)	762	0	195	54	8

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1 - Wide Lane (N)	2 - Wide Lane (N) Dummy	6 - Mitchell Way (E)	7 - George Curl Way (S)	8 - Wide Lane (W)
From	1 - Wide Lane (N)	0	10	0	0	0
	2 - Wide Lane (N) Dummy	0	0	0	1	5
	6 - Mitchell Way (E)	21	0	0	0	8
	7 - George Curl Way (S)	0	0	7	0	0
	8 - Wide Lane (W)	3	0	3	0	16

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1 - Wide Lane (N)	0.59	10.26	1.5	2.6	B
2 - Wide Lane (N) Dummy	0.75	15.79	3.0	13.7	C
6 - Mitchell Way (E)	0.31	3.75	0.5	2.0	A
7 - George Curl Way (S)	0.08	3.38	0.1	0.5	A
8 - Wide Lane (W)	0.67	6.58	2.0	3.3	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	375	204	981	0.382	372	0.7	6.477	A
2 - Wide Lane (N) Dummy	478	204	981	0.487	474	1.0	7.303	A
6 - Mitchell Way (E)	340	521	1792	0.189	338	0.3	2.902	A
7 - George Curl Way (S)	62	650	1352	0.046	62	0.0	2.824	A
8 - Wide Lane (W)	767	299	1777	0.432	764	0.8	3.646	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	448	244	961	0.466	447	0.9	7.678	A
2 - Wide Lane (N) Dummy	571	244	961	0.594	569	1.5	9.454	A
6 - Mitchell Way (E)	405	624	1720	0.236	405	0.4	3.209	A
7 - George Curl Way (S)	75	779	1275	0.059	75	0.1	3.034	A
8 - Wide Lane (W)	916	358	1738	0.527	915	1.1	4.489	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	548	299	934	0.587	546	1.5	10.135	B
2 - Wide Lane (N) Dummy	699	299	934	0.748	693	2.9	15.128	C
6 - Mitchell Way (E)	497	762	1625	0.306	496	0.5	3.736	A
7 - George Curl Way (S)	91	951	1172	0.078	91	0.1	3.371	A
8 - Wide Lane (W)	1122	439	1685	0.666	1118	2.0	6.498	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	548	299	934	0.587	548	1.5	10.261	B
2 - Wide Lane (N) Dummy	699	299	934	0.749	699	3.0	15.794	C
6 - Mitchell Way (E)	497	767	1621	0.306	497	0.5	3.752	A
7 - George Curl Way (S)	91	955	1169	0.078	91	0.1	3.379	A
8 - Wide Lane (W)	1122	439	1685	0.666	1122	2.0	6.580	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	448	245	961	0.466	450	1.0	7.791	A
2 - Wide Lane (N) Dummy	571	245	961	0.594	577	1.6	9.849	A
6 - Mitchell Way (E)	405	633	1715	0.236	406	0.4	3.228	A
7 - George Curl Way (S)	75	785	1271	0.059	75	0.1	3.043	A
8 - Wide Lane (W)	916	359	1738	0.527	920	1.2	4.548	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	375	205	980	0.382	376	0.7	6.567	A
2 - Wide Lane (N) Dummy	478	205	980	0.488	480	1.0	7.490	A
6 - Mitchell Way (E)	340	527	1788	0.190	340	0.3	2.917	A
7 - George Curl Way (S)	62	655	1349	0.046	63	0.0	2.833	A
8 - Wide Lane (W)	767	301	1777	0.432	769	0.8	3.680	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.67	0.61	1.10	1.54	1.60			N/A	N/A
2 - Wide Lane (N) Dummy	0.97	0.57	1.04	1.45	1.50			N/A	N/A
6 - Mitchell Way (E)	0.27	0.00	0.00	0.27	0.27			N/A	N/A
7 - George Curl Way (S)	0.05	0.00	0.00	0.05	0.05			N/A	N/A
8 - Wide Lane (W)	0.78	0.57	1.03	1.44	1.49			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.94	0.13	1.00	1.58	1.58			N/A	N/A
2 - Wide Lane (N) Dummy	1.48	0.07	1.00	3.12	4.40			N/A	N/A
6 - Mitchell Way (E)	0.36	0.00	0.00	0.36	0.36			N/A	N/A
7 - George Curl Way (S)	0.06	0.03	0.25	0.46	0.48			N/A	N/A
8 - Wide Lane (W)	1.13	0.06	0.77	2.35	3.28			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.52	0.03	0.30	1.52	1.63			N/A	N/A
2 - Wide Lane (N) Dummy	2.89	0.03	0.32	3.48	13.75			N/A	N/A
6 - Mitchell Way (E)	0.51	0.03	0.30	0.53	0.56			N/A	N/A
7 - George Curl Way (S)	0.09	0.03	0.26	0.47	0.50			N/A	N/A
8 - Wide Lane (W)	2.01	0.03	0.28	2.01	2.01			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.54	0.03	0.30	1.54	2.62			N/A	N/A
2 - Wide Lane (N) Dummy	2.98	0.03	0.29	2.98	8.41			N/A	N/A
6 - Mitchell Way (E)	0.52	0.04	0.37	1.61	2.04			N/A	N/A
7 - George Curl Way (S)	0.09	0.00	0.00	0.09	0.09			N/A	N/A
8 - Wide Lane (W)	2.03	0.03	0.27	2.03	2.03			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.98	0.10	0.97	1.41	1.87			N/A	N/A
2 - Wide Lane (N) Dummy	1.56	0.06	0.66	3.83	5.76			N/A	N/A
6 - Mitchell Way (E)	0.36	0.00	0.00	0.36	0.36			N/A	N/A
7 - George Curl Way (S)	0.06	0.00	0.00	0.06	0.06			N/A	N/A
8 - Wide Lane (W)	1.16	0.12	1.07	1.85	2.29			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.69	0.06	0.56	1.33	1.33			N/A	N/A
2 - Wide Lane (N) Dummy	1.00	0.04	0.40	2.47	4.18			N/A	N/A
6 - Mitchell Way (E)	0.28	0.00	0.00	0.28	0.28			N/A	N/A
7 - George Curl Way (S)	0.05	0.00	0.00	0.05	0.05			N/A	N/A
8 - Wide Lane (W)	0.79	0.06	0.63	1.36	1.86			N/A	N/A

DS 2028, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wide Ln, Mitchell Way Rbt	Standard Roundabout		1, 2, 6, 7, 8	8.46	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	DS 2028	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (N)		✓	339	100.000
2 - Wide Lane (N) Dummy		✓	698	100.000
6 - Mitchell Way (E)		✓	650	100.000
7 - George Curl Way (S)		✓	180	100.000
8 - Wide Lane (W)		✓	660	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - Wide Lane (N)	2 - Wide Lane (N) Dummy	6 - Mitchell Way (E)	7 - George Curl Way (S)	8 - Wide Lane (W)
From	1 - Wide Lane (N)	0	339	0	0	0
	2 - Wide Lane (N) Dummy	33	0	0	37	628
	6 - Mitchell Way (E)	489	0	2	4	155
	7 - George Curl Way (S)	115	0	23	0	42
	8 - Wide Lane (W)	498	0	145	17	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1 - Wide Lane (N)	2 - Wide Lane (N) Dummy	6 - Mitchell Way (E)	7 - George Curl Way (S)	8 - Wide Lane (W)
From	1 - Wide Lane (N)	0	21	0	0	0
	2 - Wide Lane (N) Dummy	0	0	0	3	2
	6 - Mitchell Way (E)	7	0	0	0	3
	7 - George Curl Way (S)	2	0	0	0	0
	8 - Wide Lane (W)	3	0	5	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1 - Wide Lane (N)	0.38	7.18	0.7	3.3	A
2 - Wide Lane (N) Dummy	0.78	17.20	3.6	17.7	C
6 - Mitchell Way (E)	0.45	4.27	0.8	2.8	A
7 - George Curl Way (S)	0.23	5.35	0.3	1.2	A
8 - Wide Lane (W)	0.49	4.86	1.0	2.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	255	140	1012	0.252	254	0.4	5.729	A
2 - Wide Lane (N) Dummy	525	140	1012	0.519	521	1.1	7.415	A
6 - Mitchell Way (E)	489	534	1783	0.274	488	0.4	2.940	A
7 - George Curl Way (S)	136	978	1155	0.117	135	0.1	3.570	A
8 - Wide Lane (W)	497	497	1647	0.302	495	0.4	3.232	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	305	168	999	0.305	304	0.5	6.268	A
2 - Wide Lane (N) Dummy	627	168	999	0.628	625	1.7	9.757	A
6 - Mitchell Way (E)	584	640	1709	0.342	584	0.5	3.386	A
7 - George Curl Way (S)	162	1172	1039	0.156	162	0.2	4.152	A
8 - Wide Lane (W)	593	594	1582	0.375	593	0.6	3.765	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	373	205	980	0.381	372	0.7	7.155	A
2 - Wide Lane (N) Dummy	769	205	980	0.784	762	3.4	16.271	C
6 - Mitchell Way (E)	716	780	1612	0.444	714	0.8	4.243	A
7 - George Curl Way (S)	198	1431	884	0.224	198	0.3	5.308	A
8 - Wide Lane (W)	727	727	1494	0.486	725	1.0	4.839	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	373	206	980	0.381	373	0.7	7.177	A
2 - Wide Lane (N) Dummy	769	206	980	0.784	768	3.6	17.198	C
6 - Mitchell Way (E)	716	787	1608	0.445	716	0.8	4.275	A
7 - George Curl Way (S)	198	1439	880	0.225	198	0.3	5.348	A
8 - Wide Lane (W)	727	729	1493	0.487	727	1.0	4.862	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	305	169	998	0.305	306	0.5	6.295	A
2 - Wide Lane (N) Dummy	627	169	998	0.628	635	1.8	10.275	B
6 - Mitchell Way (E)	584	650	1703	0.343	585	0.6	3.419	A
7 - George Curl Way (S)	162	1183	1033	0.157	162	0.2	4.188	A
8 - Wide Lane (W)	593	597	1580	0.375	595	0.6	3.784	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	255	141	1012	0.252	256	0.4	5.762	A
2 - Wide Lane (N) Dummy	525	141	1012	0.519	528	1.1	7.624	A
6 - Mitchell Way (E)	489	541	1778	0.275	490	0.4	2.963	A
7 - George Curl Way (S)	136	987	1150	0.118	136	0.1	3.593	A
8 - Wide Lane (W)	497	499	1645	0.302	498	0.5	3.248	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.40	0.00	0.00	0.40	0.40			N/A	N/A
2 - Wide Lane (N) Dummy	1.08	0.56	1.02	1.43	1.48			N/A	N/A
6 - Mitchell Way (E)	0.40	0.00	0.00	0.40	0.40			N/A	N/A
7 - George Curl Way (S)	0.13	0.00	0.00	0.13	0.13			N/A	N/A
8 - Wide Lane (W)	0.44	0.00	0.00	0.44	0.44			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.53	0.00	0.00	0.53	0.53			N/A	N/A
2 - Wide Lane (N) Dummy	1.68	0.07	0.98	3.88	5.57			N/A	N/A
6 - Mitchell Way (E)	0.55	0.55	1.06	1.48	1.54			N/A	N/A
7 - George Curl Way (S)	0.19	0.00	0.00	0.19	0.19			N/A	N/A
8 - Wide Lane (W)	0.62	0.09	0.81	1.40	1.48			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.73	0.03	0.31	0.73	0.73			N/A	N/A
2 - Wide Lane (N) Dummy	3.42	0.03	0.33	5.70	17.71			N/A	N/A
6 - Mitchell Way (E)	0.84	0.03	0.27	0.84	0.84			N/A	N/A
7 - George Curl Way (S)	0.29	0.03	0.26	0.46	0.49			N/A	N/A
8 - Wide Lane (W)	0.97	0.03	0.26	0.97	0.97			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.74	0.03	0.35	1.37	3.26			N/A	N/A
2 - Wide Lane (N) Dummy	3.55	0.03	0.29	3.55	11.90			N/A	N/A
6 - Mitchell Way (E)	0.85	0.03	0.29	0.85	2.78			N/A	N/A
7 - George Curl Way (S)	0.29	0.03	0.31	0.93	1.24			N/A	N/A
8 - Wide Lane (W)	0.98	0.03	0.28	0.98	2.05			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.54	0.00	0.00	0.54	0.54			N/A	N/A
2 - Wide Lane (N) Dummy	1.77	0.05	0.51	4.64	7.23			N/A	N/A
6 - Mitchell Way (E)	0.56	0.56	1.06	1.48	1.54			N/A	N/A
7 - George Curl Way (S)	0.19	0.00	0.00	0.19	0.19			N/A	N/A
8 - Wide Lane (W)	0.63	0.57	1.04	1.45	1.50			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.41	0.00	0.00	0.41	0.41			N/A	N/A
2 - Wide Lane (N) Dummy	1.12	0.04	0.38	2.82	5.13			N/A	N/A
6 - Mitchell Way (E)	0.40	0.00	0.00	0.40	0.40			N/A	N/A
7 - George Curl Way (S)	0.14	0.00	0.00	0.14	0.14			N/A	N/A
8 - Wide Lane (W)	0.45	0.03	0.32	1.02	1.29			N/A	N/A

FB 2036, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wide Ln, Mitchell Way Rbt	Standard Roundabout		1, 2, 6, 7, 8	8.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	FB 2036	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (N)		✓	316	100.000
2 - Wide Lane (N) Dummy		✓	671	100.000
6 - Mitchell Way (E)		✓	410	100.000
7 - George Curl Way (S)		✓	86	100.000
8 - Wide Lane (W)		✓	1021	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - Wide Lane (N)	2 - Wide Lane (N) Dummy	6 - Mitchell Way (E)	7 - George Curl Way (S)	8 - Wide Lane (W)
From	1 - Wide Lane (N)	0	316	0	0	0
	2 - Wide Lane (N) Dummy	4	0	0	228	439
	6 - Mitchell Way (E)	270	0	0	11	129
	7 - George Curl Way (S)	42	0	15	0	29
	8 - Wide Lane (W)	805	0	151	57	8

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1 - Wide Lane (N)	2 - Wide Lane (N) Dummy	6 - Mitchell Way (E)	7 - George Curl Way (S)	8 - Wide Lane (W)
From	1 - Wide Lane (N)	0	6	0	0	0
	2 - Wide Lane (N) Dummy	0	0	0	1	5
	6 - Mitchell Way (E)	3	0	0	0	6
	7 - George Curl Way (S)	0	0	7	0	0
	8 - Wide Lane (W)	3	0	3	0	16

