

FB 2028, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
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	37.31	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	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 (N)		ONE HOUR	✓	887	100.000
2 - Mitchell Way (E)		ONE HOUR	✓	349	100.000
3 - George Curl Way (S)		ONE HOUR	✓	180	100.000
4 - Wide Lane (W)		ONE HOUR	✓	645	100.000

Origin-Destination Data

Demand (PCU/hr)

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

From	To				
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
	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 Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (N)	64.40	18.8	49.9	F	811	1216
2 - Mitchell Way (E)	6.59	0.8	2.6	A	318	477
3 - George Curl Way (S)	8.88	0.6	2.6	A	163	244
4 - Wide Lane (W)	24.71	4.7	18.2	C	600	900

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	668	167	131	662	657	670	0.0	2.6	11.784	B
2 - Mitchell Way (E)	257	64	535	258	259	258	0.0	0.3	5.182	A
3 - George Curl Way (S)	131	33	747	131	137	46	0.0	0.2	6.498	A
4 - Wide Lane (W)	492	123	310	491	491	568	0.0	1.3	8.613	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	784	196	151	789	793	813	2.6	3.6	16.802	C
2 - Mitchell Way (E)	314	79	640	313	312	299	0.3	0.6	5.487	A
3 - George Curl Way (S)	161	40	898	162	162	55	0.2	0.3	7.496	A
4 - Wide Lane (W)	588	147	381	583	573	679	1.3	2.3	12.038	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	973	243	191	948	931	977	3.6	13.8	39.860	E
2 - Mitchell Way (E)	383	96	758	384	382	381	0.6	0.6	6.443	A
3 - George Curl Way (S)	195	49	1077	194	196	65	0.3	0.6	8.755	A
4 - Wide Lane (W)	717	179	455	713	699	815	2.3	4.5	21.102	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	966	242	190	958	959	982	13.8	18.8	64.399	F
2 - Mitchell Way (E)	381	95	776	379	379	372	0.6	0.8	6.589	A
3 - George Curl Way (S)	192	48	1095	193	197	61	0.6	0.5	8.879	A
4 - Wide Lane (W)	717	179	454	718	715	834	4.5	4.7	24.706	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	808	202	155	831	852	807	18.8	6.2	42.300	E
2 - Mitchell Way (E)	311	78	673	312	314	312	0.8	0.5	6.057	A
3 - George Curl Way (S)	164	41	928	163	163	57	0.5	0.4	8.108	A
4 - Wide Lane (W)	585	146	376	586	596	715	4.7	1.9	13.954	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	665	166	133	669	684	682	6.2	2.1	14.497	B
2 - Mitchell Way (E)	263	66	538	264	261	263	0.5	0.4	5.453	A
3 - George Curl Way (S)	133	33	755	132	136	47	0.4	0.3	6.872	A
4 - Wide Lane (W)	499	125	317	497	490	570	1.9	1.4	9.015	A

Queue Variation Results for each time segment**16:45 - 17:00**

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	2.61	0.00	1.38	5.18	6.93
2 - Mitchell Way (E)	0.34	0.00	0.00	0.87	1.49
3 - George Curl Way (S)	0.24	0.00	0.00	0.61	0.89
4 - Wide Lane (W)	1.29	0.00	0.41	2.97	3.79

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	3.61	0.00	1.90	8.14	10.85
2 - Mitchell Way (E)	0.55	0.00	0.00	1.38	1.92
3 - George Curl Way (S)	0.33	0.00	0.00	0.71	0.96
4 - Wide Lane (W)	2.27	0.00	0.92	5.45	7.28

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	13.84	0.44	10.21	29.23	37.85
2 - Mitchell Way (E)	0.64	0.00	0.00	1.56	1.97
3 - George Curl Way (S)	0.59	0.00	0.00	1.59	2.61
4 - Wide Lane (W)	4.53	0.00	2.72	10.57	13.85

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	18.84	1.39	13.17	38.40	49.85
2 - Mitchell Way (E)	0.78	0.00	0.00	1.87	2.61
3 - George Curl Way (S)	0.46	0.00	0.00	0.92	1.54
4 - Wide Lane (W)	4.74	0.00	2.19	12.57	18.21

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	6.23	0.00	2.63	14.23	22.85
2 - Mitchell Way (E)	0.54	0.00	0.00	1.25	1.79
3 - George Curl Way (S)	0.43	0.00	0.00	0.97	1.71
4 - Wide Lane (W)	1.94	0.00	0.89	4.34	6.28

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	2.12	0.00	0.90	4.77	5.84
2 - Mitchell Way (E)	0.44	0.00	0.00	1.18	1.72
3 - George Curl Way (S)	0.26	0.00	0.00	0.62	0.90
4 - Wide Lane (W)	1.35	0.00	0.28	3.37	4.26

Lane Results

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

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	168	763	0.221	168	168	0.0	0.3	6.291	A
			2	1, (3), 4	499	763	0.654	494	489	0.0	2.3	13.617	B
	Exit	1	1		670			670	673	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	71	891	0.080	71	72	0.0	0.0	4.683	A
			2	1, 2, (4)	186	891	0.208	186	187	0.0	0.3	5.371	A
	Exit	1	1		258			258	262	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	110	647	0.170	110	114	0.0	0.2	6.643	A
			2	(1), 2, 3	21	647	0.032	21	23	0.0	0.0	5.778	A
	Exit	1	1		46			46	44	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	471	885	0.532	470	470	0.0	1.3	8.799	A
			2	(2), 3, 4	21	885	0.023	21	22	0.0	0.0	4.465	A
	Exit	1	1		568			568	565	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	199	757	0.262	199	204	0.3	0.4	6.790	A
			2	1, (3), 4	585	757	0.773	590	589	2.3	3.2	20.186	C
	Exit	1	1		813			813	801	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	84	855	0.099	83	85	0.0	0.1	4.839	A
			2	1, 2, (4)	230	855	0.269	229	227	0.3	0.4	5.728	A
	Exit	1	1		299			299	306	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	134	602	0.222	134	136	0.2	0.3	7.702	A
			2	(1), 2, 3	27	602	0.045	27	26	0.0	0.0	6.448	A
	Exit	1	1		55			55	54	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	563	862	0.654	558	549	1.3	2.3	12.357	B
			2	(2), 3, 4	25	862	0.029	25	24	0.0	0.0	4.496	A
	Exit	1	1		679			679	680	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	252	745	0.338	252	248	0.4	0.6	7.484	A
			2	1, (3), 4	722	745	0.968	697	683	3.2	13.3	50.743	F
	Exit	1	1		977			977	966	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	106	814	0.130	106	105	0.1	0.1	5.120	A
			2	1, 2, (4)	277	814	0.341	278	278	0.4	0.5	6.933	A
	Exit	1	1		381			381	377	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	162	548	0.296	161	164	0.3	0.5	9.121	A
			2	(1), 2, 3	33	548	0.060	33	32	0.0	0.1	6.880	A
	Exit	1	1		65			65	65	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	685	837	0.818	681	666	2.3	4.5	21.871	C
			2	(2), 3, 4	32	837	0.038	32	33	0.0	0.0	4.815	A
	Exit	1	1		815			815	800	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	235	746	0.315	238	247	0.6	0.5	7.661	A
			2	1, (3), 4	731	746	0.980	720	712	13.3	18.3	83.086	F
	Exit	1	1		982			982	980	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	105	808	0.131	105	106	0.1	0.2	5.371	A
			2	1, 2, (4)	275	808	0.341	274	272	0.5	0.6	7.058	A
	Exit	1	1		372			372	377	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	162	543	0.298	162	164	0.5	0.4	9.248	A
			2	(1), 2, 3	31	543	0.057	31	33	0.1	0.1	7.079	A
	Exit	1	1		61			61	63	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	687	837	0.820	687	683	4.5	4.7	25.616	D
			2	(2), 3, 4	31	837	0.037	31	32	0.0	0.0	4.818	A
	Exit	1	1		834			834	829	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	210	756	0.278	210	206	0.5	0.4	6.874	A
			2	1, (3), 4	597	756	0.790	621	645	18.3	5.8	54.320	F
	Exit	1	1		807			807	819	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	82	843	0.098	82	85	0.2	0.1	5.132	A
			2	1, 2, (4)	229	843	0.272	229	229	0.6	0.4	6.397	A
	Exit	1	1		312			312	315	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	138	593	0.232	137	136	0.4	0.4	8.355	A
			2	(1), 2, 3	26	593	0.044	26	27	0.1	0.1	6.875	A
	Exit	1	1		57			57	53	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	558	863	0.647	559	571	4.7	1.9	14.384	B
			2	(2), 3, 4	27	863	0.031	27	26	0.0	0.0	4.410	A
	Exit	1	1		715			715	738	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	172	763	0.225	174	169	0.4	0.2	6.410	A
			2	1, (3), 4	493	763	0.647	495	515	5.8	1.9	17.183	C
	Exit	1	1		682			682	675	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	71	890	0.079	70	69	0.1	0.1	4.743	A
			2	1, 2, (4)	193	890	0.217	194	191	0.4	0.3	5.709	A
	Exit	1	1		263			263	262	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	111	644	0.172	110	113	0.4	0.2	7.023	A
			2	(1), 2, 3	22	644	0.034	22	22	0.1	0.0	6.116	A
	Exit	1	1		47			47	44	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	478	883	0.541	476	469	1.9	1.3	9.217	A
			2	(2), 3, 4	21	883	0.024	21	21	0.0	0.0	4.331	A
	Exit	1	1		570			570	591	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	0.34	0.00	0.00	0.80	1.26
			2	2.26	0.00	0.96	4.94	6.96
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.05	0.00	0.00	0.00	0.00
			2	0.29	0.00	0.00	0.75	1.36
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.22	0.00	0.00	0.56	0.85
			2	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	1.27	0.00	0.40	2.97	3.79
			2	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:00 - 17:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	0.44	0.00	0.00	0.95	2.21
			2	3.17	0.00	1.48	7.62	9.85
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.15	0.00	0.00	0.25	0.68
			2	0.40	0.00	0.00	0.87	1.64
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.28	0.00	0.00	0.63	0.92
			2	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	2.25	0.00	0.88	5.34	7.28
			2	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:15 - 17:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	0.58	0.00	0.00	1.52	2.23
			2	13.26	0.24	9.54	28.35	35.55
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.12	0.00	0.00	-0.02	0.60
			2	0.52	0.00	0.00	1.25	1.79
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.51	0.00	0.00	1.12	2.41
			2	0.08	0.00	0.00	0.00	0.35
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	4.52	0.00	2.72	10.57	13.85
			2	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:30 - 17:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	0.50	0.00	0.00	0.97	1.87
			2	18.34	1.22	13.17	38.40	49.85
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.16	0.00	0.00	0.26	0.85
			2	0.62	0.00	0.00	1.67	2.37
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.40	0.00	0.00	0.86	1.36
			2	0.06	0.00	0.00	0.00	1.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	4.71	0.00	2.18	12.35	18.21
			2	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:45 - 18:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	0.41	0.00	0.00	1.06	1.74
			2	5.82	0.00	2.17	13.85	22.85
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.10	0.00	0.00	0.00	0.55
			2	0.44	0.00	0.00	0.96	1.62
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.37	0.00	0.00	0.95	1.57
			2	0.06	0.00	0.00	0.00	1.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	1.89	0.00	0.80	4.34	6.21
			2	0.05	0.00	0.00	0.00	1.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