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1 - Wide Lane (N)	0.36	6.27	0.6	2.8	A
2 - Wide Lane (N) Dummy	0.77	17.02	3.4	16.6	C
6 - Mitchell Way (E)	0.28	3.28	0.4	1.3	A
7 - George Curl Way (S)	0.08	3.35	0.1	0.5	A
8 - Wide Lane (W)	0.65	6.07	1.9	3.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	238	173	996	0.239	237	0.3	5.016	A
2 - Wide Lane (N) Dummy	505	173	996	0.507	501	1.0	7.469	A
6 - Mitchell Way (E)	309	550	1772	0.174	308	0.2	2.551	A
7 - George Curl Way (S)	65	636	1360	0.048	65	0.1	2.810	A
8 - Wide Lane (W)	769	248	1811	0.424	766	0.8	3.533	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	284	207	979	0.290	284	0.4	5.484	A
2 - Wide Lane (N) Dummy	603	207	979	0.616	601	1.6	9.794	A
6 - Mitchell Way (E)	369	659	1696	0.217	368	0.3	2.815	A
7 - George Curl Way (S)	77	762	1285	0.060	77	0.1	3.015	A
8 - Wide Lane (W)	918	297	1779	0.516	917	1.1	4.297	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	348	254	956	0.364	347	0.6	6.257	A
2 - Wide Lane (N) Dummy	739	254	956	0.772	732	3.3	16.156	C
6 - Mitchell Way (E)	451	804	1596	0.283	451	0.4	3.262	A
7 - George Curl Way (S)	95	931	1184	0.080	95	0.1	3.343	A
8 - Wide Lane (W)	1124	364	1735	0.648	1121	1.9	6.009	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	348	254	956	0.364	348	0.6	6.273	A
2 - Wide Lane (N) Dummy	739	254	956	0.773	738	3.4	17.018	C
6 - Mitchell Way (E)	451	810	1592	0.284	451	0.4	3.277	A
7 - George Curl Way (S)	95	936	1181	0.080	95	0.1	3.351	A
8 - Wide Lane (W)	1124	364	1734	0.648	1124	1.9	6.068	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	284	208	979	0.290	285	0.4	5.504	A
2 - Wide Lane (N) Dummy	603	208	979	0.616	610	1.7	10.284	B
6 - Mitchell Way (E)	369	669	1690	0.218	369	0.3	2.832	A
7 - George Curl Way (S)	77	769	1281	0.060	77	0.1	3.025	A
8 - Wide Lane (W)	918	298	1778	0.516	921	1.1	4.337	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	238	174	996	0.239	238	0.3	5.040	A
2 - Wide Lane (N) Dummy	505	174	996	0.507	508	1.1	7.681	A
6 - Mitchell Way (E)	309	557	1767	0.175	309	0.2	2.563	A
7 - George Curl Way (S)	65	642	1357	0.048	65	0.1	2.817	A
8 - Wide Lane (W)	769	249	1811	0.425	770	0.8	3.564	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.33	0.00	0.00	0.33	0.33			N/A	N/A
2 - Wide Lane (N) Dummy	1.05	0.57	1.04	1.45	1.50			N/A	N/A
6 - Mitchell Way (E)	0.22	0.00	0.00	0.22	0.22			N/A	N/A
7 - George Curl Way (S)	0.05	0.00	0.00	0.05	0.05			N/A	N/A
8 - Wide Lane (W)	0.75	0.57	1.03	1.44	1.49			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.43	0.00	0.00	0.43	0.43			N/A	N/A
2 - Wide Lane (N) Dummy	1.62	0.07	1.00	3.66	5.12			N/A	N/A
6 - Mitchell Way (E)	0.29	0.00	0.00	0.29	0.29			N/A	N/A
7 - George Curl Way (S)	0.06	0.03	0.25	0.46	0.48			N/A	N/A
8 - Wide Lane (W)	1.09	0.06	0.80	2.08	2.96			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.60	0.03	0.27	0.60	0.60			N/A	N/A
2 - Wide Lane (N) Dummy	3.27	0.03	0.33	5.05	16.58			N/A	N/A
6 - Mitchell Way (E)	0.41	0.03	0.26	0.47	0.50			N/A	N/A
7 - George Curl Way (S)	0.09	0.03	0.26	0.47	0.50			N/A	N/A
8 - Wide Lane (W)	1.86	0.03	0.27	1.86	1.86			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.60	0.03	0.31	1.32	2.78			N/A	N/A
2 - Wide Lane (N) Dummy	3.38	0.03	0.30	3.38	10.95			N/A	N/A
6 - Mitchell Way (E)	0.41	0.03	0.34	1.29	1.29			N/A	N/A
7 - George Curl Way (S)	0.09	0.00	0.00	0.09	0.09			N/A	N/A
8 - Wide Lane (W)	1.88	0.03	0.27	1.88	1.88			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.44	0.00	0.00	0.44	0.44			N/A	N/A
2 - Wide Lane (N) Dummy	1.71	0.05	0.54	4.38	6.79			N/A	N/A
6 - Mitchell Way (E)	0.29	0.00	0.00	0.29	0.29			N/A	N/A
7 - George Curl Way (S)	0.07	0.00	0.00	0.07	0.07			N/A	N/A
8 - Wide Lane (W)	1.11	0.15	1.06	1.69	1.97			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.34	0.00	0.00	0.34	0.34			N/A	N/A
2 - Wide Lane (N) Dummy	1.08	0.04	0.39	2.72	4.87			N/A	N/A
6 - Mitchell Way (E)	0.22	0.00	0.00	0.22	0.22			N/A	N/A
7 - George Curl Way (S)	0.05	0.00	0.00	0.05	0.05			N/A	N/A
8 - Wide Lane (W)	0.76	0.06	0.69	1.07	1.65			N/A	N/A

FB 2036, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wide Ln, Mitchell Way Rbt	Standard Roundabout		1, 2, 6, 7, 8	10.81	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	FB 2036	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (N)		✓	246	100.000
2 - Wide Lane (N) Dummy		✓	737	100.000
6 - Mitchell Way (E)		✓	501	100.000
7 - George Curl Way (S)		✓	189	100.000
8 - Wide Lane (W)		✓	737	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - Wide Lane (N)	2 - Wide Lane (N) Dummy	6 - Mitchell Way (E)	7 - George Curl Way (S)	8 - Wide Lane (W)
From	1 - Wide Lane (N)	0	246	0	0	0
	2 - Wide Lane (N) Dummy	35	0	0	39	663
	6 - Mitchell Way (E)	355	0	2	4	140
	7 - George Curl Way (S)	122	0	23	0	44
	8 - Wide Lane (W)	526	0	193	18	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1 - Wide Lane (N)	2 - Wide Lane (N) Dummy	6 - Mitchell Way (E)	7 - George Curl Way (S)	8 - Wide Lane (W)
From	1 - Wide Lane (N)	0	3	0	0	0
	2 - Wide Lane (N) Dummy	0	0	0	3	2
	6 - Mitchell Way (E)	3	0	0	0	4
	7 - George Curl Way (S)	2	0	0	0	0
	8 - Wide Lane (W)	3	0	4	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1 - Wide Lane (N)	0.28	5.43	0.4	1.6	A
2 - Wide Lane (N) Dummy	0.85	25.01	5.4	27.0	D
6 - Mitchell Way (E)	0.35	3.62	0.6	2.6	A
7 - George Curl Way (S)	0.22	4.89	0.3	1.2	A
8 - Wide Lane (W)	0.51	4.81	1.1	1.5	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	185	177	994	0.186	184	0.2	4.573	A
2 - Wide Lane (N) Dummy	555	177	994	0.558	550	1.3	8.170	A
6 - Mitchell Way (E)	377	563	1763	0.214	376	0.3	2.677	A
7 - George Curl Way (S)	142	894	1206	0.118	142	0.1	3.424	A
8 - Wide Lane (W)	555	403	1709	0.325	553	0.5	3.212	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	221	212	977	0.226	221	0.3	4.902	A
2 - Wide Lane (N) Dummy	663	212	977	0.678	659	2.1	11.432	B
6 - Mitchell Way (E)	450	675	1685	0.267	450	0.4	3.009	A
7 - George Curl Way (S)	170	1071	1100	0.154	170	0.2	3.918	A
8 - Wide Lane (W)	663	482	1656	0.400	662	0.7	3.739	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	271	259	954	0.284	270	0.4	5.423	A
2 - Wide Lane (N) Dummy	811	259	954	0.851	800	5.0	22.281	C
6 - Mitchell Way (E)	552	819	1585	0.348	551	0.5	3.592	A
7 - George Curl Way (S)	208	1304	960	0.217	208	0.3	4.842	A
8 - Wide Lane (W)	811	590	1585	0.512	810	1.1	4.790	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	271	260	953	0.284	271	0.4	5.431	A
2 - Wide Lane (N) Dummy	811	260	953	0.851	810	5.4	25.010	D
6 - Mitchell Way (E)	552	830	1578	0.350	552	0.6	3.620	A
7 - George Curl Way (S)	208	1314	954	0.218	208	0.3	4.886	A
8 - Wide Lane (W)	811	591	1584	0.512	811	1.1	4.813	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	221	213	977	0.226	222	0.3	4.914	A
2 - Wide Lane (N) Dummy	663	213	977	0.678	675	2.2	12.631	B
6 - Mitchell Way (E)	450	691	1674	0.269	451	0.4	3.039	A
7 - George Curl Way (S)	170	1087	1090	0.156	170	0.2	3.965	A
8 - Wide Lane (W)	663	484	1655	0.400	664	0.7	3.758	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	185	178	994	0.186	185	0.2	4.588	A
2 - Wide Lane (N) Dummy	555	178	994	0.558	559	1.3	8.501	A
6 - Mitchell Way (E)	377	572	1757	0.215	378	0.3	2.697	A
7 - George Curl Way (S)	142	904	1200	0.119	142	0.1	3.447	A
8 - Wide Lane (W)	555	405	1708	0.325	556	0.5	3.233	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.23	0.00	0.00	0.23	0.23			N/A	N/A
2 - Wide Lane (N) Dummy	1.26	0.56	1.02	1.43	1.48			N/A	N/A
6 - Mitchell Way (E)	0.28	0.00	0.00	0.28	0.28			N/A	N/A
7 - George Curl Way (S)	0.13	0.00	0.00	0.13	0.13			N/A	N/A
8 - Wide Lane (W)	0.49	0.00	0.00	0.49	0.49			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.30	0.00	0.00	0.30	0.30			N/A	N/A
2 - Wide Lane (N) Dummy	2.07	0.06	0.99	5.14	7.60			N/A	N/A
6 - Mitchell Way (E)	0.37	0.00	0.00	0.37	0.37			N/A	N/A
7 - George Curl Way (S)	0.18	0.00	0.00	0.18	0.18			N/A	N/A
8 - Wide Lane (W)	0.68	0.09	0.83	1.41	1.48			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.41	0.03	0.26	0.47	0.50			N/A	N/A
2 - Wide Lane (N) Dummy	5.01	0.04	0.40	13.07	27.01			N/A	N/A
6 - Mitchell Way (E)	0.55	0.03	0.26	0.55	0.55			N/A	N/A
7 - George Curl Way (S)	0.28	0.03	0.26	0.46	0.49			N/A	N/A
8 - Wide Lane (W)	1.07	0.03	0.26	1.07	1.07			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.41	0.03	0.32	1.33	1.57			N/A	N/A
2 - Wide Lane (N) Dummy	5.35	0.03	0.33	7.70	26.74			N/A	N/A
6 - Mitchell Way (E)	0.55	0.03	0.31	1.48	2.55			N/A	N/A
7 - George Curl Way (S)	0.28	0.03	0.30	0.83	1.18			N/A	N/A
8 - Wide Lane (W)	1.08	0.03	0.28	1.08	1.45			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.30	0.00	0.00	0.30	0.30			N/A	N/A
2 - Wide Lane (N) Dummy	2.23	0.04	0.45	6.10	10.47			N/A	N/A
6 - Mitchell Way (E)	0.38	0.00	0.00	0.38	0.38			N/A	N/A
7 - George Curl Way (S)	0.19	0.00	0.00	0.19	0.19			N/A	N/A
8 - Wide Lane (W)	0.69	0.42	1.00	1.44	1.50			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.24	0.00	0.00	0.24	0.24			N/A	N/A
2 - Wide Lane (N) Dummy	1.31	0.03	0.34	2.98	6.71			N/A	N/A
6 - Mitchell Way (E)	0.28	0.00	0.00	0.28	0.28			N/A	N/A
7 - George Curl Way (S)	0.14	0.00	0.00	0.14	0.14			N/A	N/A
8 - Wide Lane (W)	0.50	0.04	0.44	1.30	1.42			N/A	N/A

DS 2036, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wide Ln, Mitchell Way Rbt	Standard Roundabout		1, 2, 6, 7, 8	12.13	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)
D11	DS 2036	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (N)		✓	587	100.000
2 - Wide Lane (N) Dummy		✓	671	100.000
6 - Mitchell Way (E)		✓	584	100.000
7 - George Curl Way (S)		✓	86	100.000
8 - Wide Lane (W)		✓	1116	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - Wide Lane (N)	2 - Wide Lane (N) Dummy	6 - Mitchell Way (E)	7 - George Curl Way (S)	8 - Wide Lane (W)
From	1 - Wide Lane (N)	0	587	0	0	0
	2 - Wide Lane (N) Dummy	4	0	0	228	439
	6 - Mitchell Way (E)	426	0	0	11	147
	7 - George Curl Way (S)	42	0	15	0	29
	8 - Wide Lane (W)	805	0	246	57	8

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1 - Wide Lane (N)	2 - Wide Lane (N) Dummy	6 - Mitchell Way (E)	7 - George Curl Way (S)	8 - Wide Lane (W)
From	1 - Wide Lane (N)	0	8	0	0	0
	2 - Wide Lane (N) Dummy	0	0	0	1	5
	6 - Mitchell Way (E)	16	0	0	0	5
	7 - George Curl Way (S)	0	0	7	0	0
	8 - Wide Lane (W)	3	0	2	0	16

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1 - Wide Lane (N)	0.71	14.99	2.6	11.1	B
2 - Wide Lane (N) Dummy	0.82	22.06	4.3	22.3	C
6 - Mitchell Way (E)	0.40	4.27	0.8	3.2	A
7 - George Curl Way (S)	0.09	3.75	0.1	0.5	A
8 - Wide Lane (W)	0.76	9.41	3.2	10.6	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	442	244	961	0.460	438	0.9	7.388	A
2 - Wide Lane (N) Dummy	505	244	961	0.526	501	1.1	8.023	A
6 - Mitchell Way (E)	440	549	1773	0.248	438	0.4	3.038	A
7 - George Curl Way (S)	65	766	1282	0.050	65	0.1	2.990	A
8 - Wide Lane (W)	840	365	1734	0.485	836	1.0	4.103	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	528	292	937	0.563	526	1.4	9.407	A
2 - Wide Lane (N) Dummy	603	292	937	0.644	600	1.8	10.978	B
6 - Mitchell Way (E)	525	659	1697	0.309	524	0.5	3.459	A
7 - George Curl Way (S)	77	918	1191	0.065	77	0.1	3.267	A
8 - Wide Lane (W)	1003	437	1686	0.595	1001	1.5	5.398	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	646	357	905	0.714	642	2.6	14.468	B
2 - Wide Lane (N) Dummy	739	357	905	0.816	730	4.1	20.203	C
6 - Mitchell Way (E)	643	801	1598	0.402	642	0.8	4.239	A
7 - George Curl Way (S)	95	1120	1070	0.088	95	0.1	3.731	A
8 - Wide Lane (W)	1229	535	1621	0.758	1222	3.1	9.126	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	646	359	905	0.714	646	2.6	14.992	B
2 - Wide Lane (N) Dummy	739	359	905	0.817	738	4.3	22.060	C
6 - Mitchell Way (E)	643	809	1592	0.404	643	0.8	4.274	A
7 - George Curl Way (S)	95	1127	1066	0.089	95	0.1	3.746	A
8 - Wide Lane (W)	1229	536	1621	0.758	1228	3.2	9.413	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	528	295	936	0.564	532	1.4	9.744	A
2 - Wide Lane (N) Dummy	603	295	936	0.644	613	1.9	11.852	B
6 - Mitchell Way (E)	525	672	1688	0.311	526	0.5	3.494	A
7 - George Curl Way (S)	77	928	1186	0.065	77	0.1	3.288	A
8 - Wide Lane (W)	1003	439	1685	0.595	1010	1.5	5.524	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	442	246	960	0.460	444	0.9	7.557	A
2 - Wide Lane (N) Dummy	505	246	960	0.526	508	1.2	8.306	A
6 - Mitchell Way (E)	440	557	1767	0.249	440	0.4	3.058	A
7 - George Curl Way (S)	65	774	1278	0.051	65	0.1	3.000	A
8 - Wide Lane (W)	840	367	1733	0.485	842	1.0	4.165	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.91	0.59	1.08	1.51	1.57			N/A	N/A
2 - Wide Lane (N) Dummy	1.13	0.57	1.04	1.45	1.50			N/A	N/A
6 - Mitchell Way (E)	0.37	0.00	0.00	0.37	0.37			N/A	N/A
7 - George Curl Way (S)	0.05	0.00	0.00	0.05	0.05			N/A	N/A
8 - Wide Lane (W)	0.96	0.56	1.03	1.44	1.49			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.36	0.08	1.06	2.66	3.56			N/A	N/A
2 - Wide Lane (N) Dummy	1.81	0.07	1.00	4.28	6.16			N/A	N/A
6 - Mitchell Way (E)	0.50	0.00	0.00	0.50	0.50			N/A	N/A
7 - George Curl Way (S)	0.07	0.03	0.25	0.46	0.48			N/A	N/A
8 - Wide Lane (W)	1.49	0.05	0.53	3.72	5.68			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	2.56	0.03	0.32	2.56	11.07			N/A	N/A
2 - Wide Lane (N) Dummy	4.11	0.04	0.37	9.36	22.28			N/A	N/A
6 - Mitchell Way (E)	0.75	0.03	0.29	0.75	0.75			N/A	N/A
7 - George Curl Way (S)	0.10	0.03	0.26	0.47	0.50			N/A	N/A
8 - Wide Lane (W)	3.09	0.03	0.29	3.09	10.55			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	2.63	0.03	0.30	2.63	6.62			N/A	N/A
2 - Wide Lane (N) Dummy	4.33	0.03	0.31	4.33	19.31			N/A	N/A
6 - Mitchell Way (E)	0.76	0.03	0.32	1.24	3.23			N/A	N/A
7 - George Curl Way (S)	0.10	0.00	0.00	0.10	0.10			N/A	N/A
8 - Wide Lane (W)	3.15	0.03	0.28	3.15	3.52			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.43	0.06	0.80	3.22	4.74			N/A	N/A
2 - Wide Lane (N) Dummy	1.94	0.05	0.47	5.18	8.55			N/A	N/A
6 - Mitchell Way (E)	0.51	0.00	0.00	0.51	0.51			N/A	N/A
7 - George Curl Way (S)	0.07	0.00	0.00	0.07	0.07			N/A	N/A
8 - Wide Lane (W)	1.53	0.07	0.94	3.47	4.92			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.93	0.04	0.44	2.14	3.56			N/A	N/A
2 - Wide Lane (N) Dummy	1.17	0.04	0.36	2.82	5.77			N/A	N/A
6 - Mitchell Way (E)	0.37	0.00	0.00	0.37	0.37			N/A	N/A
7 - George Curl Way (S)	0.05	0.00	0.00	0.05	0.05			N/A	N/A
8 - Wide Lane (W)	0.98	0.04	0.42	2.35	3.81			N/A	N/A

DS 2036, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wide Ln, Mitchell Way Rbt	Standard Roundabout		1, 2, 6, 7, 8	11.52	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)
D12	DS 2036	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (N)		✓	397	100.000
2 - Wide Lane (N) Dummy		✓	737	100.000
6 - Mitchell Way (E)		✓	802	100.000
7 - George Curl Way (S)		✓	189	100.000
8 - Wide Lane (W)		✓	752	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - Wide Lane (N)	2 - Wide Lane (N) Dummy	6 - Mitchell Way (E)	7 - George Curl Way (S)	8 - Wide Lane (W)
From	1 - Wide Lane (N)	0	397	0	0	0
	2 - Wide Lane (N) Dummy	35	0	0	39	663
	6 - Mitchell Way (E)	596	0	2	4	200
	7 - George Curl Way (S)	122	0	23	0	44
	8 - Wide Lane (W)	526	0	208	18	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1 - Wide Lane (N)	2 - Wide Lane (N) Dummy	6 - Mitchell Way (E)	7 - George Curl Way (S)	8 - Wide Lane (W)
From	1 - Wide Lane (N)	0	17	0	0	0
	2 - Wide Lane (N) Dummy	0	0	0	3	2
	6 - Mitchell Way (E)	6	0	0	0	3
	7 - George Curl Way (S)	2	0	0	0	0
	8 - Wide Lane (W)	3	0	3	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1 - Wide Lane (N)	0.46	8.29	1.0	3.1	A
2 - Wide Lane (N) Dummy	0.86	26.37	5.6	29.0	D
6 - Mitchell Way (E)	0.56	5.45	1.3	1.5	A
7 - George Curl Way (S)	0.28	6.66	0.4	1.5	A
8 - Wide Lane (W)	0.59	6.39	1.5	1.6	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	299	188	989	0.302	297	0.5	6.071	A
2 - Wide Lane (N) Dummy	555	188	989	0.561	550	1.3	8.268	A
6 - Mitchell Way (E)	604	563	1763	0.342	602	0.5	3.255	A
7 - George Curl Way (S)	142	1119	1071	0.133	142	0.2	3.921	A
8 - Wide Lane (W)	566	583	1589	0.356	564	0.6	3.611	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	357	225	970	0.368	356	0.7	6.850	A
2 - Wide Lane (N) Dummy	663	225	970	0.683	659	2.1	11.663	B
6 - Mitchell Way (E)	721	675	1685	0.428	720	0.8	3.919	A
7 - George Curl Way (S)	170	1341	938	0.181	170	0.2	4.742	A
8 - Wide Lane (W)	676	698	1513	0.447	675	0.8	4.422	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	437	276	946	0.462	436	1.0	8.241	A
2 - Wide Lane (N) Dummy	811	276	946	0.858	799	5.2	23.229	C
6 - Mitchell Way (E)	883	819	1586	0.557	881	1.3	5.357	A
7 - George Curl Way (S)	208	1633	763	0.273	207	0.4	6.555	A
8 - Wide Lane (W)	828	854	1410	0.587	825	1.4	6.322	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	437	276	945	0.462	437	1.0	8.286	A
2 - Wide Lane (N) Dummy	811	276	945	0.858	810	5.6	26.367	D
6 - Mitchell Way (E)	883	830	1578	0.560	883	1.3	5.448	A
7 - George Curl Way (S)	208	1646	756	0.275	208	0.4	6.656	A
8 - Wide Lane (W)	828	856	1408	0.588	828	1.5	6.392	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	357	226	970	0.368	358	0.7	6.898	A
2 - Wide Lane (N) Dummy	663	226	970	0.683	676	2.3	13.006	B
6 - Mitchell Way (E)	721	692	1673	0.431	723	0.8	3.994	A
7 - George Curl Way (S)	170	1360	927	0.183	171	0.2	4.823	A
8 - Wide Lane (W)	676	702	1511	0.448	678	0.8	4.471	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	299	189	988	0.302	300	0.5	6.124	A
2 - Wide Lane (N) Dummy	555	189	988	0.561	559	1.3	8.620	A
6 - Mitchell Way (E)	604	572	1757	0.344	605	0.6	3.292	A
7 - George Curl Way (S)	142	1131	1064	0.134	143	0.2	3.957	A
8 - Wide Lane (W)	566	587	1587	0.357	567	0.6	3.644	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.50	0.00	0.00	0.50	0.50			N/A	N/A
2 - Wide Lane (N) Dummy	1.28	0.56	1.02	1.43	1.48			N/A	N/A
6 - Mitchell Way (E)	0.54	0.54	1.05	1.47	1.53			N/A	N/A
7 - George Curl Way (S)	0.15	0.00	0.00	0.15	0.15			N/A	N/A
8 - Wide Lane (W)	0.57	0.57	1.03	1.44	1.49			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.67	0.64	1.17	1.64	1.70			N/A	N/A
2 - Wide Lane (N) Dummy	2.11	0.06	0.99	5.29	7.80			N/A	N/A
6 - Mitchell Way (E)	0.78	0.08	0.84	1.10	1.10			N/A	N/A
7 - George Curl Way (S)	0.22	0.00	0.00	0.22	0.22			N/A	N/A
8 - Wide Lane (W)	0.83	0.08	0.83	1.54	1.60			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.99	0.03	0.30	0.99	0.99			N/A	N/A
2 - Wide Lane (N) Dummy	5.23	0.04	0.42	14.05	28.04			N/A	N/A
6 - Mitchell Way (E)	1.30	0.03	0.27	1.30	1.30			N/A	N/A
7 - George Curl Way (S)	0.38	0.03	0.26	0.46	0.49			N/A	N/A
8 - Wide Lane (W)	1.44	0.03	0.27	1.44	1.44			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.00	0.03	0.32	1.00	3.13			N/A	N/A
2 - Wide Lane (N) Dummy	5.63	0.03	0.33	9.10	29.03			N/A	N/A
6 - Mitchell Way (E)	1.32	0.03	0.28	1.32	1.32			N/A	N/A
7 - George Curl Way (S)	0.38	0.03	0.34	1.25	1.50			N/A	N/A
8 - Wide Lane (W)	1.46	0.03	0.28	1.46	1.46			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.69	0.11	0.95	1.59	1.68			N/A	N/A
2 - Wide Lane (N) Dummy	2.29	0.04	0.44	6.25	10.82			N/A	N/A
6 - Mitchell Way (E)	0.80	0.30	1.00	1.46	1.52			N/A	N/A
7 - George Curl Way (S)	0.23	0.00	0.00	0.23	0.23			N/A	N/A
8 - Wide Lane (W)	0.84	0.17	0.95	1.46	1.52			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.51	0.04	0.41	1.34	1.55			N/A	N/A
2 - Wide Lane (N) Dummy	1.33	0.03	0.34	2.95	6.81			N/A	N/A
6 - Mitchell Way (E)	0.55	0.05	0.54	1.37	1.48			N/A	N/A
7 - George Curl Way (S)	0.16	0.00	0.00	0.16	0.16			N/A	N/A
8 - Wide Lane (W)	0.58	0.05	0.54	1.36	1.46			N/A	N/A

Junctions 9			
ARCADY 9 - Roundabout Module			
Version: 9.5.0.6896 © Copyright TRL Limited, 2018			
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Filename: J04_SpitfireRbt_MitOpt_Lane2.j9

Path: \\sdgworld.net\Data\London\Projects\247\3\31\01\Model\Junctions\03_Model

Report generation date: 16/05/2025 11:40:43

»FB 2028, AM
»FB 2028, PM
»DS 2028, AM
»DS 2028, PM
»FB 2036, AM
»FB 2036, PM
»DS 2036, AM
»DS 2036, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
FB 2028								
1 - Wide Lane (N)	2.5	13.01	0.71	B	3.4	16.58	0.78	C
2 - Mitchell Way (E)	0.2	2.90	0.19	A	0.3	3.07	0.24	A
3 - George Curl Way (S)	0.1	3.05	0.07	A	0.2	4.14	0.18	A
4 - Wide Lane (W)	1.3	4.75	0.57	A	0.8	3.89	0.43	A
DS 2028								
1 - Wide Lane (N)	3.0	15.79	0.75	C	3.6	17.20	0.78	C
2 - Mitchell Way (E)	0.5	3.75	0.31	A	0.8	4.27	0.45	A
3 - George Curl Way (S)	0.1	3.38	0.08	A	0.3	5.35	0.23	A
4 - Wide Lane (W)	2.0	6.58	0.67	A	1.0	4.86	0.49	A
FB 2036								
1 - Wide Lane (N)	3.4	17.02	0.77	C	5.4	25.01	0.85	D
2 - Mitchell Way (E)	0.4	3.28	0.28	A	0.6	3.62	0.35	A
3 - George Curl Way (S)	0.1	3.35	0.08	A	0.3	4.89	0.22	A
4 - Wide Lane (W)	1.9	6.07	0.65	A	1.1	4.81	0.51	A
DS 2036								
1 - Wide Lane (N)	4.3	22.06	0.82	C	5.6	26.37	0.86	D
2 - Mitchell Way (E)	0.8	4.27	0.40	A	1.3	5.45	0.56	A
3 - George Curl Way (S)	0.1	3.75	0.09	A	0.4	6.66	0.28	A
4 - Wide Lane (W)	3.2	9.41	0.76	A	1.5	6.39	0.59	A

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

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

File summary

File Description

Title	Wide Ln, Mitchell Way Rbt
Location	50.947889, -1.365052
Site number	
Date	28/03/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INJV01568
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	FB 2028	AM	ONE HOUR	07:45	09:15	15
D6	FB 2028	PM	ONE HOUR	16:45	18:15	15
D7	DS 2028	AM	ONE HOUR	07:45	09:15	15
D8	DS 2028	PM	ONE HOUR	16:45	18:15	15
D9	FB 2036	AM	ONE HOUR	07:45	09:15	15
D10	FB 2036	PM	ONE HOUR	16:45	18:15	15
D11	DS 2036	AM	ONE HOUR	07:45	09:15	15
D12	DS 2036	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

FB 2028, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wide Ln, Mitchell Way Rbt	Standard Roundabout		1, 2, 3, 4	7.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Wide Lane (N)	
2	Mitchell Way (E)	
3	George Curl Way (S)	
4	Wide Lane (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Wide Lane (N)	3.27	3.50	12.4	29.4	51.4	27.7	
2 - Mitchell Way (E)	5.38	8.06	11.9	16.7	51.4	20.1	
3 - George Curl Way (S)	5.08	7.40	4.7	18.8	51.4	40.3	
4 - Wide Lane (W)	5.00	7.10	11.5	16.4	51.4	18.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Wide Lane (N)	0.493	1082
2 - Mitchell Way (E)	0.694	2154
3 - George Curl Way (S)	0.599	1741
4 - Wide Lane (W)	0.663	1976

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)
D5	FB 2028	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (N)		✓	635	100.000
2 - Mitchell Way (E)		✓	277	100.000
3 - George Curl Way (S)		✓	83	100.000
4 - Wide Lane (W)		✓	925	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	4	0	215	416
	2 - Mitchell Way (E)	183	0	11	83
	3 - George Curl Way (S)	40	15	0	28
	4 - Wide Lane (W)	762	101	54	8

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	0	0	1	5
	2 - Mitchell Way (E)	5	0	0	9
	3 - George Curl Way (S)	0	7	0	0
	4 - Wide Lane (W)	3	5	0	16

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1 - Wide Lane (N)	0.71	13.01	2.5	9.4	B
2 - Mitchell Way (E)	0.19	2.90	0.2	0.5	A
3 - George Curl Way (S)	0.07	3.05	0.1	0.5	A
4 - Wide Lane (W)	0.57	4.75	1.3	1.7	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	478	134	1016	0.471	474	0.9	6.845	A
2 - Mitchell Way (E)	209	521	1792	0.116	208	0.1	2.407	A
3 - George Curl Way (S)	62	520	1430	0.044	62	0.0	2.663	A
4 - Wide Lane (W)	696	182	1855	0.375	694	0.6	3.190	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	571	160	1003	0.569	569	1.3	8.564	A
2 - Mitchell Way (E)	249	625	1720	0.145	249	0.2	2.592	A
3 - George Curl Way (S)	75	623	1368	0.055	75	0.1	2.815	A
4 - Wide Lane (W)	832	217	1832	0.454	831	0.9	3.705	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	699	196	985	0.710	695	2.4	12.655	B
2 - Mitchell Way (E)	305	763	1624	0.188	305	0.2	2.890	A
3 - George Curl Way (S)	91	761	1286	0.071	91	0.1	3.050	A
4 - Wide Lane (W)	1018	266	1799	0.566	1017	1.3	4.731	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	699	196	985	0.710	699	2.5	13.011	B
2 - Mitchell Way (E)	305	767	1621	0.188	305	0.2	2.897	A
3 - George Curl Way (S)	91	764	1284	0.071	91	0.1	3.054	A
4 - Wide Lane (W)	1018	266	1799	0.566	1018	1.3	4.754	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	571	160	1002	0.569	575	1.4	8.811	A
2 - Mitchell Way (E)	249	631	1716	0.145	249	0.2	2.600	A
3 - George Curl Way (S)	75	627	1366	0.055	75	0.1	2.821	A
4 - Wide Lane (W)	832	218	1832	0.454	833	0.9	3.728	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	478	134	1015	0.471	480	0.9	6.989	A
2 - Mitchell Way (E)	209	527	1788	0.117	209	0.1	2.414	A
3 - George Curl Way (S)	62	524	1428	0.044	63	0.0	2.670	A
4 - Wide Lane (W)	696	182	1855	0.375	697	0.6	3.209	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.91	0.57	1.04	1.45	1.50			N/A	N/A
2 - Mitchell Way (E)	0.14	0.00	0.00	0.14	0.14			N/A	N/A
3 - George Curl Way (S)	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4 - Wide Lane (W)	0.62	0.57	1.03	1.44	1.50			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.34	0.08	1.01	2.70	3.67			N/A	N/A
2 - Mitchell Way (E)	0.18	0.00	0.00	0.18	0.18			N/A	N/A
3 - George Curl Way (S)	0.06	0.03	0.25	0.46	0.48			N/A	N/A
4 - Wide Lane (W)	0.85	0.08	0.85	1.15	1.67			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	2.42	0.03	0.30	2.42	9.40			N/A	N/A
2 - Mitchell Way (E)	0.24	0.03	0.27	0.48	0.51			N/A	N/A
3 - George Curl Way (S)	0.08	0.03	0.26	0.47	0.50			N/A	N/A
4 - Wide Lane (W)	1.33	0.03	0.27	1.33	1.33			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	2.47	0.03	0.28	2.47	4.74			N/A	N/A
2 - Mitchell Way (E)	0.24	0.03	0.27	0.49	0.51			N/A	N/A
3 - George Curl Way (S)	0.08	0.00	0.00	0.08	0.08			N/A	N/A
4 - Wide Lane (W)	1.34	0.03	0.27	1.34	1.34			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.40	0.06	0.85	3.09	4.48			N/A	N/A
2 - Mitchell Way (E)	0.18	0.00	0.00	0.18	0.18			N/A	N/A
3 - George Curl Way (S)	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4 - Wide Lane (W)	0.86	0.45	1.00	1.45	1.50			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.93	0.04	0.44	2.12	3.41			N/A	N/A
2 - Mitchell Way (E)	0.14	0.00	0.00	0.14	0.14			N/A	N/A
3 - George Curl Way (S)	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4 - Wide Lane (W)	0.62	0.07	0.75	1.39	1.47			N/A	N/A