18:00 - 18:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	0.21	0.00	0.00	0.49	0.83
			2	1.91	0.00	0.71	4.53	5.69
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.13	0.00	0.00	0.05	0.63
			2	0.31	0.00	0.00	0.89	1.53
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.24	0.00	0.00	0.57	0.88
			2	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	1.33	0.00	0.24	3.37	4.26
			2	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

DS 2028, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
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	44.52	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	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 (N)		ONE HOUR	✓	1037	100.000
2 - Mitchell Way (E)		ONE HOUR	✓	650	100.000
3 - George Curl Way (S)		ONE HOUR	✓	180	100.000
4 - Wide Lane (W)		ONE HOUR	✓	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

From	To				
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
	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 Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (N)	64.15	21.0	48.7	F	950	1425
2 - Mitchell Way (E)	12.58	2.7	8.3	B	596	894
3 - George Curl Way (S)	12.10	0.7	2.2	B	165	248
4 - Wide Lane (W)	53.98	11.6	31.3	F	609	914

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	771	193	139	776	765	854	0.0	2.5	11.831	B
2 - Mitchell Way (E)	483	121	536	483	486	379	0.0	1.0	6.728	A
3 - George Curl Way (S)	133	33	975	134	137	44	0.0	0.3	7.664	A
4 - Wide Lane (W)	498	125	494	499	499	616	0.0	1.4	10.369	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	921	230	165	919	918	1024	2.5	4.7	17.287	C
2 - Mitchell Way (E)	591	148	630	592	581	454	1.0	1.4	8.131	A
3 - George Curl Way (S)	163	41	1172	163	160	50	0.3	0.4	8.766	A
4 - Wide Lane (W)	587	147	603	586	586	732	1.4	2.5	15.511	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1142	286	210	1110	1095	1240	4.7	16.2	40.749	E
2 - Mitchell Way (E)	719	180	762	718	707	558	1.4	2.7	11.986	B
3 - George Curl Way (S)	200	50	1414	200	196	65	0.4	0.7	11.373	B
4 - Wide Lane (W)	738	185	732	718	699	882	2.5	10.1	38.581	E

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1146	287	207	1133	1128	1252	16.2	21.0	64.146	F
2 - Mitchell Way (E)	715	179	778	715	715	562	2.7	2.6	12.585	B
3 - George Curl Way (S)	198	49	1429	198	198	64	0.7	0.7	12.099	B
4 - Wide Lane (W)	740	185	728	731	722	899	10.1	11.6	53.985	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	941	235	170	959	991	1031	21.0	7.5	42.222	E
2 - Mitchell Way (E)	582	146	665	584	589	464	2.6	1.4	9.246	A
3 - George Curl Way (S)	163	41	1198	164	165	50	0.7	0.4	9.977	A
4 - Wide Lane (W)	595	149	597	604	628	765	11.6	3.3	30.211	D

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	779	195	145	776	798	849	7.5	2.9	15.089	C
2 - Mitchell Way (E)	488	122	536	487	492	384	1.4	1.1	7.094	A
3 - George Curl Way (S)	136	34	977	137	137	46	0.4	0.3	7.805	A
4 - Wide Lane (W)	497	124	496	497	510	618	3.3	1.5	11.616	B

Queue Variation Results for each time segment**16:45 - 17:00**

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	2.46	0.00	1.37	5.28	6.72
2 - Mitchell Way (E)	0.97	0.00	0.00	2.61	3.66
3 - George Curl Way (S)	0.26	0.00	0.00	0.66	0.98
4 - Wide Lane (W)	1.41	0.00	0.26	3.86	4.92

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	4.67	0.00	2.96	10.60	12.92
2 - Mitchell Way (E)	1.45	0.00	0.46	3.32	4.64
3 - George Curl Way (S)	0.40	0.00	0.00	0.92	1.54
4 - Wide Lane (W)	2.53	0.00	0.94	6.17	8.75

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	16.19	1.05	13.83	31.75	38.10
2 - Mitchell Way (E)	2.70	0.00	1.27	6.13	8.08
3 - George Curl Way (S)	0.68	0.00	0.00	1.50	1.94
4 - Wide Lane (W)	10.08	0.00	7.33	22.14	26.58

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	20.99	2.04	17.00	43.60	48.71
2 - Mitchell Way (E)	2.61	0.00	1.26	5.88	8.25
3 - George Curl Way (S)	0.65	0.00	0.00	1.51	2.15
4 - Wide Lane (W)	11.58	0.00	7.88	25.17	31.25

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	7.47	0.00	4.43	16.50	24.50
2 - Mitchell Way (E)	1.43	0.00	0.42	3.41	4.59
3 - George Curl Way (S)	0.38	0.00	0.00	0.87	1.43
4 - Wide Lane (W)	3.27	0.00	1.48	7.10	9.39

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	2.91	0.00	1.73	6.60	7.97
2 - Mitchell Way (E)	1.11	0.00	0.31	2.52	3.25
3 - George Curl Way (S)	0.30	0.00	0.00	0.74	1.03
4 - Wide Lane (W)	1.46	0.00	0.41	3.60	4.82

Lane Results

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

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	279	761	0.366	280	276	0.0	0.8	8.973	A
			2	1, (3), 4	493	761	0.648	496	489	0.0	1.7	13.210	B
	Exit	1	1		854			854	852	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	112	891	0.126	112	115	0.0	0.2	4.694	A
			2	1, 2, (4)	370	891	0.416	371	371	0.0	0.8	7.382	A
	Exit	1	1		379			379	378	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	111	579	0.192	112	114	0.0	0.2	7.928	A
			2	(1), 2, 3	22	579	0.038	22	23	0.0	0.0	6.365	A
	Exit	1	1		44			44	44	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	477	824	0.579	478	477	0.0	1.4	10.622	B
			2	(2), 3, 4	21	824	0.026	21	22	0.0	0.0	4.703	A
	Exit	1	1		616			616	612	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	336	753	0.446	336	335	0.8	1.1	10.682	B
			2	1, (3), 4	586	753	0.778	584	583	1.7	3.6	20.500	C
	Exit	1	1		1024			1024	1012	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	140	858	0.164	141	139	0.2	0.2	5.118	A
			2	1, 2, (4)	450	858	0.525	452	443	0.8	1.3	9.111	A
	Exit	1	1		454			454	453	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	136	520	0.261	136	134	0.2	0.4	9.142	A
			2	(1), 2, 3	27	520	0.052	27	27	0.0	0.0	6.889	A
	Exit	1	1		50			50	52	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	561	788	0.711	561	560	1.4	2.5	15.990	C
			2	(2), 3, 4	26	788	0.033	26	26	0.0	0.0	4.899	A
	Exit	1	1		732			732	730	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	410	740	0.554	408	409	1.1	1.8	13.881	B
			2	1, (3), 4	732	740	0.990	702	686	3.6	14.4	53.777	F
	Exit	1	1		1240			1240	1217	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	170	813	0.209	169	167	0.2	0.3	5.611	A
			2	1, 2, (4)	549	813	0.675	549	539	1.3	2.4	14.035	B
	Exit	1	1		558			558	553	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	167	447	0.374	167	163	0.4	0.6	12.035	B
			2	(1), 2, 3	33	447	0.074	33	33	0.0	0.1	8.144	A
	Exit	1	1		65			65	64	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	703	745	0.943	683	664	2.5	10.0	40.215	E
			2	(2), 3, 4	35	745	0.047	35	35	0.0	0.1	5.284	A
	Exit	1	1		882			882	863	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	419	741	0.565	415	416	1.8	1.8	13.549	B
			2	1, (3), 4	728	741	0.982	718	712	14.4	19.2	88.781	F
	Exit	1	1		1252			1252	1243	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	172	807	0.213	172	173	0.3	0.3	5.794	A
			2	1, 2, (4)	543	807	0.673	542	542	2.4	2.3	14.841	B
	Exit	1	1		562			562	565	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	165	443	0.372	165	164	0.6	0.6	12.796	B
			2	(1), 2, 3	33	443	0.075	33	34	0.1	0.1	8.710	A
	Exit	1	1		64			64	63	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	705	747	0.944	696	687	10.0	11.5	56.337	F
			2	(2), 3, 4	35	747	0.047	35	34	0.1	0.0	5.342	A
	Exit	1	1		899			899	893	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	341	751	0.454	340	342	1.8	1.0	10.836	B
			2	1, (3), 4	600	751	0.798	618	649	19.2	6.5	57.392	F
	Exit	1	1		1031			1031	1057	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	137	846	0.162	137	138	0.3	0.2	5.407	A
			2	1, 2, (4)	445	846	0.526	446	451	2.3	1.2	10.476	B
	Exit	1	1		464			464	470	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	135	512	0.264	136	137	0.6	0.3	10.419	B
			2	(1), 2, 3	28	512	0.055	28	28	0.1	0.1	7.809	A
	Exit	1	1		50			50	51	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	570	790	0.721	579	602	11.5	3.2	31.335	D
			2	(2), 3, 4	25	790	0.032	25	26	0.0	0.0	5.048	A
	Exit	1	1		765			765	794	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	282	759	0.372	282	284	1.0	0.8	9.370	A
			2	1, (3), 4	497	759	0.654	494	514	6.5	2.1	17.890	C
	Exit	1	1		849			849	865	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	116	891	0.130	115	118	0.2	0.2	4.858	A
			2	1, 2, (4)	372	891	0.418	372	374	1.2	1.0	7.829	A
	Exit	1	1		384			384	389	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	115	578	0.199	115	115	0.3	0.3	8.062	A
			2	(1), 2, 3	22	578	0.037	21	22	0.1	0.0	6.499	A
	Exit	1	1		46			46	44	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	474	824	0.576	474	488	3.2	1.4	11.911	B
			2	(2), 3, 4	23	824	0.028	23	22	0.0	0.0	4.931	A
	Exit	1	1		618			618	639	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	0.78	0.00	0.00	1.89	3.32
			2	1.68	0.00	0.48	4.15	5.94
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.16	0.00	0.00	0.29	0.75
			2	0.81	0.00	0.00	2.29	3.32
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.23	0.00	0.00	0.59	0.94
			2	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	1.37	0.00	0.20	3.85	4.92
			2	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:00 - 17:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	1.07	0.00	0.00	2.81	3.69
			2	3.61	0.00	1.82	8.70	11.17
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.19	0.00	0.00	0.42	0.86
			2	1.26	0.00	0.13	3.06	4.39
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.36	0.00	0.00	0.86	1.45
			2	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	2.49	0.00	0.87	6.00	8.75
			2	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:15 - 17:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	1.79	0.00	0.46	4.50	6.75
			2	14.40	0.17	11.64	29.83	35.83
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.32	0.00	0.00	0.76	1.21
			2	2.38	0.00	0.87	5.36	7.83
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.60	0.00	0.00	1.37	1.88
			2	0.08	0.00	0.00	0.00	0.40
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	10.00	0.00	7.09	22.14	26.50
			2	0.07	0.00	0.00	0.00	0.30
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:30 - 17:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	1.77	0.00	0.49	4.38	6.44
			2	19.22	0.96	15.43	41.80	47.75
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.29	0.00	0.00	0.71	0.98
			2	2.32	0.00	0.93	5.64	7.83
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.58	0.00	0.00	1.36	1.90
			2	0.07	0.00	0.00	0.00	0.25
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	11.53	0.00	7.88	25.00	31.25
			2	0.05	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:45 - 18:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	1.00	0.00	0.00	2.30	3.55
			2	6.46	0.00	3.40	16.00	24.25
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.18	0.00	0.00	0.38	0.78
			2	1.25	0.00	0.19	2.90	4.41
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.33	0.00	0.00	0.80	1.31
			2	0.06	0.00	0.00	0.00	0.08
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	3.24	0.00	1.44	7.00	9.21
			2	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