FB 2028, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wide Ln, Mitchell Way Rbt	Standard Roundabout		1, 2, 3, 4	8.49	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	FB 2028	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (N)		✓	698	100.000
2 - Mitchell Way (E)		✓	349	100.000
3 - George Curl Way (S)		✓	180	100.000
4 - Wide Lane (W)		✓	645	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	33	0	37	628
	2 - Mitchell Way (E)	248	2	4	95
	3 - George Curl Way (S)	115	23	0	42
	4 - Wide Lane (W)	498	130	17	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	0	0	3	2
	2 - Mitchell Way (E)	4	0	0	6
	3 - George Curl Way (S)	2	0	0	0
	4 - Wide Lane (W)	3	6	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1 - Wide Lane (N)	0.78	16.58	3.4	16.8	C
2 - Mitchell Way (E)	0.24	3.07	0.3	1.3	A
3 - George Curl Way (S)	0.18	4.14	0.2	0.5	A
4 - Wide Lane (W)	0.43	3.89	0.8	2.7	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	525	129	1018	0.516	521	1.1	7.327	A
2 - Mitchell Way (E)	263	534	1783	0.147	262	0.2	2.470	A
3 - George Curl Way (S)	136	753	1291	0.105	135	0.1	3.153	A
4 - Wide Lane (W)	486	316	1767	0.275	484	0.4	2.906	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	627	154	1005	0.624	625	1.6	9.593	A
2 - Mitchell Way (E)	314	640	1709	0.184	314	0.2	2.694	A
3 - George Curl Way (S)	162	902	1201	0.135	162	0.2	3.506	A
4 - Wide Lane (W)	580	378	1725	0.336	579	0.5	3.254	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	769	189	988	0.778	762	3.3	15.750	C
2 - Mitchell Way (E)	384	781	1612	0.238	384	0.3	3.062	A
3 - George Curl Way (S)	198	1101	1082	0.183	198	0.2	4.123	A
4 - Wide Lane (W)	710	463	1669	0.425	709	0.8	3.883	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	769	189	988	0.778	768	3.4	16.578	C
2 - Mitchell Way (E)	384	787	1608	0.239	384	0.3	3.073	A
3 - George Curl Way (S)	198	1107	1078	0.184	198	0.2	4.142	A
4 - Wide Lane (W)	710	463	1669	0.426	710	0.8	3.893	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	627	155	1005	0.624	634	1.7	10.068	B
2 - Mitchell Way (E)	314	650	1703	0.184	314	0.2	2.707	A
3 - George Curl Way (S)	162	911	1196	0.135	162	0.2	3.527	A
4 - Wide Lane (W)	580	379	1725	0.336	581	0.5	3.267	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	525	130	1018	0.516	528	1.1	7.537	A
2 - Mitchell Way (E)	263	541	1778	0.148	263	0.2	2.483	A
3 - George Curl Way (S)	136	760	1286	0.105	136	0.1	3.170	A
4 - Wide Lane (W)	486	317	1766	0.275	486	0.4	2.917	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.07	0.56	1.02	1.43	1.48			N/A	N/A
2 - Mitchell Way (E)	0.18	0.00	0.00	0.18	0.18			N/A	N/A
3 - George Curl Way (S)	0.12	0.00	0.00	0.12	0.12			N/A	N/A
4 - Wide Lane (W)	0.39	0.00	0.00	0.39	0.39			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.65	0.07	0.98	3.80	5.41			N/A	N/A
2 - Mitchell Way (E)	0.23	0.00	0.00	0.23	0.23			N/A	N/A
3 - George Curl Way (S)	0.16	0.00	0.00	0.16	0.16			N/A	N/A
4 - Wide Lane (W)	0.52	0.52	1.04	1.45	1.50			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	3.31	0.03	0.32	5.08	16.81			N/A	N/A
2 - Mitchell Way (E)	0.33	0.03	0.26	0.47	0.50			N/A	N/A
3 - George Curl Way (S)	0.23	0.03	0.26	0.46	0.49			N/A	N/A
4 - Wide Lane (W)	0.76	0.03	0.26	0.76	0.76			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	3.43	0.03	0.29	3.43	10.83			N/A	N/A
2 - Mitchell Way (E)	0.33	0.03	0.33	1.07	1.34			N/A	N/A
3 - George Curl Way (S)	0.23	0.03	0.26	0.47	0.49			N/A	N/A
4 - Wide Lane (W)	0.77	0.03	0.29	0.77	2.68			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.74	0.05	0.53	4.50	6.96			N/A	N/A
2 - Mitchell Way (E)	0.24	0.00	0.00	0.24	0.24			N/A	N/A
3 - George Curl Way (S)	0.16	0.00	0.00	0.16	0.16			N/A	N/A
4 - Wide Lane (W)	0.53	0.53	1.04	1.45	1.50			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.11	0.04	0.38	2.78	4.98			N/A	N/A
2 - Mitchell Way (E)	0.18	0.00	0.00	0.18	0.18			N/A	N/A
3 - George Curl Way (S)	0.12	0.00	0.00	0.12	0.12			N/A	N/A
4 - Wide Lane (W)	0.40	0.00	0.00	0.40	0.40			N/A	N/A

DS 2028, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wide Ln, Mitchell Way Rbt	Standard Roundabout		1, 2, 3, 4	8.55	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	DS 2028	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (N)		✓	635	100.000
2 - Mitchell Way (E)		✓	451	100.000
3 - George Curl Way (S)		✓	83	100.000
4 - Wide Lane (W)		✓	1019	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	4	0	215	416
	2 - Mitchell Way (E)	340	0	11	100
	3 - George Curl Way (S)	40	15	0	28
	4 - Wide Lane (W)	762	195	54	8

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	0	0	1	5
	2 - Mitchell Way (E)	21	0	0	8
	3 - George Curl Way (S)	0	7	0	0
	4 - Wide Lane (W)	3	3	0	16

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1 - Wide Lane (N)	0.75	15.79	3.0	13.7	C
2 - Mitchell Way (E)	0.31	3.75	0.5	2.0	A
3 - George Curl Way (S)	0.08	3.38	0.1	0.5	A
4 - Wide Lane (W)	0.67	6.58	2.0	3.3	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	478	204	981	0.487	474	1.0	7.303	A
2 - Mitchell Way (E)	340	521	1792	0.189	338	0.3	2.902	A
3 - George Curl Way (S)	62	650	1352	0.046	62	0.0	2.824	A
4 - Wide Lane (W)	767	299	1777	0.432	764	0.8	3.646	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	571	244	961	0.594	569	1.5	9.454	A
2 - Mitchell Way (E)	405	624	1720	0.236	405	0.4	3.209	A
3 - George Curl Way (S)	75	779	1275	0.059	75	0.1	3.034	A
4 - Wide Lane (W)	916	358	1738	0.527	915	1.1	4.489	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	699	299	934	0.748	693	2.9	15.128	C
2 - Mitchell Way (E)	497	762	1625	0.306	496	0.5	3.736	A
3 - George Curl Way (S)	91	951	1172	0.078	91	0.1	3.371	A
4 - Wide Lane (W)	1122	439	1685	0.666	1118	2.0	6.498	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	699	299	934	0.749	699	3.0	15.794	C
2 - Mitchell Way (E)	497	767	1621	0.306	497	0.5	3.752	A
3 - George Curl Way (S)	91	955	1169	0.078	91	0.1	3.379	A
4 - Wide Lane (W)	1122	439	1685	0.666	1122	2.0	6.580	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	571	245	961	0.594	577	1.6	9.849	A
2 - Mitchell Way (E)	405	633	1715	0.236	406	0.4	3.228	A
3 - George Curl Way (S)	75	785	1271	0.059	75	0.1	3.043	A
4 - Wide Lane (W)	916	359	1738	0.527	920	1.2	4.548	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	478	205	980	0.488	480	1.0	7.490	A
2 - Mitchell Way (E)	340	527	1788	0.190	340	0.3	2.917	A
3 - George Curl Way (S)	62	655	1349	0.046	63	0.0	2.833	A
4 - Wide Lane (W)	767	301	1777	0.432	769	0.8	3.680	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	0.97	0.57	1.04	1.45	1.50			N/A	N/A
2 - Mitchell Way (E)	0.27	0.00	0.00	0.27	0.27			N/A	N/A
3 - George Curl Way (S)	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4 - Wide Lane (W)	0.78	0.57	1.03	1.44	1.49			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.48	0.07	1.00	3.12	4.40			N/A	N/A
2 - Mitchell Way (E)	0.36	0.00	0.00	0.36	0.36			N/A	N/A
3 - George Curl Way (S)	0.06	0.03	0.25	0.46	0.48			N/A	N/A
4 - Wide Lane (W)	1.13	0.06	0.77	2.35	3.28			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	2.89	0.03	0.32	3.48	13.75			N/A	N/A
2 - Mitchell Way (E)	0.51	0.03	0.30	0.53	0.56			N/A	N/A
3 - George Curl Way (S)	0.09	0.03	0.26	0.47	0.50			N/A	N/A
4 - Wide Lane (W)	2.01	0.03	0.28	2.01	2.01			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	2.98	0.03	0.29	2.98	8.41			N/A	N/A
2 - Mitchell Way (E)	0.52	0.04	0.37	1.61	2.04			N/A	N/A
3 - George Curl Way (S)	0.09	0.00	0.00	0.09	0.09			N/A	N/A
4 - Wide Lane (W)	2.03	0.03	0.27	2.03	2.03			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.56	0.06	0.66	3.83	5.76			N/A	N/A
2 - Mitchell Way (E)	0.36	0.00	0.00	0.36	0.36			N/A	N/A
3 - George Curl Way (S)	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4 - Wide Lane (W)	1.16	0.12	1.07	1.85	2.29			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.00	0.04	0.40	2.47	4.18			N/A	N/A
2 - Mitchell Way (E)	0.28	0.00	0.00	0.28	0.28			N/A	N/A
3 - George Curl Way (S)	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4 - Wide Lane (W)	0.79	0.06	0.63	1.36	1.86			N/A	N/A

DS 2028, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wide Ln, Mitchell Way Rbt	Standard Roundabout		1, 2, 3, 4	8.66	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	DS 2028	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (N)		✓	698	100.000
2 - Mitchell Way (E)		✓	650	100.000
3 - George Curl Way (S)		✓	180	100.000
4 - Wide Lane (W)		✓	660	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	33	0	37	628
	2 - Mitchell Way (E)	489	2	4	155
	3 - George Curl Way (S)	115	23	0	42
	4 - Wide Lane (W)	498	145	17	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	0	0	3	2
	2 - Mitchell Way (E)	7	0	0	3
	3 - George Curl Way (S)	2	0	0	0
	4 - Wide Lane (W)	3	5	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1 - Wide Lane (N)	0.78	17.20	3.6	17.7	C
2 - Mitchell Way (E)	0.45	4.27	0.8	2.8	A
3 - George Curl Way (S)	0.23	5.35	0.3	1.2	A
4 - Wide Lane (W)	0.49	4.86	1.0	2.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	525	140	1012	0.519	521	1.1	7.415	A
2 - Mitchell Way (E)	489	534	1783	0.274	488	0.4	2.940	A
3 - George Curl Way (S)	136	978	1155	0.117	135	0.1	3.570	A
4 - Wide Lane (W)	497	497	1647	0.302	495	0.4	3.232	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	627	168	999	0.628	625	1.7	9.757	A
2 - Mitchell Way (E)	584	640	1709	0.342	584	0.5	3.386	A
3 - George Curl Way (S)	162	1172	1039	0.156	162	0.2	4.152	A
4 - Wide Lane (W)	593	594	1582	0.375	593	0.6	3.765	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	769	205	980	0.784	762	3.4	16.271	C
2 - Mitchell Way (E)	716	780	1612	0.444	714	0.8	4.243	A
3 - George Curl Way (S)	198	1431	884	0.224	198	0.3	5.308	A
4 - Wide Lane (W)	727	727	1494	0.486	725	1.0	4.839	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	769	206	980	0.784	768	3.6	17.198	C
2 - Mitchell Way (E)	716	787	1608	0.445	716	0.8	4.275	A
3 - George Curl Way (S)	198	1439	880	0.225	198	0.3	5.348	A
4 - Wide Lane (W)	727	729	1493	0.487	727	1.0	4.862	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	627	169	998	0.628	635	1.8	10.275	B
2 - Mitchell Way (E)	584	650	1703	0.343	585	0.6	3.419	A
3 - George Curl Way (S)	162	1183	1033	0.157	162	0.2	4.188	A
4 - Wide Lane (W)	593	597	1580	0.375	595	0.6	3.784	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	525	141	1012	0.519	528	1.1	7.624	A
2 - Mitchell Way (E)	489	541	1778	0.275	490	0.4	2.963	A
3 - George Curl Way (S)	136	987	1150	0.118	136	0.1	3.593	A
4 - Wide Lane (W)	497	499	1645	0.302	498	0.5	3.248	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.08	0.56	1.02	1.43	1.48			N/A	N/A
2 - Mitchell Way (E)	0.40	0.00	0.00	0.40	0.40			N/A	N/A
3 - George Curl Way (S)	0.13	0.00	0.00	0.13	0.13			N/A	N/A
4 - Wide Lane (W)	0.44	0.00	0.00	0.44	0.44			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.68	0.07	0.98	3.88	5.57			N/A	N/A
2 - Mitchell Way (E)	0.55	0.55	1.06	1.48	1.54			N/A	N/A
3 - George Curl Way (S)	0.19	0.00	0.00	0.19	0.19			N/A	N/A
4 - Wide Lane (W)	0.62	0.09	0.81	1.40	1.48			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	3.42	0.03	0.33	5.70	17.71			N/A	N/A
2 - Mitchell Way (E)	0.84	0.03	0.27	0.84	0.84			N/A	N/A
3 - George Curl Way (S)	0.29	0.03	0.26	0.46	0.49			N/A	N/A
4 - Wide Lane (W)	0.97	0.03	0.26	0.97	0.97			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	3.55	0.03	0.29	3.55	11.90			N/A	N/A
2 - Mitchell Way (E)	0.85	0.03	0.29	0.85	2.78			N/A	N/A
3 - George Curl Way (S)	0.29	0.03	0.31	0.93	1.24			N/A	N/A
4 - Wide Lane (W)	0.98	0.03	0.28	0.98	2.05			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.77	0.05	0.51	4.64	7.23			N/A	N/A
2 - Mitchell Way (E)	0.56	0.56	1.06	1.48	1.54			N/A	N/A
3 - George Curl Way (S)	0.19	0.00	0.00	0.19	0.19			N/A	N/A
4 - Wide Lane (W)	0.63	0.57	1.04	1.45	1.50			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.12	0.04	0.38	2.82	5.13			N/A	N/A
2 - Mitchell Way (E)	0.40	0.00	0.00	0.40	0.40			N/A	N/A
3 - George Curl Way (S)	0.14	0.00	0.00	0.14	0.14			N/A	N/A
4 - Wide Lane (W)	0.45	0.03	0.32	1.02	1.29			N/A	N/A

FB 2036, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wide Ln, Mitchell Way Rbt	Standard Roundabout		1, 2, 3, 4	8.80	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	FB 2036	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (N)		✓	671	100.000
2 - Mitchell Way (E)		✓	410	100.000
3 - George Curl Way (S)		✓	86	100.000
4 - Wide Lane (W)		✓	1021	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	4	0	228	439
	2 - Mitchell Way (E)	270	0	11	129
	3 - George Curl Way (S)	42	15	0	29
	4 - Wide Lane (W)	805	151	57	8

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	0	0	1	5
	2 - Mitchell Way (E)	3	0	0	6
	3 - George Curl Way (S)	0	7	0	0
	4 - Wide Lane (W)	3	3	0	16

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1 - Wide Lane (N)	0.77	17.02	3.4	16.6	C
2 - Mitchell Way (E)	0.28	3.28	0.4	1.3	A
3 - George Curl Way (S)	0.08	3.35	0.1	0.5	A
4 - Wide Lane (W)	0.65	6.07	1.9	3.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	505	173	996	0.507	501	1.0	7.469	A
2 - Mitchell Way (E)	309	550	1772	0.174	308	0.2	2.551	A
3 - George Curl Way (S)	65	636	1360	0.048	65	0.1	2.810	A
4 - Wide Lane (W)	769	248	1811	0.424	766	0.8	3.533	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	603	207	979	0.616	601	1.6	9.794	A
2 - Mitchell Way (E)	369	659	1696	0.217	368	0.3	2.815	A
3 - George Curl Way (S)	77	762	1285	0.060	77	0.1	3.015	A
4 - Wide Lane (W)	918	297	1779	0.516	917	1.1	4.297	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	739	254	956	0.772	732	3.3	16.156	C
2 - Mitchell Way (E)	451	804	1596	0.283	451	0.4	3.262	A
3 - George Curl Way (S)	95	931	1184	0.080	95	0.1	3.343	A
4 - Wide Lane (W)	1124	364	1735	0.648	1121	1.9	6.009	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	739	254	956	0.773	738	3.4	17.018	C
2 - Mitchell Way (E)	451	810	1592	0.284	451	0.4	3.277	A
3 - George Curl Way (S)	95	936	1181	0.080	95	0.1	3.351	A
4 - Wide Lane (W)	1124	364	1734	0.648	1124	1.9	6.068	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	603	208	979	0.616	610	1.7	10.284	B
2 - Mitchell Way (E)	369	669	1690	0.218	369	0.3	2.832	A
3 - George Curl Way (S)	77	769	1281	0.060	77	0.1	3.025	A
4 - Wide Lane (W)	918	298	1778	0.516	921	1.1	4.337	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	505	174	996	0.507	508	1.1	7.681	A
2 - Mitchell Way (E)	309	557	1767	0.175	309	0.2	2.563	A
3 - George Curl Way (S)	65	642	1357	0.048	65	0.1	2.817	A
4 - Wide Lane (W)	769	249	1811	0.425	770	0.8	3.564	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.05	0.57	1.04	1.45	1.50			N/A	N/A
2 - Mitchell Way (E)	0.22	0.00	0.00	0.22	0.22			N/A	N/A
3 - George Curl Way (S)	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4 - Wide Lane (W)	0.75	0.57	1.03	1.44	1.49			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.62	0.07	1.00	3.66	5.12			N/A	N/A
2 - Mitchell Way (E)	0.29	0.00	0.00	0.29	0.29			N/A	N/A
3 - George Curl Way (S)	0.06	0.03	0.25	0.46	0.48			N/A	N/A
4 - Wide Lane (W)	1.09	0.06	0.80	2.08	2.96			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	3.27	0.03	0.33	5.05	16.58			N/A	N/A
2 - Mitchell Way (E)	0.41	0.03	0.26	0.47	0.50			N/A	N/A
3 - George Curl Way (S)	0.09	0.03	0.26	0.47	0.50			N/A	N/A
4 - Wide Lane (W)	1.86	0.03	0.27	1.86	1.86			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	3.38	0.03	0.30	3.38	10.95			N/A	N/A
2 - Mitchell Way (E)	0.41	0.03	0.34	1.29	1.29			N/A	N/A
3 - George Curl Way (S)	0.09	0.00	0.00	0.09	0.09			N/A	N/A
4 - Wide Lane (W)	1.88	0.03	0.27	1.88	1.88			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.71	0.05	0.54	4.38	6.79			N/A	N/A
2 - Mitchell Way (E)	0.29	0.00	0.00	0.29	0.29			N/A	N/A
3 - George Curl Way (S)	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4 - Wide Lane (W)	1.11	0.15	1.06	1.69	1.97			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.08	0.04	0.39	2.72	4.87			N/A	N/A
2 - Mitchell Way (E)	0.22	0.00	0.00	0.22	0.22			N/A	N/A
3 - George Curl Way (S)	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4 - Wide Lane (W)	0.76	0.06	0.69	1.07	1.65			N/A	N/A

FB 2036, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wide Ln, Mitchell Way Rbt	Standard Roundabout		1, 2, 3, 4	11.42	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	FB 2036	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (N)		✓	737	100.000
2 - Mitchell Way (E)		✓	501	100.000
3 - George Curl Way (S)		✓	189	100.000
4 - Wide Lane (W)		✓	737	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	35	0	39	663
	2 - Mitchell Way (E)	355	2	4	140
	3 - George Curl Way (S)	122	23	0	44
	4 - Wide Lane (W)	526	193	18	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	0	0	3	2
	2 - Mitchell Way (E)	3	0	0	4
	3 - George Curl Way (S)	2	0	0	0
	4 - Wide Lane (W)	3	4	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1 - Wide Lane (N)	0.85	25.01	5.4	27.0	D
2 - Mitchell Way (E)	0.35	3.62	0.6	2.6	A
3 - George Curl Way (S)	0.22	4.89	0.3	1.2	A
4 - Wide Lane (W)	0.51	4.81	1.1	1.5	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	555	177	994	0.558	550	1.3	8.170	A
2 - Mitchell Way (E)	377	563	1763	0.214	376	0.3	2.677	A
3 - George Curl Way (S)	142	894	1206	0.118	142	0.1	3.424	A
4 - Wide Lane (W)	555	403	1709	0.325	553	0.5	3.212	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	663	212	977	0.678	659	2.1	11.432	B
2 - Mitchell Way (E)	450	675	1685	0.267	450	0.4	3.009	A
3 - George Curl Way (S)	170	1071	1100	0.154	170	0.2	3.918	A
4 - Wide Lane (W)	663	482	1656	0.400	662	0.7	3.739	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	811	259	954	0.851	800	5.0	22.281	C
2 - Mitchell Way (E)	552	819	1585	0.348	551	0.5	3.592	A
3 - George Curl Way (S)	208	1304	960	0.217	208	0.3	4.842	A
4 - Wide Lane (W)	811	590	1585	0.512	810	1.1	4.790	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	811	260	953	0.851	810	5.4	25.010	D
2 - Mitchell Way (E)	552	830	1578	0.350	552	0.6	3.620	A
3 - George Curl Way (S)	208	1314	954	0.218	208	0.3	4.886	A
4 - Wide Lane (W)	811	591	1584	0.512	811	1.1	4.813	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	663	213	977	0.678	675	2.2	12.631	B
2 - Mitchell Way (E)	450	691	1674	0.269	451	0.4	3.039	A
3 - George Curl Way (S)	170	1087	1090	0.156	170	0.2	3.965	A
4 - Wide Lane (W)	663	484	1655	0.400	664	0.7	3.758	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	555	178	994	0.558	559	1.3	8.501	A
2 - Mitchell Way (E)	377	572	1757	0.215	378	0.3	2.697	A
3 - George Curl Way (S)	142	904	1200	0.119	142	0.1	3.447	A
4 - Wide Lane (W)	555	405	1708	0.325	556	0.5	3.233	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.26	0.56	1.02	1.43	1.48			N/A	N/A
2 - Mitchell Way (E)	0.28	0.00	0.00	0.28	0.28			N/A	N/A
3 - George Curl Way (S)	0.13	0.00	0.00	0.13	0.13			N/A	N/A
4 - Wide Lane (W)	0.49	0.00	0.00	0.49	0.49			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	2.07	0.06	0.99	5.14	7.60			N/A	N/A
2 - Mitchell Way (E)	0.37	0.00	0.00	0.37	0.37			N/A	N/A
3 - George Curl Way (S)	0.18	0.00	0.00	0.18	0.18			N/A	N/A
4 - Wide Lane (W)	0.68	0.09	0.83	1.41	1.48			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	5.01	0.04	0.40	13.07	27.01			N/A	N/A
2 - Mitchell Way (E)	0.55	0.03	0.26	0.55	0.55			N/A	N/A
3 - George Curl Way (S)	0.28	0.03	0.26	0.46	0.49			N/A	N/A
4 - Wide Lane (W)	1.07	0.03	0.26	1.07	1.07			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	5.35	0.03	0.33	7.70	26.74			N/A	N/A
2 - Mitchell Way (E)	0.55	0.03	0.31	1.48	2.55			N/A	N/A
3 - George Curl Way (S)	0.28	0.03	0.30	0.83	1.18			N/A	N/A
4 - Wide Lane (W)	1.08	0.03	0.28	1.08	1.45			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	2.23	0.04	0.45	6.10	10.47			N/A	N/A
2 - Mitchell Way (E)	0.38	0.00	0.00	0.38	0.38			N/A	N/A
3 - George Curl Way (S)	0.19	0.00	0.00	0.19	0.19			N/A	N/A
4 - Wide Lane (W)	0.69	0.42	1.00	1.44	1.50			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.31	0.03	0.34	2.98	6.71			N/A	N/A
2 - Mitchell Way (E)	0.28	0.00	0.00	0.28	0.28			N/A	N/A
3 - George Curl Way (S)	0.14	0.00	0.00	0.14	0.14			N/A	N/A
4 - Wide Lane (W)	0.50	0.04	0.44	1.30	1.42			N/A	N/A

DS 2036, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wide Ln, Mitchell Way Rbt	Standard Roundabout		1, 2, 3, 4	11.45	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)
D11	DS 2036	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (N)		✓	671	100.000
2 - Mitchell Way (E)		✓	584	100.000
3 - George Curl Way (S)		✓	86	100.000
4 - Wide Lane (W)		✓	1116	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	4	0	228	439
	2 - Mitchell Way (E)	426	0	11	147
	3 - George Curl Way (S)	42	15	0	29
	4 - Wide Lane (W)	805	246	57	8

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	0	8	1	5
	2 - Mitchell Way (E)	16	0	0	5
	3 - George Curl Way (S)	0	7	0	0
	4 - Wide Lane (W)	3	2	0	16

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1 - Wide Lane (N)	0.82	22.06	4.3	22.3	C
2 - Mitchell Way (E)	0.40	4.27	0.8	3.2	A
3 - George Curl Way (S)	0.09	3.75	0.1	0.5	A
4 - Wide Lane (W)	0.76	9.41	3.2	10.6	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	505	244	961	0.526	501	1.1	8.023	A
2 - Mitchell Way (E)	440	549	1773	0.248	438	0.4	3.038	A
3 - George Curl Way (S)	65	766	1282	0.050	65	0.1	2.990	A
4 - Wide Lane (W)	840	365	1734	0.485	836	1.0	4.103	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	603	292	937	0.644	600	1.8	10.978	B
2 - Mitchell Way (E)	525	659	1697	0.309	524	0.5	3.459	A
3 - George Curl Way (S)	77	918	1191	0.065	77	0.1	3.267	A
4 - Wide Lane (W)	1003	437	1686	0.595	1001	1.5	5.398	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	739	357	905	0.816	730	4.1	20.203	C
2 - Mitchell Way (E)	643	801	1598	0.402	642	0.8	4.239	A
3 - George Curl Way (S)	95	1120	1070	0.088	95	0.1	3.731	A
4 - Wide Lane (W)	1229	535	1621	0.758	1222	3.1	9.126	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	739	359	905	0.817	738	4.3	22.060	C
2 - Mitchell Way (E)	643	809	1592	0.404	643	0.8	4.274	A
3 - George Curl Way (S)	95	1127	1066	0.089	95	0.1	3.746	A
4 - Wide Lane (W)	1229	536	1621	0.758	1228	3.2	9.413	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	603	295	936	0.644	613	1.9	11.852	B
2 - Mitchell Way (E)	525	672	1688	0.311	526	0.5	3.494	A
3 - George Curl Way (S)	77	928	1186	0.065	77	0.1	3.288	A
4 - Wide Lane (W)	1003	439	1685	0.595	1010	1.5	5.524	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	505	246	960	0.526	508	1.2	8.306	A
2 - Mitchell Way (E)	440	557	1767	0.249	440	0.4	3.058	A
3 - George Curl Way (S)	65	774	1278	0.051	65	0.1	3.000	A
4 - Wide Lane (W)	840	367	1733	0.485	842	1.0	4.165	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.13	0.57	1.04	1.45	1.50			N/A	N/A
2 - Mitchell Way (E)	0.37	0.00	0.00	0.37	0.37			N/A	N/A
3 - George Curl Way (S)	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4 - Wide Lane (W)	0.96	0.56	1.03	1.44	1.49			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.81	0.07	1.00	4.28	6.16			N/A	N/A
2 - Mitchell Way (E)	0.50	0.00	0.00	0.50	0.50			N/A	N/A
3 - George Curl Way (S)	0.07	0.03	0.25	0.46	0.48			N/A	N/A
4 - Wide Lane (W)	1.49	0.05	0.53	3.72	5.68			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	4.11	0.04	0.37	9.36	22.28			N/A	N/A
2 - Mitchell Way (E)	0.75	0.03	0.29	0.75	0.75			N/A	N/A
3 - George Curl Way (S)	0.10	0.03	0.26	0.47	0.50			N/A	N/A
4 - Wide Lane (W)	3.09	0.03	0.29	3.09	10.55			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	4.33	0.03	0.31	4.33	19.31			N/A	N/A
2 - Mitchell Way (E)	0.76	0.03	0.32	1.24	3.23			N/A	N/A
3 - George Curl Way (S)	0.10	0.00	0.00	0.10	0.10			N/A	N/A
4 - Wide Lane (W)	3.15	0.03	0.28	3.15	3.52			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.94	0.05	0.47	5.18	8.55			N/A	N/A
2 - Mitchell Way (E)	0.51	0.00	0.00	0.51	0.51			N/A	N/A
3 - George Curl Way (S)	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4 - Wide Lane (W)	1.53	0.07	0.94	3.47	4.92			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.17	0.04	0.36	2.82	5.77			N/A	N/A
2 - Mitchell Way (E)	0.37	0.00	0.00	0.37	0.37			N/A	N/A
3 - George Curl Way (S)	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4 - Wide Lane (W)	0.98	0.04	0.42	2.35	3.81			N/A	N/A

DS 2036, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wide Ln, Mitchell Way Rbt	Standard Roundabout		1, 2, 3, 4	12.04	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)
D12	DS 2036	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (N)		✓	737	100.000
2 - Mitchell Way (E)		✓	802	100.000
3 - George Curl Way (S)		✓	189	100.000
4 - Wide Lane (W)		✓	752	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	35	0	39	663
	2 - Mitchell Way (E)	596	2	4	200
	3 - George Curl Way (S)	122	23	0	44
	4 - Wide Lane (W)	526	208	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
From	1 - Wide Lane (N)	0	17	3	2
	2 - Mitchell Way (E)	6	0	0	3
	3 - George Curl Way (S)	2	0	0	0
	4 - Wide Lane (W)	3	3	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1 - Wide Lane (N)	0.86	26.37	5.6	29.0	D
2 - Mitchell Way (E)	0.56	5.45	1.3	1.5	A
3 - George Curl Way (S)	0.28	6.66	0.4	1.5	A
4 - Wide Lane (W)	0.59	6.39	1.5	1.6	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	555	188	989	0.561	550	1.3	8.268	A
2 - Mitchell Way (E)	604	563	1763	0.342	602	0.5	3.255	A
3 - George Curl Way (S)	142	1119	1071	0.133	142	0.2	3.921	A
4 - Wide Lane (W)	566	583	1589	0.356	564	0.6	3.611	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	663	225	970	0.683	659	2.1	11.663	B
2 - Mitchell Way (E)	721	675	1685	0.428	720	0.8	3.919	A
3 - George Curl Way (S)	170	1341	938	0.181	170	0.2	4.742	A
4 - Wide Lane (W)	676	698	1513	0.447	675	0.8	4.422	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	811	276	946	0.858	799	5.2	23.229	C
2 - Mitchell Way (E)	883	819	1586	0.557	881	1.3	5.357	A
3 - George Curl Way (S)	208	1633	763	0.273	207	0.4	6.555	A
4 - Wide Lane (W)	828	854	1410	0.587	825	1.4	6.322	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	811	276	945	0.858	810	5.6	26.367	D
2 - Mitchell Way (E)	883	830	1578	0.560	883	1.3	5.448	A
3 - George Curl Way (S)	208	1646	756	0.275	208	0.4	6.656	A
4 - Wide Lane (W)	828	856	1408	0.588	828	1.5	6.392	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	663	226	970	0.683	676	2.3	13.006	B
2 - Mitchell Way (E)	721	692	1673	0.431	723	0.8	3.994	A
3 - George Curl Way (S)	170	1360	927	0.183	171	0.2	4.823	A
4 - Wide Lane (W)	676	702	1511	0.448	678	0.8	4.471	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	555	189	988	0.561	559	1.3	8.620	A
2 - Mitchell Way (E)	604	572	1757	0.344	605	0.6	3.292	A
3 - George Curl Way (S)	142	1131	1064	0.134	143	0.2	3.957	A
4 - Wide Lane (W)	566	587	1587	0.357	567	0.6	3.644	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.28	0.56	1.02	1.43	1.48			N/A	N/A
2 - Mitchell Way (E)	0.54	0.54	1.05	1.47	1.53			N/A	N/A
3 - George Curl Way (S)	0.15	0.00	0.00	0.15	0.15			N/A	N/A
4 - Wide Lane (W)	0.57	0.57	1.03	1.44	1.49			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	2.11	0.06	0.99	5.29	7.80			N/A	N/A
2 - Mitchell Way (E)	0.78	0.08	0.84	1.10	1.10			N/A	N/A
3 - George Curl Way (S)	0.22	0.00	0.00	0.22	0.22			N/A	N/A
4 - Wide Lane (W)	0.83	0.08	0.83	1.54	1.60			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	5.23	0.04	0.42	14.05	28.04			N/A	N/A
2 - Mitchell Way (E)	1.30	0.03	0.27	1.30	1.30			N/A	N/A
3 - George Curl Way (S)	0.38	0.03	0.26	0.46	0.49			N/A	N/A
4 - Wide Lane (W)	1.44	0.03	0.27	1.44	1.44			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	5.63	0.03	0.33	9.10	29.03			N/A	N/A
2 - Mitchell Way (E)	1.32	0.03	0.28	1.32	1.32			N/A	N/A
3 - George Curl Way (S)	0.38	0.03	0.34	1.25	1.50			N/A	N/A
4 - Wide Lane (W)	1.46	0.03	0.28	1.46	1.46			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	2.29	0.04	0.44	6.25	10.82			N/A	N/A
2 - Mitchell Way (E)	0.80	0.30	1.00	1.46	1.52			N/A	N/A
3 - George Curl Way (S)	0.23	0.00	0.00	0.23	0.23			N/A	N/A
4 - Wide Lane (W)	0.84	0.17	0.95	1.46	1.52			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Wide Lane (N)	1.33	0.03	0.34	2.95	6.81			N/A	N/A
2 - Mitchell Way (E)	0.55	0.05	0.54	1.37	1.48			N/A	N/A
3 - George Curl Way (S)	0.16	0.00	0.00	0.16	0.16			N/A	N/A
4 - Wide Lane (W)	0.58	0.05	0.54	1.36	1.46			N/A	N/A

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1 Introduction

Overview

- 1.1 Steer is instructed by blocwork (Eastleigh) LLP and Southampton International Airport Limited (SIAL) (“the Applicant”) to prepare this Framework Travel Plan (FTP) in relation to the Proposed Navigator Quarter, land adjacent to Southampton Airport Development (hereafter referred to as ‘the Site’ or ‘the Proposed Development’). The Site is located to the north of Southampton Airport within Eastleigh. A Site location plan is provided at **Figure 1-1** at the rear of this chapter.
- 1.2 Eastleigh Borough Council (EBC) is the relevant local authority, Hampshire County Council (HCC) is the Local Highway Authority (LHA) and National Highways (NH) control roads classed as part of the Strategic Road Network (SRN). Southampton City Council are the neighbouring Local Authority to the south of the M27.
- 1.3 Relevant pre-application discussions have taken place with each of these organisations to help inform the Development Proposals.