18:00 - 18:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	0.81	0.00	0.00	2.25	3.38
			2	2.10	0.00	0.83	4.94	6.93
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.16	0.00	0.00	0.31	0.70
			2	0.96	0.00	0.04	2.28	2.95
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.26	0.00	0.00	0.65	0.96
			2	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	1.43	0.00	0.38	3.56	4.82
			2	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

DS 2028, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	4 - Wide Lane (W) - Lane Simulation	Arm 4: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
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	202.10	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	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 (N)		ONE HOUR	✓	1133	100.000
2 - Mitchell Way (E)		ONE HOUR	✓	451	100.000
3 - George Curl Way (S)		ONE HOUR	✓	83	100.000
4 - Wide Lane (W)		ONE HOUR	✓	1019	100.000

Origin-Destination Data

Demand (PCU/hr)

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

From	To				
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
	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 Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (N)	89.94	34.6	69.7	F	1036	1554
2 - Mitchell Way (E)	9.36	1.6	5.2	A	413	620
3 - George Curl Way (S)	6.86	0.3	1.0	A	76	114
4 - Wide Lane (W)	426.15	110.3	172.3	F	940	1410

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	857	214	204	859	843	858	0.0	3.7	14.604	B
2 - Mitchell Way (E)	334	83	526	333	339	536	0.0	0.6	6.280	A
3 - George Curl Way (S)	64	16	643	64	63	216	0.0	0.1	5.674	A
4 - Wide Lane (W)	767	192	296	766	749	411	0.0	3.9	17.719	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1004	251	235	1006	999	1010	3.7	6.2	22.121	C
2 - Mitchell Way (E)	401	100	625	405	398	616	0.6	0.6	7.256	A
3 - George Curl Way (S)	75	19	781	75	73	249	0.1	0.2	6.131	A
4 - Wide Lane (W)	921	230	359	885	874	496	3.9	13.4	40.392	E

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1242	311	261	1202	1175	1109	6.2	22.9	52.028	F
2 - Mitchell Way (E)	497	124	761	497	490	702	0.6	1.2	8.718	A
3 - George Curl Way (S)	93	23	955	93	87	303	0.2	0.3	6.816	A
4 - Wide Lane (W)	1136	284	442	928	930	607	13.4	62.5	150.545	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1235	309	269	1202	1199	1113	22.9	34.6	89.943	F
2 - Mitchell Way (E)	502	126	748	499	499	722	1.2	1.6	9.363	A
3 - George Curl Way (S)	91	23	954	91	91	292	0.3	0.2	6.859	A
4 - Wide Lane (W)	1126	282	444	938	930	602	62.5	110.3	343.792	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1018	254	250	1064	1079	1048	34.6	18.2	79.299	F
2 - Mitchell Way (E)	407	102	647	408	414	666	1.6	1.0	7.629	A
3 - George Curl Way (S)	72	18	787	72	76	268	0.2	0.2	6.485	A
4 - Wide Lane (W)	921	230	362	935	931	496	110.3	109.1	426.147	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	861	215	233	877	903	990	18.2	5.2	30.989	D
2 - Mitchell Way (E)	338	84	530	340	344	580	1.0	0.5	6.527	A
3 - George Curl Way (S)	61	15	655	59	63	214	0.2	0.2	5.745	A
4 - Wide Lane (W)	769	192	300	922	936	415	109.1	67.2	302.642	F

Queue Variation Results for each time segment**07:45 - 08:00**

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	3.73	0.00	2.06	8.38	10.65
2 - Mitchell Way (E)	0.62	0.00	0.00	1.59	2.38
3 - George Curl Way (S)	0.11	0.00	0.00	0.00	0.54
4 - Wide Lane (W)	3.91	0.00	1.95	9.55	11.53

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	6.22	0.06	4.03	14.10	18.33
2 - Mitchell Way (E)	0.64	0.00	0.00	1.73	2.29
3 - George Curl Way (S)	0.19	0.00	0.00	0.42	0.78
4 - Wide Lane (W)	13.37	0.00	10.21	30.77	37.41

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	22.94	2.19	19.70	44.08	49.91
2 - Mitchell Way (E)	1.25	0.00	0.12	2.94	4.58
3 - George Curl Way (S)	0.25	0.00	0.00	0.62	0.95
4 - Wide Lane (W)	62.46	23.12	59.88	93.65	100.25

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	34.60	4.45	32.58	63.20	69.65
2 - Mitchell Way (E)	1.58	0.00	0.35	3.78	5.22
3 - George Curl Way (S)	0.18	0.00	0.00	0.42	0.78
4 - Wide Lane (W)	110.27	60.70	108.83	156.30	168.30

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	18.18	0.03	11.08	44.15	49.95
2 - Mitchell Way (E)	0.97	0.00	0.00	2.36	3.53
3 - George Curl Way (S)	0.16	0.00	0.00	0.33	0.75
4 - Wide Lane (W)	109.14	43.70	108.50	159.65	172.30

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	5.18	0.00	2.91	10.77	14.83
2 - Mitchell Way (E)	0.50	0.00	0.00	1.33	2.21
3 - George Curl Way (S)	0.19	0.00	0.00	0.46	0.82
4 - Wide Lane (W)	67.23	1.09	63.63	131.15	143.25