Development Overview

- 1.4 The Proposed Development planning submission will involve a:
“Hybrid Planning Application - Outline application for development of the land adjacent to Southampton Airport to provide employment floorspace of up to 92,000 sqm (GIA) within Use Classes E(g) (ii & iii), B2 and B8 with ancillary offices and areas for service yards, car parking, landscaping, ancillary buildings and associated activities, and access from Wide Lane (all matters reserved except for access). Full planning application for initial infrastructure works and construction of new access road including site levelling and other engineering works.”
- 1.5 The primary use for the Site will be employment seeking flexibility across use classes E (g) (ii & iii) (R&D, Light Industrial), B2 (General Industrial) and B8 (Storage, Distribution). The opening year for the development is most likely to be 2028, taking account of securing outline permission, Reserved Matters Approval (RMA) and delivery of the initial Site access and enabling works package.
- 1.6 The Site will effectively be split into three development parcels. The development parcels identified as South Plot and North Plot, and the area for the proposed new highway infrastructure that will serve the Site and form the new estate road for the Proposed Development.

1.7 The new estate road has been designed, and land safeguarded adjacent to North Plot, so that this can continue to form the CLLR if required at a later stage. The extent of the new road infrastructure ties in to the adopted highway along Mitchell Way and then continues to ensure that access is provided to both development plots. The indicative Site masterplan can be found at **Appendix A**.

1.8 This Framework FTP (FTP) is being submitted alongside a Transport Assessment (TA) to support the Application.

FTP Purpose and Scope

1.9 This FTP considers all aspects of travel behaviour to, from and within the Site for:

- Staff travel.
- Visitor travel.
- Servicing and deliveries (i.e. commercial trips).

1.10 This FTP is a ‘living’ document and, as such, will be actively promoted, reviewed and updated over time. This FTP provides the basis for sustainable travel prior to and following occupation of the Site.

1.11 The FTP will assist with the long-term management strategy for the sustainable movement of both people and goods to the Site. A key focus of this will be to encourage walking, cycling and public transport use as an alternative to car.

1.12 This FTP will focus on:

- Improving the accessibility of the Site for all potential users.
- Increasing travel options to and from the Site and encouraging the use of more sustainable modes of travel such as walking, cycling and public transport (as an alternative to car use).
- Improving the health and well-being of the Site’s users through encouraging active travel (walking and cycling) and reducing air and noise pollution.
- Reducing the demand for car parking.
- Helping to achieve local (EBC) and regional (HCC) policy sustainable transport targets and objectives.

1.13 The Applicant recognises the value of sustainable travel, including deliveries and servicing, and the importance of producing FTPs.

FTP Benefits

1.14 A FTP can bring forward a number of benefits to the developer, the local authorities and the ultimate occupants of the site. The key benefits of the FTP are summarised in **Table 1-1**.

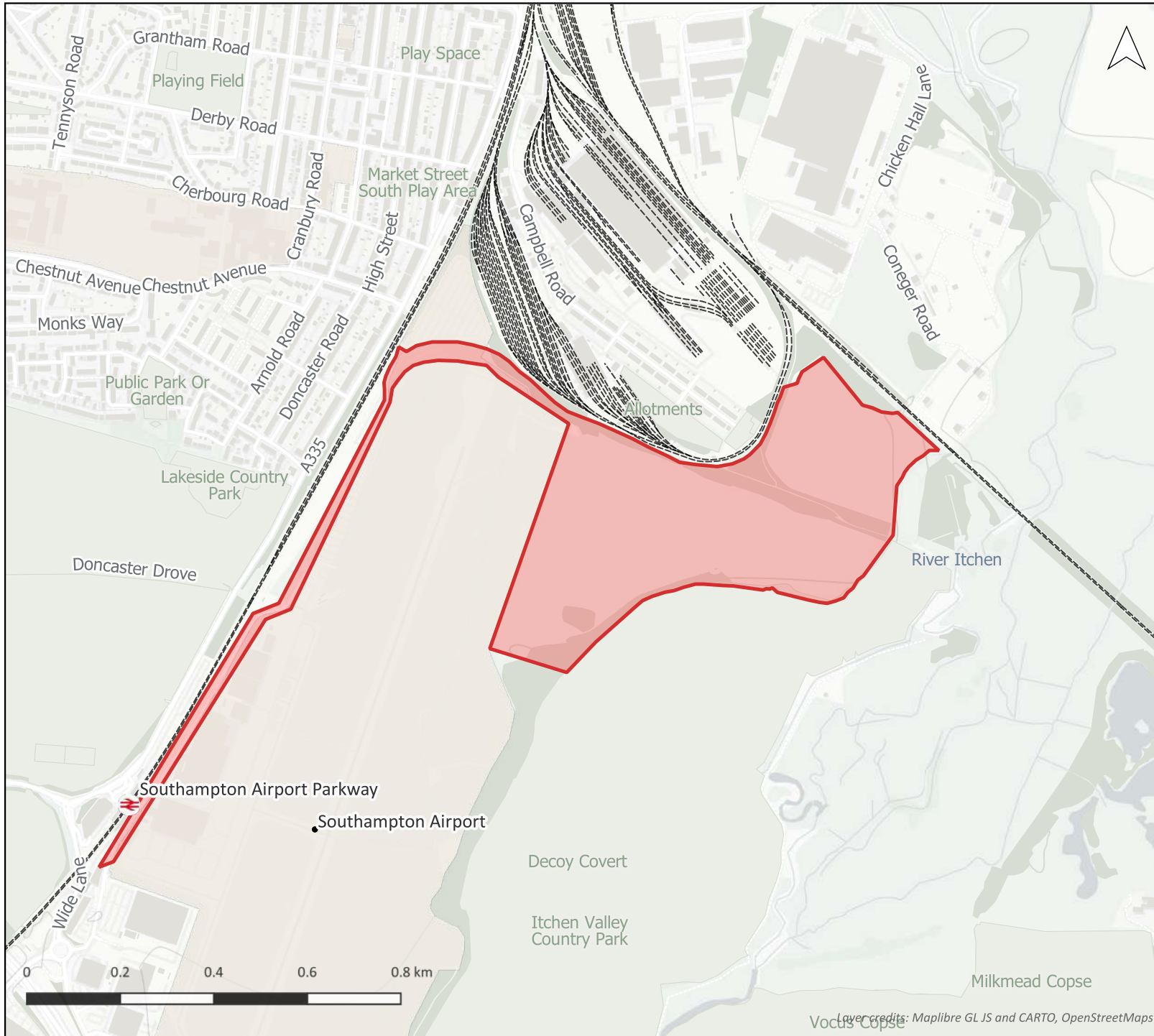
Table 1-1: Benefits of an FTP

Benefits	Applicant / Occupier	Staff	Suppliers	Local residents	EBC / HCC
Improved site access	✓	✓			
Less congestion on local roads		✓	✓	✓	✓
Reduced demand for parking spaces enabling land to be put to more cost-effective use	✓				
Improved travel choice (including opportunity for financial savings)	✓	✓		✓	✓
Help to meet an organisation's environmental objectives, for example reduced emissions contribute towards carbon dioxide CO ₂ reduction targets	✓		✓		✓
Increase business efficiency	✓		✓		
Local environmental improvements from reduced congestion, pollution and noise				✓	✓
Opportunities for active, healthy travel and associated health benefits	✓	✓			
Help achieve wider local policy objectives, e.g. on sustainability					✓
Opportunity to feed into a corporate social responsibility programme and ensure your operations comply with health and safety legislation	✓		✓		

FTP Structure

1.15 This FTP is divided into nine chapters, following this introduction. The structure of the remaining report is as follows:

- **Chapter 2:** Policy and Guidance.
- **Chapter 3:** Existing Conditions.
- **Chapter 4:** Sustainable Travel Measures.
- **Chapter 5:** Travel Patterns.
- **Chapter 6:** Objectives and Targets.
- **Chapter 7:** FTP Management.
- **Chapter 8:** Measures and Action Plan.
- **Chapter 9:** Monitoring and Review.



Legend

-  Navigator Quarter
-  Rail Lines
-  Rail Stations

Navigator Quarter
Figure 1-1: Site Location



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2 Policy Context

Overview

- 2.1 This Chapter provides a summary of transport-related national, regional and local planning policy and guidance relevant to the Planning Application and which has informed the preparation of this report and the design of the Proposed Development.

National Planning Policy

National Planning Policy Framework (NPPF) 2025

- 2.2 The current National Planning Policy Framework (NPPF), updated in February 2025, sets out several transport objectives designed to facilitate sustainable development and contribute to wider sustainability by giving people a wider choice about how they travel, in particular Section 9 ‘Promoting sustainable transport’.

- 2.3 The three overarching objectives to achieving this are:

- **“An economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.
- **A social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being.
- **An environmental objective** – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.”

- 2.4 Paragraph 115 states:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users;*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 48; and*

- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.*

2.5 Paragraph 116 continues:

“Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all future reasonable scenarios.”

2.6 Paragraph 117(a) states that development should:

- *“give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; and*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

2.7 Paragraph 118 covers the need for Travel Plans and Transport Statements / Assessments for all developments which generate significant amounts of movement.

National Planning Practice Guidance ‘Travel Plans, Transport Assessments and Statements in Decision-Making’ (2014)

2.8 National Planning Practice Guidance (NPPG) provides advice on when Travel Plans, Transport Assessments and Statements are required, and what they should contain. The Guidance is regularly updated, with the last update being in March 2014.

2.9 Transport Assessments and Statements are a means of assessing the potential transport impacts of developments, and they propose mitigation measures to promote sustainable developments. Transport Assessments are thorough assessments of the transport implications of development, and Transport Statements are a ‘lighter touch’ evaluation to be used where this would be more proportionate to the potential impact of the development.

2.10 Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be ‘severe’, which may be a reason for refusal, in accordance with NPPF.

Department for Transport Circular 01/2022: Strategic Road Network and the Delivery of Sustainable Development (2022)

- 2.11 The Department for Transport (DfT) Circular 01/2022 “sets out the way in which [the DfT] will engage with the development industry, public bodies and communities to assist the delivery of sustainable development”.
- 2.12 In particular, Circular 01/2022 states a “new development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable. In this regard, recent research on the location of development found that walking times between new homes and a range of key amenities regularly exceeded 30 minutes, reinforcing car dependency. Developments in the right places and served by the right sustainable infrastructure delivered alongside or ahead of occupancy must be a key consideration when planning for growth in all local authority areas”.
- 2.13 Transport assessments “should start with a vision of what the development is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Where such development has not been identified in an up-to-date development plan (or an emerging plan that is at an advanced stage), developers should demonstrate that the development would be located in an area of high accessibility by sustainable transport modes and would not create a significant constraint to the delivery of any planned improvements to the transport network or allocated sites”.
- 2.14 The circular goes on to set out requirements in relation to network traffic assessments, which have been followed as part of this TA.

Decarbonising Transport (2021)

- 2.15 The DfT published ‘Decarbonising Transport’ in 2021. The plan sets out how the UK’s transport system will need to change to achieve the net zero emissions target by 2050.
- 2.16 The strategic priorities of the plan are:
- *“Accelerating modal shift to public and active transport*
 - *Decarbonising road transport*
 - *Decarbonising how we get our goods*
 - *UK as a hub for green transport technology and innovation*
 - *Place-based solutions to emissions reduction*
 - *Reducing carbon in a global economy”*
- 2.17 The aims for modal shift set out in the plan include:
- *Half of all journeys in towns and cities to be walked or cycled by 2023*
 - *England will have a world-class cycling and walking network by 2040*
 - *Double cycling stages (from 2013 baseline) by 2025*
 - *Modernise fare ticketing and retail to encourage a shift to rail and cleaner and greener transport journeys*
 - *Improve rail journey connectivity with walking, cycling and other modes of transport*
 - *Support demand for zero-emission vehicles through a package of financial and non-financial incentive*
 - *Ensure that the UK’s charging infrastructure network meets the demands of its users*
 - *Transforming ‘last mile’ deliveries*
 - *Increase average road vehicle occupancy by 2030*

- *Support car clubs to go fully zero-emission*

Active Design (2023)

- 2.18 Active Travel England (ATE) became a statutory consultee in 2023 for planning applications of more than 150 residential units, 7,500 sqm of office or 5 hectares of development land (outside of London).
- 2.19 Sport England, alongside ATE and the Office for Health Improvement and Disparities, published ‘Active Design’ which provides applicable guidance on how development proposals should be designed to encourage more physically active and healthy lives through creating active environments. The document sets out ten principles of active design, as follows:
- *Activity for all – design should support all ages, ethnicities, genders and abilities*
 - *Walkable communities – essential and recreational facilities should be within walking distance of the development*
 - *Providing connected active travel routes – active travel networks should be continuous and easy to use*
 - *Mixing uses and co-locating facilities – places with multiple land uses are more likely to attract linked active travel trips*
 - *Network of multi-functional open spaces – provision of open spaces should be made across cities, towns and villages*
 - *High-quality streets and spaces – streets and outdoor public spaces should be safe, attractive, functional, prioritise people and able to host a mix of uses, with durable, high-quality materials, street furniture in the right places and easy-to-use signage*
 - *Providing activity infrastructure – infrastructure should enable sport, recreation and physical activity*
 - *Active buildings, inside and out – buildings should be designed with physical activity at the forefront*
 - *Maintaining high-quality flexible spaces – spaces and facilities should be managed and maintained to support physical activity*
 - *Activating spaces – encouraging the use of spaces and facilities should be an active commitment.*

Local Transport Note 1/20 ‘Cycle Infrastructure Design’ (LTN 1/20) (2020)

- 2.20 The Government’s Gear Change and Local Transport Note 1/20 ‘Cycle Infrastructure Design’ (LTN 1/20) set out requirements for walking and cycling infrastructure across England.
- 2.21 LTN 1/20 sets out that cycling networks and routes should be coherent, direct, safe, comfortable and attractive. Cycles must be treated as vehicles, not sharing space with pedestrians, and segregated from motorised traffic where dictated by traffic speeds and flows.
- 2.22 Cycle parking should be high-quality, secure and convenient at each trip origin and destination. It should cater for a range of journey purposes and types of cycles.

Regional Policy

HCC Local Transport Plan 4 (LTP4) (2024)

- 2.23 The HCC LTP4 covers the period to 2050 and has the following clear vision:
- “A carbon neutral, resilient, and inclusive transport system designed around - and with - people, which: supports health, well-being, and quality of life for all; supports a connected economy and creates successful and prosperous places; and respects and seeks to enhance Hampshire’s unique natural and built environment.”*
- 2.24 The document sets out the Council’s key priorities for transport infrastructure across Hampshire including:
- Tackling climate change and low carbon growth;
 - Network resilience;
 - Net environmental gain;
 - Sustainable development and place making;
 - Placing users at the heart of decision-making;
 - Modal shift and reducing car use;
 - Physical and mental health, tackling loneliness and social exclusion, and an inclusive transport system.
- 2.25 The overall vision for this updated LTP is to “*shift away from planning for vehicles, towards planning for people and places*”. It seeks to provide a transport system which supports high quality and prosperous places and puts the needs of people first based around a ‘Road User Utility Framework’ and ‘Movement and Place Framework’.
- 2.26 LTP4 includes the following two guiding principles:
- **Guiding Principle 1:** Give People a choice of high-quality travel options:
 - Providing a choice of high-quality travel options to reduce car dependency:
 - providing better walking, cycling and public transport choices (increasing attractiveness of public transport and embracing ‘shared mobility’ solutions;
 - creating opportunities to ‘live locally’.
 - Owning fewer cars and using them less.
 - More efficient use of vehicles to reduce per vehicle emissions.
 - Replace petrol and diesel vehicles
 - Offset any remaining emissions that cannot be eliminated.
 - **Guiding Principle 2:** Provide a transport system that promotes high quality, prosperous places and puts people first:
 - Creating high quality places that encourage active travel and public transport use, enable social interaction and create stronger communities.
 - Create safe, healthy and accessible transport options to provide equitable access to services opportunities and life changes, leisure and recreation, which tackle the adverse impacts of transport on the environment.
 - Supporting and promoting key transport infrastructure (primarily public transport and active transport) that serve economic hubs, international gateways or improve connectivity in the sub-region.