Lane Results

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

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	530	742	0.715	534	518	0.0	2.7	18.083	C
			2	1, (3), 4	327	742	0.440	325	325	0.0	1.0	9.118	A
	Exit	1	1		858			858	848	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	79	894	0.089	80	81	0.0	0.1	4.627	A
			2	1, 2, (4)	254	894	0.284	253	258	0.0	0.5	6.870	A
	Exit	1	1		536			536	522	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	51	678	0.075	51	51	0.0	0.1	5.658	A
			2	(1), 2, 3	13	678	0.019	13	12	0.0	0.0	5.746	A
	Exit	1	1		216			216	210	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	706	890	0.793	704	689	0.0	3.8	18.875	C
			2	(2), 3, 4	62	890	0.069	62	60	0.0	0.1	4.332	A
	Exit	1	1		411			411	414	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	613	732	0.837	613	607	2.7	5.0	29.317	D
			2	1, (3), 4	391	732	0.534	393	392	1.0	1.2	11.081	B
	Exit	1	1		1010			1010	988	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	95	860	0.110	95	95	0.1	0.1	5.110	A
			2	1, 2, (4)	306	860	0.356	309	303	0.5	0.5	8.015	A
	Exit	1	1		616			616	614	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	60	637	0.094	59	58	0.1	0.1	6.138	A
			2	(1), 2, 3	15	637	0.024	15	16	0.0	0.0	6.105	A
	Exit	1	1		249			249	247	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	850	869	0.979	815	802	3.8	13.3	43.518	E
			2	(2), 3, 4	71	869	0.082	70	72	0.1	0.1	4.494	A
	Exit	1	1		496			496	494	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	760	725	1.049	720	698	5.0	20.9	75.790	F
			2	1, (3), 4	482	725	0.665	482	477	1.2	2.0	15.122	C
	Exit	1	1		1109			1109	1100	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	118	813	0.145	118	118	0.1	0.2	5.374	A
			2	1, 2, (4)	379	813	0.467	379	373	0.5	1.1	9.915	A
	Exit	1	1		702			702	694	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	74	585	0.126	74	69	0.1	0.2	6.772	A
			2	(1), 2, 3	20	585	0.034	19	18	0.0	0.1	6.997	A
	Exit	1	1		303			303	287	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	1043	842	1.239	834	841	13.3	62.4	163.040	F
			2	(2), 3, 4	93	842	0.111	94	88	0.1	0.1	4.884	A
	Exit	1	1		607			607	601	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	753	723	1.042	719	715	20.9	32.5	138.370	F
			2	1, (3), 4	483	723	0.668	482	484	2.0	2.1	15.542	C
	Exit	1	1		1113			1113	1107	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	115	817	0.141	114	118	0.2	0.2	5.519	A
			2	1, 2, (4)	387	817	0.474	384	381	1.1	1.4	10.707	B
	Exit	1	1		722			722	711	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	73	585	0.125	73	73	0.2	0.1	6.945	A
			2	(1), 2, 3	18	585	0.030	18	18	0.1	0.0	6.488	A
	Exit	1	1		292			292	293	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	1040	841	1.237	852	842	62.4	110.2	372.889	F
			2	(2), 3, 4	86	841	0.102	86	88	0.1	0.1	4.940	A
	Exit	1	1		602			602	608	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	622	728	0.854	665	682	32.5	17.1	123.378	F
			2	1, (3), 4	395	728	0.543	399	398	2.1	1.1	11.560	B
	Exit	1	1		1048			1048	1051	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	94	852	0.110	94	95	0.2	0.1	5.031	A
			2	1, 2, (4)	312	852	0.367	313	319	1.4	0.8	8.513	A
	Exit	1	1		666			666	679	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	57	635	0.090	57	61	0.1	0.2	6.588	A
			2	(1), 2, 3	15	635	0.023	15	16	0.0	0.0	6.045	A
	Exit	1	1		268			268	272	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	844	868	0.972	858	857	110.2	109.0	463.248	F
			2	(2), 3, 4	77	868	0.089	77	74	0.1	0.1	4.751	A
	Exit	1	1		496			496	498	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	529	733	0.722	547	572	17.1	4.2	45.296	E
			2	1, (3), 4	331	733	0.452	330	331	1.1	1.0	9.197	A
	Exit	1	1		990			990	1001	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	79	893	0.088	79	83	0.1	0.1	4.637	A
			2	1, 2, (4)	259	893	0.290	261	261	0.8	0.4	7.208	A
	Exit	1	1		580			580	602	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	47	674	0.070	47	50	0.2	0.1	5.850	A
			2	(1), 2, 3	13	674	0.020	13	13	0.0	0.1	5.315	A
	Exit	1	1		214			214	222	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	710	888	0.799	863	875	109.0	67.1	337.925	F
			2	(2), 3, 4	59	888	0.067	59	61	0.1	0.1	4.282	A
	Exit	1	1		415			415	420	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	2.74	0.00	1.17	7.10	9.22
			2	0.97	0.00	0.00	2.38	3.21
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.09	0.00	0.00	0.00	0.40
			2	0.53	0.00	0.00	1.46	2.28
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.07	0.00	0.00	0.00	0.24
			2	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	3.84	0.00	1.88	9.55	11.53
			2	0.08	0.00	0.00	0.00	0.33
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:00 - 08:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	5.04	0.00	2.47	13.06	17.33
			2	1.17	0.00	0.18	2.56	4.13
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.12	0.00	0.00	0.00	0.60
			2	0.53	0.00	0.00	1.58	1.95
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.15	0.00	0.00	0.26	0.69
			2	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	13.27	0.00	10.17	30.77	37.22
			2	0.11	0.00	0.00	0.00	0.51
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:15 - 08:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	20.95	0.56	17.81	41.66	48.83
			2	2.00	0.00	0.83	4.69	5.83
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.16	0.00	0.00	0.24	0.81
			2	1.09	0.00	0.00	2.79	4.33
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.19	0.00	0.00	0.38	0.85
			2	0.06	0.00	0.00	0.00	-0.05
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	62.37	22.78	59.88	93.65	100.25
			2	0.09	0.00	0.00	0.00	0.42
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:30 - 08:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	32.48	2.09	30.10	60.30	67.33
			2	2.12	0.00	0.77	4.94	6.71
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.23	0.00	0.00	0.55	0.95
			2	1.35	0.00	0.00	3.33	4.83
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.14	0.00	0.00	0.27	0.65
			2	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	110.18	60.70	108.63	155.60	168.30
			2	0.09	0.00	0.00	0.00	0.44
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:45 - 09:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	17.12	0.00	9.90	42.58	49.65
			2	1.06	0.00	0.08	2.33	2.93
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.14	0.00	0.00	0.16	0.65
			2	0.83	0.00	0.00	1.94	3.41
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.16	0.00	0.00	0.33	0.75
			2	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	109.04	43.35	108.83	159.65	172.30
			2	0.11	0.00	0.00	0.00	0.54
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

09:00 - 09:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	4.21	0.00	1.98	9.10	12.55
			2	0.97	0.00	0.00	2.43	3.22
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.07	0.00	0.00	0.00	0.22
			2	0.43	0.00	0.00	1.21	1.85
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.11	0.00	0.00	0.00	0.58
			2	0.08	0.00	0.00	0.00	0.38
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	67.15	1.09	63.63	131.10	143.25
			2	0.08	0.00	0.00	0.00	0.27
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

FB 2036, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	4 - Wide Lane (W) - Lane Simulation	Arm 4: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
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	161.87	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	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 (N)		ONE HOUR	✓	987	100.000
2 - Mitchell Way (E)		ONE HOUR	✓	410	100.000
3 - George Curl Way (S)		ONE HOUR	✓	86	100.000
4 - Wide Lane (W)		ONE HOUR	✓	1021	100.000

Origin-Destination Data

Demand (PCU/hr)

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

From	To				
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
	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 Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (N)	20.53	7.5	18.0	C	901	1351
2 - Mitchell Way (E)	6.88	1.0	3.0	A	377	565
3 - George Curl Way (S)	6.83	0.2	1.0	A	78	117
4 - Wide Lane (W)	373.21	104.2	165.9	F	936	1404

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	734	183	167	733	734	838	0.0	1.9	10.106	B
2 - Mitchell Way (E)	295	74	545	299	307	356	0.0	0.3	5.325	A
3 - George Curl Way (S)	61	15	629	62	66	214	0.0	0.1	6.063	A
4 - Wide Lane (W)	783	196	237	769	754	454	0.0	4.4	17.280	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	896	224	208	895	879	988	1.9	3.1	12.648	B
2 - Mitchell Way (E)	366	91	669	367	365	435	0.3	0.5	5.621	A
3 - George Curl Way (S)	72	18	770	71	73	266	0.1	0.1	5.864	A
4 - Wide Lane (W)	926	232	301	895	886	540	4.4	14.0	40.465	E

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1085	271	225	1079	1070	1092	3.1	7.5	20.534	C
2 - Mitchell Way (E)	451	113	809	450	447	495	0.5	1.0	6.712	A
3 - George Curl Way (S)	98	24	936	98	95	323	0.1	0.2	6.827	A
4 - Wide Lane (W)	1116	279	371	947	945	663	14.0	60.1	145.204	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1066	266	228	1063	1073	1078	7.5	5.7	19.829	C
2 - Mitchell Way (E)	457	114	791	456	450	501	1.0	0.8	6.881	A
3 - George Curl Way (S)	93	23	924	93	96	323	0.2	0.2	6.560	A
4 - Wide Lane (W)	1118	279	371	934	952	646	60.1	104.2	317.860	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	883	221	216	879	892	1044	5.7	3.2	13.413	B
2 - Mitchell Way (E)	374	94	665	372	374	430	0.8	0.8	6.186	A
3 - George Curl Way (S)	77	19	777	77	78	261	0.2	0.2	6.129	A
4 - Wide Lane (W)	919	230	298	962	961	555	104.2	95.0	373.206	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	742	185	202	737	737	967	3.2	2.4	10.183	B
2 - Mitchell Way (E)	316	79	551	315	316	388	0.8	0.5	5.252	A
3 - George Curl Way (S)	65	16	646	66	66	220	0.2	0.1	5.901	A
4 - Wide Lane (W)	752	188	249	920	940	463	95.0	50.7	254.825	F

Queue Variation Results for each time segment**07:45 - 08:00**

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	1.89	0.00	0.80	3.88	5.49
2 - Mitchell Way (E)	0.30	0.00	0.00	0.69	0.91
3 - George Curl Way (S)	0.10	0.00	0.00	1.00	1.00
4 - Wide Lane (W)	4.39	0.00	2.44	9.63	14.98

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	3.08	0.00	1.95	7.78	8.79
2 - Mitchell Way (E)	0.50	0.00	0.00	1.39	1.90
3 - George Curl Way (S)	0.13	0.00	0.00	0.10	0.66
4 - Wide Lane (W)	13.95	0.26	10.10	32.95	36.98

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	7.47	0.00	5.61	15.58	17.98
2 - Mitchell Way (E)	1.00	0.00	0.00	2.54	2.98
3 - George Curl Way (S)	0.24	0.00	0.00	0.58	0.88
4 - Wide Lane (W)	60.12	22.05	58.38	92.45	101.90

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	5.69	0.00	4.32	11.97	14.32
2 - Mitchell Way (E)	0.84	0.00	0.13	1.76	2.49
3 - George Curl Way (S)	0.17	0.00	0.00	0.35	0.81
4 - Wide Lane (W)	104.25	48.05	102.50	149.90	153.85

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	3.18	0.00	1.97	6.48	7.95
2 - Mitchell Way (E)	0.79	0.00	0.00	1.99	2.62
3 - George Curl Way (S)	0.22	0.00	0.00	0.56	0.87
4 - Wide Lane (W)	94.97	33.05	96.75	138.90	165.93

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	2.43	0.00	1.35	5.18	6.48
2 - Mitchell Way (E)	0.49	0.00	0.00	1.32	1.88
3 - George Curl Way (S)	0.12	0.00	0.00	-0.01	0.55
4 - Wide Lane (W)	50.74	2.03	50.00	91.80	101.95

Lane Results

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

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	389	752	0.517	391	392	0.0	0.9	10.686	B
			2	1, (3), 4	345	752	0.458	342	342	0.0	1.0	9.439	A
	Exit	1	1		838			838	831	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	100	888	0.113	101	101	0.0	0.1	4.907	A
			2	1, 2, (4)	195	888	0.220	198	206	0.0	0.2	5.527	A
	Exit	1	1		356			356	360	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	50	682	0.073	50	52	0.0	0.1	6.095	A
			2	(1), 2, 3	12	682	0.017	12	14	0.0	0.0	5.938	A
	Exit	1	1		214			214	213	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	725	909	0.797	710	697	0.0	4.3	18.336	C
			2	(2), 3, 4	59	909	0.064	58	57	0.0	0.1	4.249	A
	Exit	1	1		454			454	457	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	480	740	0.649	479	474	0.9	2.0	13.942	B
			2	1, (3), 4	416	740	0.562	416	405	1.0	1.1	11.114	B
	Exit	1	1		988			988	976	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	113	845	0.134	114	120	0.1	0.1	5.281	A
			2	1, 2, (4)	252	845	0.298	253	246	0.2	0.4	5.781	A
	Exit	1	1		435			435	430	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	56	640	0.088	56	58	0.1	0.1	5.914	A
			2	(1), 2, 3	15	640	0.024	15	15	0.0	0.0	5.664	A
	Exit	1	1		266			266	261	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	852	888	0.959	821	815	4.3	13.9	43.506	E
			2	(2), 3, 4	74	888	0.083	75	72	0.1	0.1	4.583	A
	Exit	1	1		540			540	537	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	581	735	0.791	576	569	2.0	5.2	24.978	C
			2	1, (3), 4	504	735	0.685	503	501	1.1	2.3	15.334	C
	Exit	1	1		1092			1092	1088	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	141	796	0.177	140	141	0.1	0.3	5.733	A
			2	1, 2, (4)	310	796	0.389	310	306	0.4	0.7	7.156	A
	Exit	1	1		495			495	488	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	80	590	0.136	80	78	0.1	0.2	6.948	A
			2	(1), 2, 3	18	590	0.030	18	18	0.0	0.1	6.273	A
	Exit	1	1		323			323	325	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	1025	865	1.185	856	857	13.9	60.0	157.239	F
			2	(2), 3, 4	91	865	0.105	91	88	0.1	0.1	4.823	A
	Exit	1	1		663			663	658	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	576	734	0.784	576	579	5.2	3.5	23.483	C
			2	1, (3), 4	490	734	0.667	487	494	2.3	2.2	15.570	C
	Exit	1	1		1078			1078	1081	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	151	803	0.188	150	148	0.3	0.2	5.700	A
			2	1, 2, (4)	306	803	0.381	306	302	0.7	0.6	7.450	A
	Exit	1	1		501			501	505	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	73	594	0.123	74	76	0.2	0.1	6.608	A
			2	(1), 2, 3	20	594	0.033	19	20	0.1	0.0	6.368	A
	Exit	1	1		323			323	329	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	1030	865	1.191	847	861	60.0	104.1	345.547	F
			2	(2), 3, 4	87	865	0.101	87	91	0.1	0.1	4.850	A
	Exit	1	1		646			646	655	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	462	738	0.626	460	478	3.5	1.9	14.869	B
			2	1, (3), 4	421	738	0.570	418	414	2.2	1.3	11.729	B
	Exit	1	1		1044			1044	1046	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	127	846	0.150	127	125	0.2	0.2	5.397	A
			2	1, 2, (4)	247	846	0.292	246	249	0.6	0.6	6.574	A
	Exit	1	1		430			430	440	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	61	638	0.096	61	63	0.1	0.2	6.101	A
			2	(1), 2, 3	16	638	0.025	16	15	0.0	0.0	6.256	A
	Exit	1	1		261			261	267	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	845	889	0.950	887	888	104.1	94.9	405.400	F
			2	(2), 3, 4	74	889	0.084	75	73	0.1	0.0	4.215	A
	Exit	1	1		555			555	552	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	398	742	0.536	393	398	1.9	1.6	11.181	B
			2	1, (3), 4	344	742	0.463	345	339	1.3	0.8	9.001	A
	Exit	1	1		967			967	990	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	109	886	0.123	108	105	0.2	0.2	5.135	A
			2	1, 2, (4)	207	886	0.234	207	211	0.6	0.3	5.308	A
	Exit	1	1		388			388	392	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	55	677	0.081	55	54	0.2	0.1	6.023	A
			2	(1), 2, 3	11	677	0.016	11	12	0.0	0.0	5.335	A
	Exit	1	1		220			220	223	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	693	906	0.766	861	881	94.9	50.7	281.659	F
			2	(2), 3, 4	59	906	0.065	59	59	0.0	0.0	4.463	A
	Exit	1	1		463			463	454	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	0.94	0.00	0.02	2.15	2.95
			2	0.95	0.00	0.00	2.23	3.95
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.12	0.00	0.00	0.09	0.60
			2	0.18	0.00	0.00	0.43	0.75
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.08	0.00	0.00	0.00	1.00
			2	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	4.31	0.00	2.32	9.45	14.98
			2	0.08	0.00	0.00	0.00	1.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:00 - 08:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	1.96	0.00	0.45	5.56	7.65
			2	1.12	0.00	0.00	2.48	3.65
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.13	0.00	0.00	0.10	0.66
			2	0.38	0.00	0.00	0.93	1.66
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.10	0.00	0.00	1.00	1.00
			2	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	13.85	0.01	10.10	32.27	36.98
			2	0.10	0.00	0.00	1.00	1.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:15 - 08:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	5.21	0.00	3.07	11.63	14.95
			2	2.26	0.00	1.03	5.65	6.59
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.30	0.00	0.00	0.74	1.19
			2	0.70	0.00	0.00	1.86	2.56
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.17	0.00	0.00	0.39	0.73
			2	0.07	0.00	0.00	0.00	0.19
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	59.99	22.05	58.17	91.63	101.95
			2	0.13	0.00	0.00	0.17	0.63
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:30 - 08:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	3.48	0.00	1.59	9.48	11.49
			2	2.22	0.00	1.03	5.45	6.79
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.24	0.00	0.00	0.61	0.89
			2	0.60	0.00	0.00	1.36	1.98
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.13	0.00	0.00	0.10	0.66
			2	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	104.13	47.08	102.50	149.90	153.85
			2	0.12	0.00	0.00	1.00	1.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:45 - 09:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	1.86	0.00	0.55	4.70	6.98
			2	1.32	0.00	0.38	3.23	4.49
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.23	0.00	0.00	0.54	1.24
			2	0.56	0.00	0.00	1.56	2.39
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.18	0.00	0.00	0.42	0.78
			2	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	94.93	33.05	96.00	138.90	165.93
			2	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

09:00 - 09:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	1.61	0.00	0.34	4.48	5.49
			2	0.81	0.00	0.00	1.93	2.79
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.18	0.00	0.00	0.39	0.90
			2	0.31	0.00	0.00	0.76	1.49
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.12	0.00	0.00	-0.01	0.55
			2	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	50.69	2.03	50.00	91.90	101.95
			2	0.05	0.00	0.00	0.00	1.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

FB 2036, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
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	68.29	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
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 (N)		ONE HOUR	✓	983	100.000
2 - Mitchell Way (E)		ONE HOUR	✓	501	100.000
3 - George Curl Way (S)		ONE HOUR	✓	189	100.000
4 - Wide Lane (W)		ONE HOUR	✓	737	100.000

Origin-Destination Data

Demand (PCU/hr)

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

From	To				
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
	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 Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (N)	105.85	34.9	75.1	F	901	1352
2 - Mitchell Way (E)	8.24	1.3	4.0	A	458	686
3 - George Curl Way (S)	10.74	0.7	2.1	B	175	263
4 - Wide Lane (W)	73.78	18.9	50.1	F	676	1014

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	741	185	181	742	733	782	0.0	2.9	13.493	B
2 - Mitchell Way (E)	374	93	567	376	373	355	0.0	0.5	5.671	A
3 - George Curl Way (S)	142	35	897	143	141	46	0.0	0.2	7.125	A
4 - Wide Lane (W)	558	139	405	558	551	634	0.0	1.7	10.951	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	883	221	212	883	871	932	2.9	6.0	22.258	C
2 - Mitchell Way (E)	451	113	675	448	449	421	0.5	0.9	6.534	A
3 - George Curl Way (S)	169	42	1069	169	169	54	0.2	0.4	8.220	A
4 - Wide Lane (W)	665	166	479	666	656	760	1.7	3.4	18.180	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1081	270	252	1015	1007	1116	6.0	23.4	57.451	F
2 - Mitchell Way (E)	548	137	767	548	548	500	0.9	1.3	7.896	A
3 - George Curl Way (S)	216	54	1249	215	210	66	0.4	0.6	10.379	B
4 - Wide Lane (W)	798	200	591	778	766	873	3.4	12.6	42.943	E

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1082	271	260	1037	1032	1131	23.4	34.9	105.847	F
2 - Mitchell Way (E)	558	140	786	558	552	512	1.3	1.3	8.243	A
3 - George Curl Way (S)	210	53	1276	209	206	68	0.6	0.7	10.735	B
4 - Wide Lane (W)	816	204	599	793	793	887	12.6	18.9	73.783	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	887	222	219	939	953	957	34.9	18.5	94.819	F
2 - Mitchell Way (E)	443	111	731	443	450	427	1.3	0.9	7.110	A
3 - George Curl Way (S)	172	43	1120	172	170	54	0.7	0.4	9.283	A
4 - Wide Lane (W)	663	166	482	693	724	810	18.9	4.3	45.437	E

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	733	183	175	755	797	780	18.5	3.9	33.156	D
2 - Mitchell Way (E)	372	93	584	373	376	347	0.9	0.5	6.071	A
3 - George Curl Way (S)	143	36	913	142	143	44	0.4	0.3	7.669	A
4 - Wide Lane (W)	554	139	401	555	564	654	4.3	1.9	12.518	B

Queue Variation Results for each time segment**16:45 - 17:00**

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	2.87	0.00	1.43	6.34	8.53
2 - Mitchell Way (E)	0.52	0.00	0.00	1.15	1.74
3 - George Curl Way (S)	0.22	0.00	0.00	0.58	0.89
4 - Wide Lane (W)	1.65	0.00	0.59	3.92	5.47

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	5.97	0.00	3.97	13.34	16.05
2 - Mitchell Way (E)	0.91	0.00	0.00	2.20	2.88
3 - George Curl Way (S)	0.42	0.00	0.00	0.93	1.56
4 - Wide Lane (W)	3.44	0.00	1.63	8.49	12.17

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	23.42	2.98	20.90	44.85	53.60
2 - Mitchell Way (E)	1.34	0.00	0.41	2.88	3.96
3 - George Curl Way (S)	0.63	0.00	0.00	1.52	2.01
4 - Wide Lane (W)	12.60	0.08	10.00	24.88	32.20

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	34.92	2.85	31.70	64.10	75.13
2 - Mitchell Way (E)	1.31	0.00	0.37	3.14	4.01
3 - George Curl Way (S)	0.65	0.00	0.00	1.44	2.09
4 - Wide Lane (W)	18.89	0.00	14.50	40.88	50.07

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	18.47	0.19	9.33	49.70	59.30
2 - Mitchell Way (E)	0.95	0.00	0.03	2.21	2.91
3 - George Curl Way (S)	0.44	0.00	0.00	0.97	1.64
4 - Wide Lane (W)	4.35	0.00	1.77	10.06	15.73

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	3.90	0.00	1.73	7.49	11.64
2 - Mitchell Way (E)	0.55	0.00	0.00	1.30	1.83
3 - George Curl Way (S)	0.33	0.00	0.00	0.79	1.29
4 - Wide Lane (W)	1.87	0.00	0.81	4.10	5.61