2.27 The following core policies have been set to deliver the above:

- Policy C1 – Putting people and places at the heart of our decisions. This policy includes a Road User Utility Framework which seeks to reduce the demand for travel firstly and then places priority on vulnerable road users and active travel modes:
 - i. Opportunities to reduce travel demand and the need to travel;
 - ii. vulnerable users, including people with disabilities or long-term mobility-related health conditions.
 - iii. People who walk
 - iv. People who cycle and horse ride
 - v. people who use public transport (bus, coach, rail, taxi, community transport).
 - vi. Delivery of goods
 - vii. Other motor vehicles.
- Policy C2 – Efficient and sustainable movement of goods.
- Policy C3 – Transport strategies and schemes to be developed in accordance with consideration of all users.
- Policy C4 – Place climate change at the heart of decision-making.
- Policy C5 – Support local living and reduce demands on transport.
- Policy C6 – Encourage sustainable travel behaviour.
- Policy C7 – A Safe Systems approach for Hampshire.
- Policy C8 – Managing the harmful health effects of poor air quality and noise disturbance due to transport.
- Policy C9 – Protecting the environment.

Eastleigh Borough Council Parking Standards Supplementary Planning Document (SPD) (draft 2023)

2.28 This policy sets out the EBC parking standards for all new developments.

Emerging Eastleigh Strategic Transport Study (2015 and 2025)

2.29 The emerging Eastleigh Strategic Transport Study is being prepared by HCC and will set out the future vision for transport in Eastleigh including the need for potential multi-modal strategic transport infrastructure improvements within Eastleigh to be delivered in the period up to 2036. Consultation is likely to be undertaken of the study in Spring 2025.

2.30 In advance of the full report, an interim report was released for consultation in December 2015 which provided an overview of the likely transport issues associated with potential new development sites and analyses some initial transport infrastructure options. The relevant points set out in the interim report are summarised below.

Chickenhall Lane Link Road (CLLR)

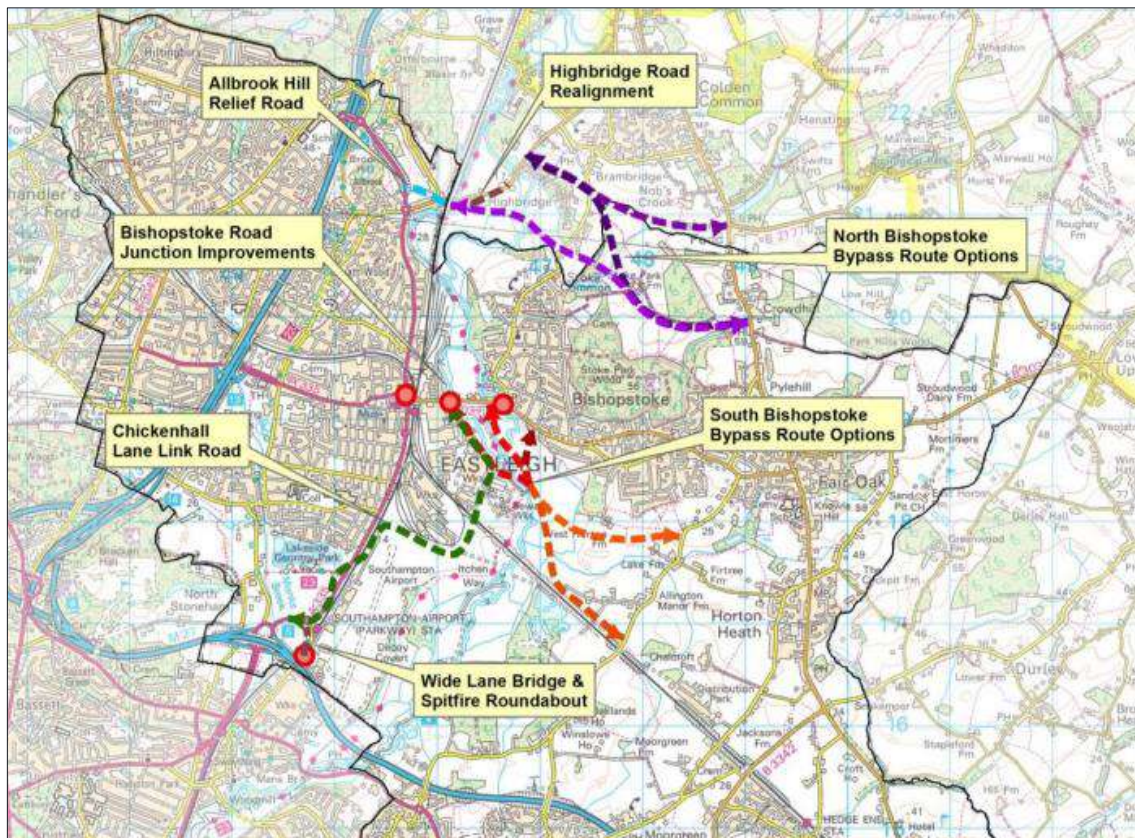
2.31 The scheme as set out in the strategy would involve a new bridge over the A335 and Southampton-Eastern railway lines, as well as a new bridge over the Eastleigh-Hedge End railway line, passing to the north of the Airport runway.

2.32 The strategy noted that whilst it remained a long-held ambition of the community and Council, there are significant issues with the delivery of the scheme related to high infrastructure costs and complex engineering.

2.33 The route alignment as presented in the strategy is shown in **Figure 2-1**.

- 2.34 Although Steer has not seen the emerging Draft *Strategic Transport Study* that is set to undergo consultation later this year, it is understood that HCC are likely to be moving away from supporting the CLLR as a relief road, in favour of prioritising a sustainable and active travel mode approach in accordance with HCC's LTP4. Notwithstanding this, the proposed development makes an allowance for the CLLR within its design parameters, so that land is safeguarded for others to complete this link in the future, in line with the Local Plan Policy.

Figure 2-1: Locations of Potential Highway Mitigation Schemes



Wide Lane Bridge, South of Eastleigh

- 2.35 Wide Lane Bridge is located to the east of M27 junction 5 and is on the main route between Southampton Airport and the former Ford site (soon to be redeveloped), and the M27 motorway.
- 2.36 Section 4.5 of the Eastleigh Strategic Transport Study (2015 interim report version) sets out the existing constraints at the bridge including that the existing bridge has a relatively narrow carriageway (circa 6.3m wide) and a 1.5m wide footway on the eastern side/ The use of the eastern footway by cyclists, and the presence of the sharp bend which reduces forward visibility, forces HGVs to cross the centreline when negotiating the bend, in both directions, which means HGVs are unable to pass each other at the bend.
- 2.37 The study noted the significant constraints posed to improvements including the railway line, local land uses and gradients.

2.38 The report also mentioned that four options were originally considered to improve/ replace the bridge but the first option to improve the existing bridge to discounted as structural investigations mentioned that the bridge could not be widened.

2.39 The three remaining options that were considered in the report, and their associated locations are illustrated on **Figure 2-2**.

- **Option 1:** Facilitate one-way movement northbound on a new bridge, with southbound traffic using the existing bridge;
- **Option 2:** Facilitate two-way movement on a new single carriageway bridge, with the existing bridge demolished; and
- **Option 3:** Similar to Option 2, but with the new bridge being provided as dual carriageway.

Figure 2-2: Wide Lane Bridge Location Plan



2.40 More recently, HCC has considered alternative schemes. Through the consultation with HCC / EBC, it was determined that the most likely and cost effective mitigation solution is to provide a non-motorised user bridge adjacent to the existing bridge, and widen the existing carriageway into the footway, within the confines of the current bridge structure, which would provide sufficient width for HGVs to pass each other.

HCC Local Cycling and Walking Infrastructure Plan (LCWIP) (2022)

2.41 The LCWIP is issued by HCC in line with national policies. It aims to make “walking and cycling... safe, direct, and attractive for everyone from ages 8 to 80+” and the “networks to be accessible to everyone and cater for the majority of users, whether they are walking with a double buggy, have a health condition or disability that makes our public spaces more difficult to use”. This is achieved through the “overarching principles” listed overleaf.

- *Prioritise walking and cycling for healthier people, healthier transport, and a healthier planet.*
- *Have an integrated approach to all aspects of planning, development, design, and operation.*
- *Ensure our planning is network based, shaped by evidence, and monitored.*

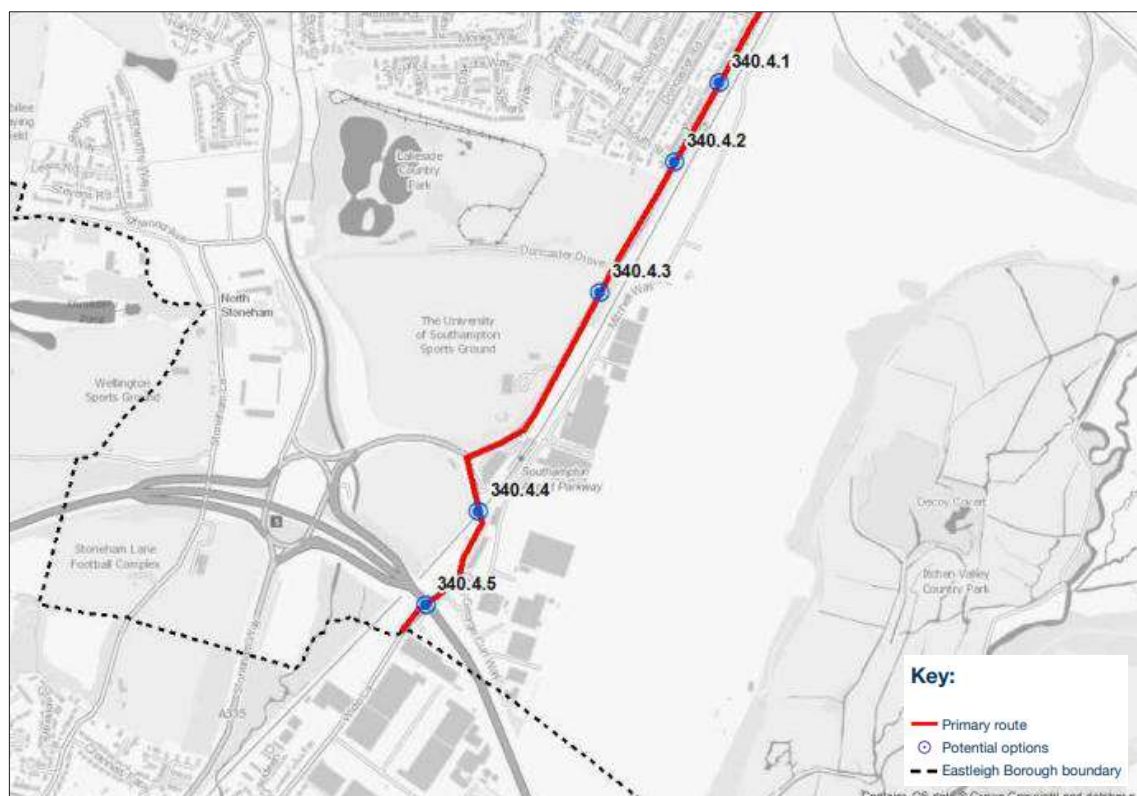
2.42 HCC prepared the Eastleigh Local Cycling and Walking Infrastructure Plan (2022), with the aim to set out:

- a network plan for walking and cycling which identifies preferred routes and core zones for further development;
- a prioritised programme of infrastructure improvements for future investment;
- a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.

Route 340: Otterbourne – Swaythling

2.43 Route 430 is the main north-south route through Eastleigh linking Otterbourne to the north with Eastleigh, Southampton Airport and Swaythling to the south. The route is 7.5km long. The route in the vicinity of the Site is provided at **Figure 2-3**.

Figure 2-3: LCWIP Route 340



2.44 The LCWIP states that the largest barrier on this route is the limited cycle provision between Cheshunt Avenue and South Street, as well as around the Wide Lane roundabout. The high volumes of traffic also act as a barrier for on-road cycling. A summary of the potential mitigation options at each location on **Figure 2-3** are provided overleaf.

- **340.4.1** There appears to be sufficient space within the highway boundary to provide a segregated cycle route along Southampton Road between Chestnut Avenue and the South Street junction. This would require the removal of on street residential parking or purchase of third party land.
- **340.4.2** The Southampton Road/South Street junction should be reconfigured to provide priority for cyclists across the junction.
- **340.4.3** There is scope to widen the existing shared use path between South Street and the Wide Lane roundabout to provide a segregated cycle track. This may require some land purchase and the removal of a large number of trees. A priority crossing should be considered at the entrance to Lakeside Country Park and the Wide Lane Sports Ground.
- **340.4.4** The route between the Wide Lane roundabout and the Mitchell Way roundabout is very constrained and would require land purchase and a new cycle/pedestrian bridge to provide a segregated route. A controlled crossing will be required on Wide Lane.
- **340.4.5** There is scope to widen the existing shared use path between the Mitchell Way roundabout and the county border, but there is a width constraint under the M27 motorway bridge.

HCC Eastleigh Town Centre and Southampton Parkway Travel Hubs – Public Engagement (2022)

- 2.45 This document defines a Travel Hub as: “a recognisable place which offers different and connected transport modes supplemented with enhanced facilities and information features that appeal to and benefit the traveller. This could include facilities such as cycle hire and e-car club vehicles and other services such as Wi-Fi and parcel collection points.”
- 2.46 £57m of funding has been allocated to developing two Travel Hubs, one in Eastleigh Town centre and one at Southampton Airport Parkway rail station. Both are of relevance to the Site. At the time of writing this TA, these are yet to be implemented.
- 2.47 Travel Hubs would be accompanied by improvements in both improved active travel/public transport service levels and infrastructure.

Local Policy

Eastleigh Borough Local Plan (2016-2036) (adopted April 2022)

- 2.48 Eastleigh Borough Council adopted its core strategy in 2022, which sets out the spatial vision, objectives, development strategy and policies for Eastleigh.
- 2.49 Policy DM13 ‘General development criteria – transport’ states:
- “Development proposals that will generate vehicle movements likely to have an adverse impact on traffic conditions beyond the immediate vicinity of the development site must be subject to Transport Assessment and will be required to incorporate and implement mitigation measures such as:
- *provision of/contribution towards on and off-site highway improvements such as junction improvements and potentially new road links*
 - *on-site pedestrian, cycle and public transport infrastructure*

- contributions towards relevant off-site sustainable transport infrastructure, public rights of way and service improvements where appropriate
- on-site measures aimed at increasing uptake of non-car travel options (e.g. Travel Plans) to reduce car use.”

Policy E6 – Eastleigh River Side

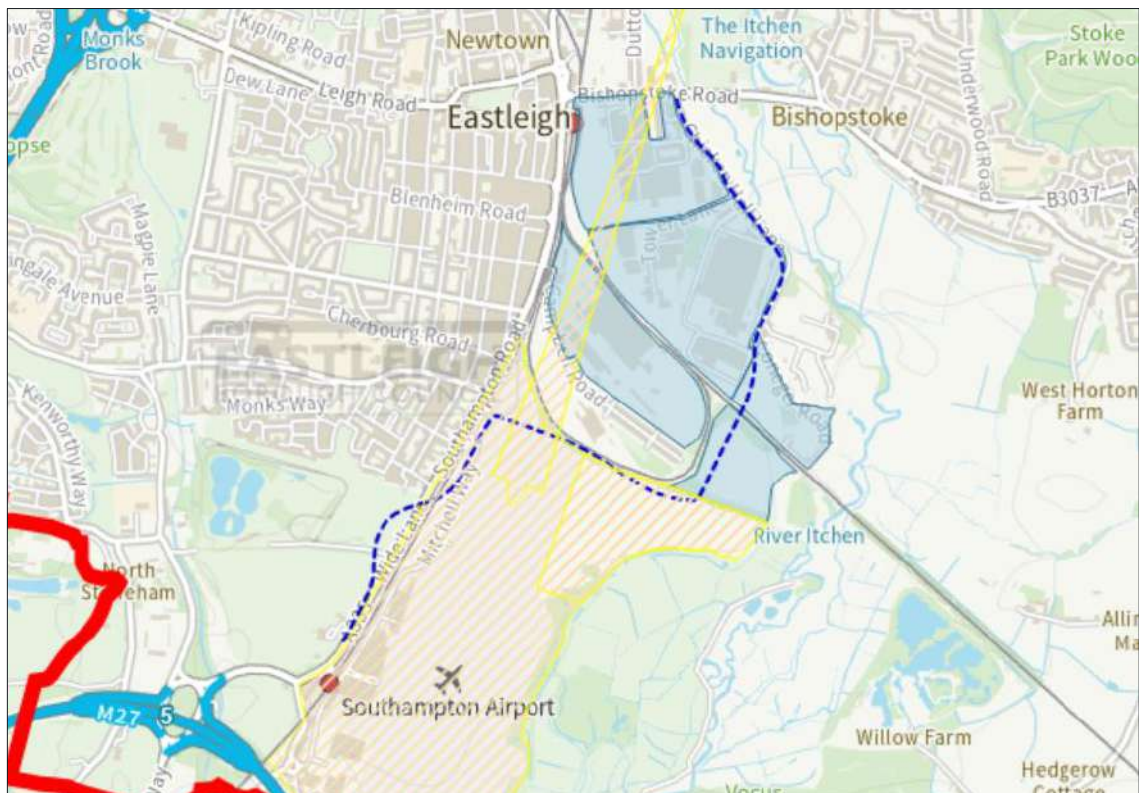
2.50 Policy E6 of the EBC Local Plan refers to the regeneration of Eastleigh River Side. Eastleigh River Side incorporates Barton Park / Deacons Industrial Estate, and adjoining land to the west (Network Rail sidings) and to the east adjoining Chickenhall Lane. The proposals are to provide a mixed-use scheme to include the following:

- Technology and Innovation Centre and associated facilities;
- Uses complementary to Eastleigh town centre such as offices (use class E(g)(i)); bulky goods retail, hotel/conference centre, restaurants and other leisure uses; some residential development and related community uses possibly including student accommodation; and car parking to serve Eastleigh Station and the town centre;
- Other employment uses in use classes B2, B8 or E(g); and
- A new access from Bishopstoke Road, or an improved access from Chickenhall Lane.

2.51 The development would be supported by active travel links, including a pedestrian/cycle link provided across the railway between the Site and Eastleigh station / town centre, and linked to a green route across the Site to the Itchen Valley.

2.52 Policy E6 requires that a route be reserved clear of development, to enable the provision of a new link road (the Chickenhall Lane link road). The estimated alignment of the link road is illustrated on **Figure 2-4**.

Figure 2-4: Chickenhall Lane Alignment (dashed blue line)



Eastleigh Borough Council Cycling and Walking Strategy (CWS) (2023)

- 2.53 The EBC CWS states that: “Walking is the most affordable, flexible and socially inclusive mode of independent travel available to Borough residents and as a result it is vital that we encourage walking as much as possible, through taking measures to provide safe, secure, convenient walking routes.”
- 2.54 The strategy sets out high-level active travel statistics for the borough as a whole, however it does identify some recommendations relevant to the Site:
- Support schemes such as play streets and school streets with 20mph limits, which help communities to come together and enjoy space.
 - Provide cycle parking at community facilities such as schools, shopping centres and public open spaces.
 - Reduce the impact of EBC businesses travel through the provision of electric pool cycles.
 - Promote workplace travel planning to businesses across the Borough & encourage membership of the Workplace Travel Plan Network.
 - Install cycle maintenance hubs at three locations within the Borough by 2025.
 - Encourage increased use of open space and green infrastructure for everyday physical activity such as Itchen Valley Country Park, located south-east of the Site.
 - Provide facilities such as dropped kerbs and tactile paving and remove physical barriers such as staggered gates and bollards that prevent access.
 - Ensure all new developments provide pedestrian and cycle facilities so that active travel is encouraged to and from the sites concerned.
 - Schemes prioritised for funding and delivery are beneficial for walking and cycling and where necessary, redistribute road space in preference of pedestrians and cyclists.

Southampton City Council ‘City Vision’ (Local Plan) Draft Plan with Options

- 2.55 One of the key transport-related aims of this draft LP is to: “Support active travel (walking, cycling) and public transport, introduce a Southampton Mass Transit system, reduce and then manage remaining car use.”
- 2.56 Details of the Mass Transit system are unknown, but Eastleigh is identified as one of the areas to be connected by ‘*Mass Rapid Transit (train/tram/metro/bus rapid transit)*’.

Southampton City Council ‘Connected Southampton’ (Transport Strategy 2040) (2019)

- 2.57 SCC’s vision for Southampton focusses on:
- *“Enabling people and goods move around our growing city easily, efficiently and safely around the city, more space is given over to people walking, cycling or travelling by public transport, helping to reduce people’s dependence on the car for their everyday journey by making these more viable and attractive;*
 - *Improving the attractiveness of public spaces and streets to support growth, improve health and wellbeing and enable sustainable growth;*

- *Tackling inequalities through improving accessibility and by designing transport improvements so that they meet the needs of everyone in society and that everyone can get around more safely and easily;*
- *Working with partners and stakeholders to invest in reliable, high-quality connections between national and regional road and public transport networks that support our main economic employment hubs;*
- *Taking advantage of new and innovative technology to enable the transport network to operate as efficiently as possible, helping to accommodate new trips generated by growth without increasing levels of congestion; and*
- *Reducing the level of emissions from transport towards zero.”*

2.58 To achieve their goal of sustainable growth, SCC are concentrating on:

- *“Reducing the growth in the amount of traffic coming into Southampton by improving public transport connectivity and by intercepting car trips into the city from further afield at the edge of the city and transferring them to public transport, cycling or walking to get more sustainable travel patterns;*
- *Maintaining reliable and efficient access to the Port, Airport, Economic Drivers, and the City Centre from the national transport networks;*
- *Restructuring and reallocating road space on the highway network so it can support more trips by sustainable and active ways;*
- *Developing options for consolidating freight and logistics on the edge of the City and delivering goods and support services in clean low-emission ways;*
- *Developing a high-quality innovative public transport system that supports sustainable growth by making in a mode of first choice on a network that is reliable, prioritised, integrated and inclusive;*
- *Ensuring that the transport asset is in a good condition and can accommodate the demands placed on it; and*
- *Looking at making best use of new innovative technologies to exploit their full potential.”*

Southampton City Council LTP Implementation Plan (2022)

2.59 This document sets out specific actions to achieve the goals outlined in the LP and Transport Strategy documents. This includes a feasibility study which details various bus improvement projects, including an ‘Enhanced Bus Partnership’ and ‘Bus Priority Measures’ to improve public transport within Southampton and across the boundaries to Eastleigh. This is in addition to a Southampton Mass Rapid Transit feasibility study.

Southampton City Council Bus Service Improvement Plan (BSIP) (2024)

2.60 SCC’s BSIP states that “Buses need to be an attractive alternative to travelling by car”.

2.61 In Section 4.1, in specific relevance to the Site, the Council aims to implement a Rapid Bus Service from the city centre to Eastleigh, routed north along Wide Lane and turning at Bishopstoke Road. The introduction of new/improved services along this corridor will also be accompanied by proposed bus signal priority measures.

2.62 Southampton Airport is recognised in Section 2.1 of the document as a ‘*multi-modal interchange opportunity*’, with plans to link rail, air and bus services at a transport hub. The Airport is also identified as a “*key destination*” for travellers in Section 5.1.

3 Existing Conditions

Site Description

- 3.1 The Site is situated to the northeast of Southampton International Airport, in Eastleigh Borough. Eastleigh town centre is located circa 1.4km to the north of the Site and Southampton City Centre is located circa 6.5km crow flies distance to the south of the Site. The Site is 34 ha in size, predominantly comprising undeveloped grassland.
- 3.2 The Site is formed of two plots of land, which are separated by a narrow woodland belt. Both plots of land are allocated within the Eastleigh Borough Local Plan. The location of the Site is presented in **Figure 1-1**.
- 3.3 Southampton International Airport is located immediately to the south and west of the Site. To the north of the Site there is a train depot, located at the convergence of trainlines from Southampton and Portsmouth. A residential parcel of land, referred to as Campbell Road is located in between the train depot sites. To the north of the train depot is the Barton Park Industrial Estate.
- 3.4 The River Itchen and the Itchen Navigation leisure route runs to the east of the Site and the Itchen Valley Country Park is located to the southeast.

Existing Travel Patterns

- 3.5 **Table 3-1** presents the 2011 Census ‘method of travel to work’ data for the middle layer super outputs area (MSOA) relevant to the Site – Eastleigh 006/007.
- 3.6 2021 Census data has not been used as it was collected whilst Covid restrictions were in force and so it is not representative of current likely mode shares.
- 3.7 Private vehicle use is the predominant travel mode, however there is a relatively high rail percentage, while walking equates to 15% of trips.

Table 3-1: 2011 Census Transport Mode Shares

Mode	Percentage of Work Trips
Underground, metro, light rail, tram	0.1%
Train	7.3%
Bus, minibus or coach	3.0%
Taxi	0.4%
Motorcycle, scooter or moped	1.3%
Driving a car or van	62.4%
Passenger in a car or van	6.0%
Bicycle	4.0%
On foot	15.1%
Other method of travel to work	0.4%
Total	100%

Local Highway Network and Vehicular Access

- 3.8 There is currently no public access to the Site. The local highway network is shown in **Figure 3-1**.

Site Access

- 3.9 There is currently no public access to the Site.
- 3.10 The Plot 1 land parcel, immediately south of the railway line, is accessed via a farm gate from the southern section of Conegar Road. A farm track runs from the gate on Conegar Road, through HCC owned land and passes under the railway line into Plot 1.
- 3.11 Planning consent has recently been granted by HCC (Ref: HCC/2022/0071) for the development of a Materials Recycling Facility (MRF) on the HCC land referenced above. The Site plans can be found at **Appendix B**.
- 3.12 The Plot 2 land parcel is accessed via private airside access, which itself is accessed from the long stay car park at the northern end of Mitchell Way. This access sits within the land between the two Airport perimeter fences and is not publicly accessible.

Conegar Road / Chickenhall Lane

- 3.13 Conegar Road is directly adjacent to the MRF facility and is a single carriageway road (c.6m wide), which falls under the ownership of HCC up until c18.5m before the junction with the north-south running section of Chickenhall Lane to the north.
- 3.14 The section of Chickenhall Lane between this point and to the point c58m to the south of the Tower Lane junction is a single carriageway private road (c6m wide). It is understood that this is owned by Prysmian Group. The section of Chickenhall Lane between this point and the Bishopstoke Road roundabout is a single carriageway road (c.9m wide) and is adopted public highway open to all.

- 3.15 Chickenhall Lane between Bishopstoke Road and Conegar Road forms part of the alignment safeguarded for the Chickenhall Lane Link Road.

Mitchell Way

- 3.16 Mitchell Way is a two-way single carriageway road that connects to the Spitfire roundabout (comprising George Curl Way/ Wide Lane/ Mitchell Way arms) to the south and a long stay car park operated by Southampton Airport to the north.
- 3.17 A drawing of the existing Mitchell Way alignment and associated transport facilities is included in **Appendix C**.
- 3.18 Mitchell Way is public highway up to the HSBC House building (see **Appendix D**). This section is approximately 7.3m wide and subject to a 30mph speed limit.
- 3.19 Beyond this point, the remainder of Mitchell Way to the north is privately owned by the Airport and is subject to a 20mph speed restriction. Double yellow lines are located along the length of the road and in places there are double red lines, restricting any stopping within the vicinity of the airport. The private section of Mitchell Way, from the HSBC House building to the Signature Aviation Building, is approximately 7-7.3m wide. The road narrows north of the Signature Aviation Building, ranging from 7.3m wide to approximately 6m wide at its narrowest point.
- 3.20 The Proposed Development will utilise Mitchell Way, linking onto Wide Lane (A335) in order to access the nearby M27 to the south or the M3 further to the north. Mitchell Way will be extended into the Site in order to provide access. Further details are provided subsequently in **Chapter 4**.

External Local Highway Network

- 3.21 At the southern end of Mitchell Way is the four arm Spitfire Roundabout. The other three arms are George Curl Way, serving an Industrial Estate to the east, Wide Lane to the south which leads to Mountpark and onwards routes to Swaythling/Southampton, and Wide Lane to the north. The roundabout has two-lane flares on each approach arm. Footways are present on the perimeter of the roundabout and each arm has a pedestrian refuge island with dropped kerbs and tactile paving at the crossings.
- 3.22 The Wide Lane northern approach has a staggered cycle and pedestrian crossing with guard rails to separate users from traffic, facilitating the safe continuation of NCR23. There is a shared use path running between the Wide Lane northern and Wide Lane southern approaches on the western side of the Spitfire Way roundabout. Wide Lane to the south of the roundabout is 40mph up to the Mountpark Industrial Estate and then reduces to 30mph after the junction. The road is c 6.7m with localised widening for uncontrolled pedestrian crossings. The road is bordered by a pedestrian footway to the east c 1.5-2m wide and a shared use path to the west (north of Mountpark) measuring c 2-3m wide. Signalised pedestrian crossings are present at all arms of the Mountpark junction.
- 3.23 The northern section of Wide Lane between the Spitfire Roundabout and the A335/ Wide Lane roundabout is 40mph and passes over a railway bridge, which has an acute bend at the southern end. The road width reduces to approximately 6.2m at the bridge deck with a narrow 1.7m wide footway on the eastern side (see **Appendix E**). The narrow nature of the bend means two-way HGV movements are not possible on the bend. The railway bridge is also used by cyclists including those on National Cycle Route (NCR 23).

- 3.24 The southbound section of the carriageway (north of the railway bridge) has a single left in only access to the Southampton Airport Parkway multi-storey carpark.
- 3.25 The A335/ Wide Lane roundabout is a three-arm roundabout with Wide Lane forming the southern arm (leading to the Spitfire Roundabout), the A335 forming the western arm which provides the key link to the M27 Junction 5 (J5), and A335 Wide Lane north forming the northern arm, which is a key route serving Eastleigh to the north. The roundabout has two lane flares on each approach arm.
- 3.26 The A335 (M27 Junction 5 link) is a single carriageway road (c. 8m wide at its narrowest point), with the eastbound and westbound carriageways separating on the approach to the M27 junction 5 splitting into three lanes (including a dedicated filter lane onto the M27 eastbound on-slip) on the approach to the junction. There are no pedestrian or cycle facilities provided on this link.
- 3.27 The A335 Wide Lane to the north of the A335/ Wide Lane roundabout provides access to Southampton Airport Parkway Station at a signalised junction and Eastleigh town centre further north. The width of the carriageway is 6.5m and the road comprises a single lane in each direction. On the eastern side of the carriageway there is a 3m shared use path forming part of NCR23 which switches to the western side of the road via a signal controlled crossing located c 160m to the north of the A335/ Wide Lane roundabout.
- 3.28 A vehicle access junction is present on the eastern side of A335 Wide Lane providing access to Southampton Airport Parkway Station. The northern part of the junction is controlled by signals with all vehicles entering via this location, and a right turn only exit lane is present allowing vehicles to exit and turn right on the Wide Lane northbound only. There is a left turn exit priority junction present c. 37m to the south of the signals, for vehicles turning left out of the station onto the A335 Wide Lane southbound carriageway.

Strategic Road Network (SRN)

- 3.29 The M27 and its junctions are managed by National Highways (NH). The M27 J5 (Stoneham Interchange) is 2.7km southwest of the Site and is the main link to the SRN. All vehicles travelling between Southampton Airport and the M27 J5 would route via the Spitfire Roundabout and the A335 via the A335 Wide Lane roundabout.
- 3.30 The M27 routes in an east/west direction to access the south coast of England. The M27 provides connection to the M3 at J4 and J14, in order to access destinations north of the Site. The M3 can also be accessed via the A335 (turning into Leigh Road) at J13, 3.5km northwest of the Site and via the A27 to the west of the Site.
- 3.31 The M27 J5 is a grade separated roundabout interchange, with a five-arm multi-lane roundabout with dedicated on/ off slip-roads linking the roundabout with the M27. The speed limit is 40mph.
- 3.32 Traffic signals are present on all arms except for the A335 Stoneham Way approach. Segregated left turn lanes are provided on the eastbound on-slip and westbound off-slip.
- 3.33 The northern arm of the junction is the Stoneham Lane approach; this approach splits into three lanes, with traffic signals controlling access.

- 3.34 The A335 forms the eastern arm of the junction and provides a three-lane approach to the roundabout. A segregated left-turn lane is provided for the nearside lane which leads directly onto the M27 eastbound on-slip. All three lanes are signal-controlled but the nearside lane is part of a ramp metering system rather than relating to the operation of the roundabout.
- 3.35 The south-eastern arm is a three-lane approach from the M27 westbound off-slip. This approach also includes a nearside lane segregated from the two offside lanes, leading directly onto Stoneham Way southbound. The remaining two offside lanes lead onto the roundabout circulatory.
- 3.36 The southern approach to the roundabout is via A335 Stoneham Way which is subject to a two-lane give-way arrangement. Vehicles are able to enter the junction during gaps in the circulatory flow.
- 3.37 The western approach to the roundabout is from the M27 eastbound off-slip and comprises of three signal-controlled lanes. There are no pedestrian or cycling facilities on the roundabout or around the perimeter.