Lane Results

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

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	216	748	0.289	217	214	0.0	0.4	6.991	A
			2	1, (3), 4	525	748	0.702	525	519	0.0	2.5	16.110	C
	Exit	1	1		782			782	777	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	103	880	0.117	104	103	0.0	0.1	4.872	A
			2	1, 2, (4)	271	880	0.308	272	270	0.0	0.4	5.973	A
	Exit	1	1		355			355	349	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	118	602	0.197	119	118	0.0	0.2	7.336	A
			2	(1), 2, 3	24	602	0.039	24	23	0.0	0.0	6.075	A
	Exit	1	1		46			46	45	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	531	854	0.622	531	525	0.0	1.6	11.254	B
			2	(2), 3, 4	27	854	0.032	27	26	0.0	0.0	4.552	A
	Exit	1	1		634			634	627	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	257	739	0.348	258	256	0.4	0.5	7.567	A
			2	1, (3), 4	625	739	0.846	625	615	2.5	5.5	28.217	D
	Exit	1	1		932			932	926	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	126	843	0.149	126	125	0.1	0.1	5.185	A
			2	1, 2, (4)	325	843	0.386	323	324	0.4	0.8	7.045	A
	Exit	1	1		421			421	418	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	141	550	0.255	140	142	0.2	0.4	8.533	A
			2	(1), 2, 3	28	550	0.052	29	28	0.0	0.0	6.641	A
	Exit	1	1		54			54	54	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	634	829	0.764	635	626	1.6	3.4	18.831	C
			2	(2), 3, 4	31	829	0.037	30	31	0.0	0.1	4.641	A
	Exit	1	1		760			760	748	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	309	727	0.425	310	310	0.5	0.8	9.018	A
			2	1, (3), 4	772	727	1.062	705	697	5.5	22.6	76.932	F
	Exit	1	1		1116			1116	1104	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	153	811	0.188	153	152	0.1	0.3	5.573	A
			2	1, 2, (4)	396	811	0.488	395	396	0.8	1.1	8.782	A
	Exit	1	1		500			500	497	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	181	497	0.364	180	175	0.4	0.6	10.934	B
			2	(1), 2, 3	35	497	0.071	35	35	0.0	0.1	7.596	A
	Exit	1	1		66			66	66	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	758	792	0.957	737	726	3.4	12.5	44.909	E
			2	(2), 3, 4	40	792	0.051	41	40	0.1	0.1	4.963	A
	Exit	1	1		873			873	864	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	315	725	0.435	315	312	0.8	0.8	8.960	A
			2	1, (3), 4	767	725	1.058	722	719	22.6	34.1	145.054	F
	Exit	1	1		1131			1131	1129	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	152	804	0.189	152	151	0.3	0.3	5.630	A
			2	1, 2, (4)	406	804	0.505	406	402	1.1	1.0	9.217	A
	Exit	1	1		512			512	505	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	176	488	0.360	175	172	0.6	0.6	11.349	B
			2	(1), 2, 3	34	488	0.070	34	34	0.1	0.1	7.652	A
	Exit	1	1		68			68	67	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	773	790	0.979	750	752	12.5	18.8	77.341	F
			2	(2), 3, 4	43	790	0.054	43	41	0.1	0.1	5.042	A
	Exit	1	1		887			887	881	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	257	737	0.349	258	259	0.8	0.6	7.820	A
			2	1, (3), 4	629	737	0.854	681	694	34.1	17.9	130.051	F
	Exit	1	1		957			957	983	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	122	823	0.148	121	125	0.3	0.2	5.483	A
			2	1, 2, (4)	322	823	0.391	322	326	1.0	0.7	7.726	A
	Exit	1	1		427			427	435	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	143	535	0.268	144	142	0.6	0.4	9.698	A
			2	(1), 2, 3	28	535	0.053	28	29	0.1	0.0	7.247	A
	Exit	1	1		54			54	55	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	631	828	0.762	661	692	18.8	4.3	47.456	E
			2	(2), 3, 4	32	828	0.039	32	32	0.1	0.0	4.751	A
	Exit	1	1		810			810	824	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	212	750	0.283	212	214	0.6	0.4	7.046	A
			2	1, (3), 4	521	750	0.695	544	582	17.9	3.5	43.783	E
	Exit	1	1		780			780	792	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	102	874	0.117	102	103	0.2	0.1	4.953	A
			2	1, 2, (4)	270	874	0.308	271	273	0.7	0.4	6.491	A
	Exit	1	1		347			347	352	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	120	597	0.201	119	121	0.4	0.3	7.915	A
			2	(1), 2, 3	23	597	0.038	22	23	0.0	0.1	6.390	A
	Exit	1	1		44			44	45	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	531	855	0.621	531	540	4.3	1.8	12.887	B
			2	(2), 3, 4	24	855	0.028	24	25	0.0	0.0	4.546	A
	Exit	1	1		654			654	691	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	0.39	0.00	0.00	0.93	1.60
			2	2.48	0.00	0.99	5.61	8.15
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.12	0.00	0.00	0.06	0.62
			2	0.40	0.00	0.00	0.90	1.51
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.20	0.00	0.00	0.51	0.86
			2	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	1.62	0.00	0.54	3.91	5.47
			2	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:00 - 17:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	0.49	0.00	0.00	1.13	1.79
			2	5.48	0.00	3.37	12.73	15.80
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.15	0.00	0.00	0.24	0.71
			2	0.76	0.00	0.00	1.94	2.74
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.38	0.00	0.00	0.89	1.45
			2	0.05	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	3.37	0.00	1.58	8.49	12.03
			2	0.07	0.00	0.00	0.00	0.26
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:15 - 17:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	0.79	0.00	0.00	1.86	2.68
			2	22.63	1.97	20.36	43.68	52.60
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.27	0.00	0.00	0.70	1.07
			2	1.07	0.00	0.05	2.50	3.62
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.57	0.00	0.00	1.41	1.96
			2	0.06	0.00	0.00	0.00	0.18
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	12.54	0.03	9.82	24.88	32.20
			2	0.05	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:30 - 17:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	0.85	0.00	0.00	1.97	2.96
			2	34.07	2.63	30.40	63.28	75.10
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.27	0.00	0.00	0.68	1.01
			2	1.04	0.00	0.00	2.68	3.75
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.58	0.00	0.00	1.32	1.98
			2	0.08	0.00	0.00	0.00	0.33
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	18.81	0.00	14.50	40.88	50.05
			2	0.07	0.00	0.00	0.00	0.20
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:45 - 18:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	0.58	0.00	0.00	1.61	2.39
			2	17.88	0.00	8.60	49.47	59.07
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.20	0.00	0.00	0.48	0.91
			2	0.75	0.00	0.00	1.90	2.73
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.39	0.00	0.00	0.94	1.59
			2	0.05	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	4.31	0.00	1.74	10.06	15.73
			2	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

18:00 - 18:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	0.44	0.00	0.00	0.94	1.81
			2	3.46	0.00	1.30	7.18	11.07
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.15	0.00	0.00	0.17	0.74
			2	0.40	0.00	0.00	0.93	1.58
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.27	0.00	0.00	0.69	1.07
			2	0.06	0.00	0.00	0.00	0.10
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	1.84	0.00	0.77	4.03	5.61
			2	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

DS 2036, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	1 - Wide Lane (N) - Lane Simulation	Arm 1: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Lane Simulation	4 - Wide Lane (W) - Lane Simulation	Arm 4: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
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	416.92	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
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 (N)		ONE HOUR	✓	1258	100.000
2 - Mitchell Way (E)		ONE HOUR	✓	584	100.000
3 - George Curl Way (S)		ONE HOUR	✓	86	100.000
4 - Wide Lane (W)		ONE HOUR	✓	1116	100.000

Origin-Destination Data

Demand (PCU/hr)

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

From	To				
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
	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 Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (N)	304.58	96.4	156.9	F	1147	1720
2 - Mitchell Way (E)	10.52	1.9	6.9	B	538	807
3 - George Curl Way (S)	7.90	0.2	1.0	A	76	114
4 - Wide Lane (W)	786.51	214.4	285.1	F	1024	1536

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	939	235	237	935	914	970	0.0	5.6	18.206	C
2 - Mitchell Way (E)	449	112	546	449	435	626	0.0	1.0	6.690	A
3 - George Curl Way (S)	60	15	776	61	66	219	0.0	0.1	5.773	A
4 - Wide Lane (W)	846	211	378	829	812	459	0.0	9.1	31.126	D

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1122	280	274	1090	1079	1082	5.6	18.0	45.565	E
2 - Mitchell Way (E)	521	130	640	523	523	724	1.0	1.3	8.086	A
3 - George Curl Way (S)	75	19	911	76	75	253	0.1	0.1	6.463	A
4 - Wide Lane (W)	1004	251	435	921	919	552	9.1	31.2	81.816	F

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1386	346	292	1229	1206	1168	18.0	58.0	123.859	F
2 - Mitchell Way (E)	640	160	776	644	635	745	1.3	1.7	9.981	A
3 - George Curl Way (S)	95	24	1135	95	95	285	0.1	0.2	7.477	A
4 - Wide Lane (W)	1216	304	534	925	922	695	31.2	107.7	284.400	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1362	341	286	1231	1232	1143	58.0	96.4	248.827	F
2 - Mitchell Way (E)	645	161	760	641	637	756	1.7	1.9	10.515	B
3 - George Curl Way (S)	89	22	1116	90	93	285	0.2	0.2	7.899	A
4 - Wide Lane (W)	1232	308	529	899	905	676	107.7	190.8	612.733	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1128	282	273	1126	1131	1070	96.4	95.2	304.575	F
2 - Mitchell Way (E)	528	132	652	527	541	747	1.9	1.3	8.428	A
3 - George Curl Way (S)	72	18	919	71	76	260	0.2	0.1	6.745	A
4 - Wide Lane (W)	1006	252	433	911	908	558	190.8	214.4	786.513	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	944	236	274	1068	1080	1041	95.2	61.6	202.020	F
2 - Mitchell Way (E)	446	112	597	444	445	746	1.3	0.9	6.993	A
3 - George Curl Way (S)	64	16	776	65	67	264	0.1	0.1	6.165	A
4 - Wide Lane (W)	842	210	371	945	935	471	214.4	191.6	568.441	F

Queue Variation Results for each time segment**07:45 - 08:00**

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	5.59	-0.03	3.73	11.35	15.34
2 - Mitchell Way (E)	0.99	0.00	0.00	2.12	3.45
3 - George Curl Way (S)	0.07	0.00	0.00	0.00	0.19
4 - Wide Lane (W)	9.11	0.00	6.13	19.35	23.53

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	17.96	0.93	14.58	35.85	45.35
2 - Mitchell Way (E)	1.35	0.00	0.13	3.24	4.45
3 - George Curl Way (S)	0.10	0.00	0.00	0.00	0.49
4 - Wide Lane (W)	31.18	4.66	29.75	54.35	59.75

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	58.03	19.65	54.50	90.70	105.18
2 - Mitchell Way (E)	1.68	0.00	0.64	3.95	5.09
3 - George Curl Way (S)	0.17	0.00	0.00	0.36	0.77
4 - Wide Lane (W)	107.74	64.88	105.25	144.70	160.35

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	96.40	43.22	94.17	141.85	147.40
2 - Mitchell Way (E)	1.95	0.00	0.67	5.54	6.87
3 - George Curl Way (S)	0.17	0.00	0.00	0.28	0.67
4 - Wide Lane (W)	190.77	130.65	185.75	239.70	245.70

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	95.24	33.65	93.50	143.80	156.88
2 - Mitchell Way (E)	1.32	0.00	0.23	3.18	4.67
3 - George Curl Way (S)	0.14	0.00	0.00	0.28	0.67
4 - Wide Lane (W)	214.39	151.65	213.75	268.35	285.10

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	61.65	4.16	56.25	119.05	128.35
2 - Mitchell Way (E)	0.93	0.00	0.00	2.39	3.59
3 - George Curl Way (S)	0.08	0.00	0.00	0.00	1.00
4 - Wide Lane (W)	191.56	113.73	191.75	247.80	267.70

Lane Results

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

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	592	732	0.808	590	574	0.0	4.5	23.293	C
			2	1, (3), 4	347	732	0.474	346	340	0.0	1.1	9.532	A
	Exit	1	1		970			970	942	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	111	887	0.125	112	113	0.0	0.1	4.559	A
			2	1, 2, (4)	338	887	0.381	337	322	0.0	0.9	7.518	A
	Exit	1	1		626			626	609	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	49	638	0.077	50	53	0.0	0.0	5.767	A
			2	(1), 2, 3	11	638	0.017	11	13	0.0	0.0	5.802	A
	Exit	1	1		219			219	215	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	779	863	0.903	762	746	0.0	9.0	33.438	D
			2	(2), 3, 4	67	863	0.077	67	66	0.0	0.1	4.448	A
	Exit	1	1		459			459	461	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	717	721	0.995	683	670	4.5	16.8	65.211	F
			2	1, (3), 4	404	721	0.561	407	408	1.1	1.2	11.542	B
	Exit	1	1		1082			1082	1080	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	138	855	0.161	137	138	0.1	0.2	5.301	A
			2	1, 2, (4)	383	855	0.449	386	385	0.9	1.1	9.195	A
	Exit	1	1		724			724	710	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	60	598	0.100	60	60	0.0	0.1	6.405	A
			2	(1), 2, 3	15	598	0.025	15	15	0.0	0.0	6.710	A
	Exit	1	1		253			253	251	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	926	844	1.097	843	840	9.0	31.1	88.415	F
			2	(2), 3, 4	78	844	0.093	78	79	0.1	0.1	4.837	A
	Exit	1	1		552			552	554	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	867	716	1.211	712	706	16.8	55.4	187.673	F
			2	1, (3), 4	519	716	0.725	517	500	1.2	2.6	16.766	C
	Exit	1	1		1168			1168	1157	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	173	808	0.215	172	168	0.2	0.3	5.774	A
			2	1, 2, (4)	467	808	0.578	471	467	1.1	1.4	11.665	B
	Exit	1	1		745			745	748	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	76	531	0.143	75	75	0.1	0.2	7.608	A
			2	(1), 2, 3	19	531	0.037	20	20	0.0	0.0	6.937	A
	Exit	1	1		285			285	279	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	1120	811	1.381	829	824	31.1	107.7	308.858	F
			2	(2), 3, 4	96	811	0.118	96	98	0.1	0.1	5.179	A
	Exit	1	1		695			695	674	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	858	717	1.195	730	723	55.4	94.0	384.321	F
			2	1, (3), 4	505	717	0.703	501	509	2.6	2.4	18.246	C
	Exit	1	1		1143			1143	1141	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	172	813	0.211	171	169	0.3	0.3	6.146	A
			2	1, 2, (4)	473	813	0.582	469	468	1.4	1.7	12.245	B
	Exit	1	1		756			756	751	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	71	537	0.132	72	74	0.2	0.1	8.093	A
			2	(1), 2, 3	18	537	0.033	18	19	0.0	0.0	7.098	A
	Exit	1	1		285			285	290	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	1136	813	1.398	803	805	107.7	190.6	666.662	F
			2	(2), 3, 4	97	813	0.119	96	100	0.1	0.1	5.095	A
	Exit	1	1		676			676	684	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	710	721	0.985	713	715	94.0	93.6	475.991	F
			2	1, (3), 4	417	721	0.578	413	416	2.4	1.6	12.688	B
	Exit	1	1		1070			1070	1087	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	137	851	0.161	137	138	0.3	0.2	5.302	A
			2	1, 2, (4)	391	851	0.460	390	403	1.7	1.1	9.625	A
	Exit	1	1		747			747	742	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	58	595	0.097	57	60	0.1	0.1	6.733	A
			2	(1), 2, 3	14	595	0.023	14	15	0.0	0.0	6.793	A
	Exit	1	1		260			260	267	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	929	844	1.100	834	828	190.6	214.3	854.599	F
			2	(2), 3, 4	77	844	0.091	77	80	0.1	0.1	4.867	A
	Exit	1	1		558			558	559	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	592	721	0.822	715	725	93.6	60.7	353.581	F
			2	1, (3), 4	352	721	0.488	353	355	1.6	0.9	10.495	B
	Exit	1	1		1041			1041	1039	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	112	870	0.129	112	114	0.2	0.1	5.061	A
			2	1, 2, (4)	334	870	0.384	332	331	1.1	0.8	7.733	A
	Exit	1	1		746			746	753	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	52	638	0.081	52	52	0.1	0.1	6.241	A
			2	(1), 2, 3	13	638	0.020	13	14	0.0	0.0	5.872	A
	Exit	1	1		264			264	260	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	773	865	0.894	876	867	214.3	191.5	738.029	F
			2	(2), 3, 4	69	865	0.079	69	68	0.1	0.1	4.741	A
	Exit	1	1		471			471	474	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	4.51	0.00	2.63	9.78	13.18
			2	1.08	0.00	0.29	2.21	3.12
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.11	0.00	0.00	0.05	0.57
			2	0.87	0.00	0.00	1.91	3.45
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.04	0.00	0.00	0.00	0.00
			2	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	9.02	0.00	6.13	19.35	23.53
			2	0.08	0.00	0.00	0.00	0.29
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:00 - 08:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	16.75	0.21	13.30	35.90	43.03
			2	1.20	0.00	0.28	2.73	3.56
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.24	0.00	0.00	0.61	1.07
			2	1.11	0.00	0.00	2.74	4.27
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.08	0.00	0.00	0.00	1.00
			2	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	31.11	4.66	29.60	54.35	59.75
			2	0.08	0.00	0.00	0.00	0.29
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:15 - 08:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	55.41	18.65	52.75	89.70	98.05
			2	2.62	0.00	1.04	6.18	7.84
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.33	0.00	0.00	0.78	1.23
			2	1.36	0.00	0.27	3.28	4.47
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.16	0.00	0.00	0.31	0.76
			2	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	107.65	64.88	105.25	144.70	160.35
			2	0.09	0.00	0.00	0.00	0.44
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:30 - 08:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	94.01	40.77	92.50	137.35	145.35
			2	2.40	0.00	1.11	5.93	7.47
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.28	0.00	0.00	0.65	1.23
			2	1.67	0.00	0.30	5.14	6.47
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.14	0.00	0.00	0.12	0.60
			2	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	190.63	128.30	185.50	239.47	245.70
			2	0.14	0.00	0.00	0.06	0.67
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:45 - 09:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	93.59	28.98	91.83	144.70	155.70
			2	1.65	0.00	0.28	4.10	5.35
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.22	0.00	0.00	0.55	0.84
			2	1.10	0.00	0.00	2.93	4.39
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.11	0.00	0.00	0.05	0.57
			2	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	214.28	151.83	213.75	268.35	285.10
			2	0.11	0.00	0.00	-0.03	0.58
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

09:00 - 09:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	60.70	3.10	55.75	118.40	127.35
			2	0.95	0.00	0.00	2.41	3.34
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.12	0.00	0.00	0.12	0.60
			2	0.81	0.00	0.00	2.39	3.59
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.07	0.00	0.00	0.00	1.00
			2	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	191.51	113.73	191.75	247.80	267.70
			2	0.05	0.00	0.00	0.00	1.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

DS 2036, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
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	93.85	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
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 (N)		ONE HOUR	✓	1134	100.000
2 - Mitchell Way (E)		ONE HOUR	✓	802	100.000
3 - George Curl Way (S)		ONE HOUR	✓	189	100.000
4 - Wide Lane (W)		ONE HOUR	✓	752	100.000

Origin-Destination Data

Demand (PCU/hr)

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

From	To				
		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
	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 Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (N)	96.21	35.9	73.0	F	1038	1557
2 - Mitchell Way (E)	22.04	5.9	17.3	C	734	1100
3 - George Curl Way (S)	15.96	1.0	3.3	C	173	260
4 - Wide Lane (W)	186.11	47.1	91.0	F	690	1036

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	861	215	190	863	848	958	0.0	3.5	14.145	B
2 - Mitchell Way (E)	591	148	575	591	597	478	0.0	1.3	7.896	A
3 - George Curl Way (S)	142	35	1119	142	141	47	0.0	0.3	8.547	A
4 - Wide Lane (W)	568	142	579	569	559	682	0.0	2.2	14.381	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1022	256	233	1032	1002	1149	3.5	6.9	23.285	C
2 - Mitchell Way (E)	711	178	680	713	713	584	1.3	2.2	10.726	B
3 - George Curl Way (S)	166	42	1339	168	168	55	0.3	0.5	10.310	B
4 - Wide Lane (W)	690	173	690	692	663	817	2.2	5.3	25.696	D

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1217	304	252	1172	1165	1358	6.9	23.7	57.176	F
2 - Mitchell Way (E)	888	222	770	888	869	654	2.2	4.7	18.492	C
3 - George Curl Way (S)	210	52	1592	209	209	66	0.5	1.0	14.650	B
4 - Wide Lane (W)	831	208	861	749	740	940	5.3	27.2	83.748	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1241	310	256	1194	1191	1345	23.7	35.9	96.214	F
2 - Mitchell Way (E)	890	223	781	883	881	669	4.7	5.9	22.035	C
3 - George Curl Way (S)	213	53	1597	214	212	67	1.0	0.9	15.964	C
4 - Wide Lane (W)	822	205	851	750	747	960	27.2	47.1	186.113	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1027	257	243	1074	1090	1207	35.9	18.1	83.086	F
2 - Mitchell Way (E)	720	180	732	722	732	586	5.9	2.5	13.422	B
3 - George Curl Way (S)	170	42	1398	170	171	55	0.9	0.5	12.152	B
4 - Wide Lane (W)	665	166	702	749	758	867	47.1	25.4	169.988	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	861	215	199	882	910	995	18.1	5.0	30.973	D
2 - Mitchell Way (E)	600	150	596	602	609	485	2.5	1.5	8.810	A
3 - George Curl Way (S)	139	35	1152	140	143	46	0.5	0.3	9.197	A
4 - Wide Lane (W)	567	142	585	608	655	707	25.4	4.3	56.689	F

Queue Variation Results for each time segment**16:45 - 17:00**

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	3.52	0.00	2.28	7.41	9.56
2 - Mitchell Way (E)	1.29	0.00	0.31	2.99	4.28
3 - George Curl Way (S)	0.34	0.00	0.00	0.82	1.28
4 - Wide Lane (W)	2.24	0.00	0.84	5.15	7.59

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	6.88	0.00	4.84	14.97	20.48
2 - Mitchell Way (E)	2.17	0.00	0.75	4.84	7.99
3 - George Curl Way (S)	0.47	0.00	0.00	0.97	1.66
4 - Wide Lane (W)	5.27	0.00	2.95	12.56	15.24

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	23.71	2.31	21.04	42.56	47.90
2 - Mitchell Way (E)	4.73	0.00	2.43	11.39	13.65
3 - George Curl Way (S)	1.00	0.00	0.10	1.99	3.33
4 - Wide Lane (W)	27.22	5.01	25.90	49.63	54.65

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	35.86	6.76	31.94	64.45	72.95
2 - Mitchell Way (E)	5.88	0.00	3.56	13.73	17.33
3 - George Curl Way (S)	0.88	0.00	0.00	1.99	2.85
4 - Wide Lane (W)	47.09	8.53	46.10	84.45	90.95

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	18.12	1.00	11.50	41.80	57.90
2 - Mitchell Way (E)	2.51	0.00	1.29	5.78	7.44
3 - George Curl Way (S)	0.48	0.00	0.00	1.13	1.93
4 - Wide Lane (W)	25.39	0.00	17.21	59.95	72.90

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	4.99	0.00	2.73	10.49	14.48
2 - Mitchell Way (E)	1.46	0.00	0.42	3.46	4.44
3 - George Curl Way (S)	0.34	0.00	0.00	0.89	1.50
4 - Wide Lane (W)	4.27	0.00	1.35	9.98	16.48

Lane Results

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

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	330	746	0.442	331	327	0.0	1.1	10.102	B
			2	1, (3), 4	532	746	0.713	532	521	0.0	2.4	16.374	C
	Exit	1	1		958			958	952	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	145	877	0.166	145	146	0.0	0.2	4.916	A
			2	1, 2, (4)	446	877	0.509	446	451	0.0	1.1	8.886	A
	Exit	1	1		478			478	474	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	120	535	0.224	120	119	0.0	0.3	8.759	A
			2	(1), 2, 3	22	535	0.041	22	22	0.0	0.0	7.435	A
	Exit	1	1		47			47	46	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	542	796	0.680	543	532	0.0	2.2	14.852	B
			2	(2), 3, 4	26	796	0.033	26	27	0.0	0.0	4.868	A
	Exit	1	1		682			682	674	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	398	733	0.542	402	391	1.1	1.3	12.311	B
			2	1, (3), 4	625	733	0.852	630	611	2.4	5.6	29.335	D
	Exit	1	1		1149			1149	1129	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	181	841	0.215	181	180	0.2	0.3	5.423	A
			2	1, 2, (4)	530	841	0.631	533	533	1.1	1.9	12.559	B
	Exit	1	1		584			584	562	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	139	470	0.296	141	141	0.3	0.4	10.704	B
			2	(1), 2, 3	27	470	0.058	27	27	0.0	0.1	8.310	A
	Exit	1	1		55			55	55	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	658	759	0.866	659	630	2.2	5.2	26.762	D
			2	(2), 3, 4	32	759	0.043	32	33	0.0	0.1	5.133	A
	Exit	1	1		817			817	800	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	463	727	0.636	464	467	1.3	2.2	16.588	C
			2	1, (3), 4	754	727	1.037	709	698	5.6	21.6	79.335	F
	Exit	1	1		1358			1358	1328	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	221	810	0.273	221	218	0.3	0.4	6.113	A
			2	1, 2, (4)	667	810	0.824	667	651	1.9	4.4	22.707	C
	Exit	1	1		654			654	660	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	176	394	0.447	175	174	0.4	0.9	15.769	C
			2	(1), 2, 3	33	394	0.085	34	35	0.1	0.1	9.064	A
	Exit	1	1		66			66	66	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	789	703	1.123	708	698	5.2	27.1	87.879	F
			2	(2), 3, 4	42	703	0.059	41	42	0.1	0.1	5.652	A
	Exit	1	1		940			940	929	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	477	726	0.656	476	473	2.2	2.2	16.750	C
			2	1, (3), 4	764	726	1.052	719	718	21.6	33.7	139.372	F
	Exit	1	1		1345			1345	1342	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	229	806	0.284	229	225	0.4	0.4	6.225	A
			2	1, 2, (4)	661	806	0.821	654	656	4.4	5.5	27.589	D
	Exit	1	1		669			669	667	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	178	392	0.453	179	177	0.9	0.8	17.098	C
			2	(1), 2, 3	35	392	0.089	35	35	0.1	0.1	10.217	B
	Exit	1	1		67			67	66	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	778	706	1.103	707	704	27.1	47.0	195.969	F
			2	(2), 3, 4	44	706	0.062	43	43	0.1	0.1	5.563	A
	Exit	1	1		960			960	956	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	396	730	0.542	394	395	2.2	1.6	13.422	B
			2	1, (3), 4	631	730	0.865	681	694	33.7	16.6	121.723	F
	Exit	1	1		1207			1207	1225	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	177	823	0.215	179	178	0.4	0.2	5.898	A
			2	1, 2, (4)	543	823	0.660	543	554	5.5	2.3	15.958	C
	Exit	1	1		586			586	593	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	143	452	0.317	144	143	0.8	0.4	12.727	B
			2	(1), 2, 3	27	452	0.059	26	28	0.1	0.1	9.251	A
	Exit	1	1		55			55	55	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	633	755	0.838	716	723	47.0	25.4	178.768	F
			2	(2), 3, 4	32	755	0.043	33	35	0.1	0.0	5.403	A
	Exit	1	1		867			867	878	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, 3	327	743	0.440	328	329	1.6	1.0	10.518	B
			2	1, (3), 4	534	743	0.718	554	581	16.6	4.0	42.231	E
	Exit	1	1		995			995	1038	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	146	870	0.168	147	149	0.2	0.2	5.241	A
			2	1, 2, (4)	454	870	0.522	455	460	2.3	1.3	10.008	B
	Exit	1	1		485			485	497	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	117	526	0.223	118	120	0.4	0.3	9.512	A
			2	(1), 2, 3	22	526	0.042	22	23	0.1	0.0	7.541	A
	Exit	1	1		46			46	46	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, 2	539	794	0.679	580	628	25.4	4.2	59.267	F
			2	(2), 3, 4	28	794	0.035	28	27	0.0	0.0	4.734	A
	Exit	1	1		707			707	736	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	1.07	0.00	0.00	2.94	4.14
			2	2.45	0.00	1.18	5.13	8.24
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.23	0.00	0.00	0.57	0.87
			2	1.05	0.00	0.00	2.65	3.45
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.29	0.00	0.00	0.75	1.15
			2	0.05	0.00	0.00	0.00	1.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	2.20	0.00	0.81	5.13	7.32
			2	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:00 - 17:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	1.25	0.00	0.00	2.99	4.99
			2	5.62	0.00	3.15	13.98	19.98
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.28	0.00	0.00	0.68	0.97
			2	1.90	0.00	0.37	4.79	7.65
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.38	0.00	0.00	0.88	1.43
			2	0.09	0.00	0.00	0.00	0.45
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	5.20	0.00	2.95	12.56	15.24
			2	0.07	0.00	0.00	0.00	0.23
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:15 - 17:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	2.15	0.00	0.74	5.54	7.65
			2	21.56	1.51	17.94	41.38	47.32
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.35	0.00	0.00	0.88	1.43
			2	4.38	0.00	1.92	11.16	13.32
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.90	0.00	0.00	1.77	3.16
			2	0.10	0.00	0.00	0.00	0.52
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	27.13	4.53	25.70	49.63	54.65
			2	0.08	0.00	0.00	0.00	0.35
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:30 - 17:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	2.17	0.00	0.82	5.19	6.99
			2	33.69	3.76	29.42	61.95	70.48
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.40	0.00	0.00	0.90	1.50
			2	5.49	0.00	3.03	12.95	17.16
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.77	0.00	0.00	1.89	2.69
			2	0.11	0.00	0.00	0.00	0.55
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	47.01	8.53	45.75	84.45	90.95
			2	0.08	0.00	0.00	0.00	0.30
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:45 - 18:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	1.57	0.00	0.29	3.99	5.74
			2	16.56	0.07	9.63	39.90	54.95
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.22	0.00	0.00	0.54	0.86
			2	2.29	0.00	0.92	5.64	7.33
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.39	0.00	0.00	0.94	1.83
			2	0.09	0.00	0.00	0.00	0.45
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	25.35	0.00	17.21	59.63	72.90
			2	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

18:00 - 18:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	1.02	0.00	0.00	2.84	4.11
			2	3.97	0.00	1.50	8.63	13.65
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.18	0.00	0.00	0.34	0.87
			2	1.28	0.00	0.21	2.99	4.22
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.29	0.00	0.00	0.77	1.38
			2	0.05	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	4.22	0.00	1.24	9.98	15.95
			2	0.05	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00