

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	2	2, (3)	141	869	0.162	142	141	0.0	0.2	5.211	A
			3	1, 3, 4	517	869	0.594	520	513	0.0	1.4	10.031	B
	Exit	1	1		672			672	672	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	71	891	0.080	71	71	0.0	0.1	4.415	A
			2	1, 2, (4)	187	891	0.210	186	188	0.0	0.3	5.306	A
	Exit	1	1		259			259	256	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	112	647	0.174	112	113	0.0	0.3	6.724	A
			2	(1), 2, 3	23	647	0.036	23	23	0.0	0.0	5.868	A
	Exit	1	1		45			45	44	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	381	884	0.431	382	378	0.0	0.9	7.388	A
			2	2, 3, 4	109	884	0.123	109	107	0.0	0.2	4.975	A
	Exit	1	1		568			568	562	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	2	2, (3)	170	861	0.198	171	170	0.2	0.2	5.289	A
			3	1, 3, 4	628	861	0.729	632	628	1.4	2.8	16.086	C
	Exit	1	1		806			806	809	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	89	851	0.105	89	87	0.1	0.1	4.888	A
			2	1, 2, (4)	232	851	0.273	232	230	0.3	0.4	5.994	A
	Exit	1	1		311			311	309	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	136	595	0.229	135	135	0.3	0.4	7.648	A
			2	(1), 2, 3	25	595	0.042	25	26	0.0	0.1	6.305	A
	Exit	1	1		54			54	52	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	446	861	0.518	448	454	0.9	1.3	9.312	A
			2	2, 3, 4	135	861	0.157	135	133	0.2	0.2	5.242	A
	Exit	1	1		696			696	691	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	2	2, (3)	215	852	0.253	214	213	0.2	0.4	5.894	A
			3	1, 3, 4	752	852	0.882	740	735	2.8	8.0	31.496	D
	Exit	1	1		976			976	979	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	101	812	0.125	101	104	0.1	0.2	5.414	A
			2	1, 2, (4)	271	812	0.334	271	277	0.4	0.5	6.962	A
	Exit	1	1		380			380	381	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	166	550	0.301	166	164	0.4	0.5	9.653	A
			2	(1), 2, 3	35	550	0.064	35	33	0.1	0.1	6.573	A
	Exit	1	1		63			63	62	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	552	836	0.660	549	550	1.3	2.2	12.652	B
			2	2, 3, 4	154	836	0.185	156	159	0.2	0.2	5.606	A
	Exit	1	1		813			813	812	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	2	2, (3)	217	850	0.255	217	212	0.4	0.4	5.987	A
			3	1, 3, 4	772	850	0.908	760	762	8.0	8.9	38.267	E
	Exit	1	1		981			981	983	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	102	805	0.127	102	103	0.2	0.2	5.566	A
			2	1, 2, (4)	282	805	0.350	282	280	0.5	0.5	7.218	A
	Exit	1	1		387			387	380	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	168	541	0.310	167	166	0.5	0.4	9.711	A
			2	(1), 2, 3	35	541	0.065	35	33	0.1	0.0	7.035	A
	Exit	1	1		66			66	64	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	547	833	0.657	546	551	2.2	1.9	12.891	B
			2	2, 3, 4	161	833	0.193	160	159	0.2	0.2	5.504	A
	Exit	1	1		835			835	839	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	2	2, (3)	168	862	0.195	169	174	0.4	0.2	5.308	A
			3	1, 3, 4	623	862	0.723	626	644	8.9	2.4	20.962	C
	Exit	1	1		794			794	811	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	82	853	0.096	81	85	0.2	0.1	4.992	A
			2	1, 2, (4)	227	853	0.266	227	231	0.5	0.3	6.346	A
	Exit	1	1		304			304	309	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	131	601	0.217	131	136	0.4	0.3	8.239	A
			2	(1), 2, 3	26	601	0.044	26	27	0.0	0.1	6.462	A
	Exit	1	1		52			52	54	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	452	865	0.522	450	453	1.9	1.3	9.126	A
			2	2, 3, 4	129	865	0.149	129	127	0.2	0.2	5.275	A
	Exit	1	1		688			688	705	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	2	2, (3)	145	870	0.167	146	147	0.2	0.2	5.278	A
			3	1, 3, 4	531	870	0.610	533	526	2.4	1.5	10.346	B
	Exit	1	1		681			681	682	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	73	887	0.083	74	74	0.1	0.1	4.747	A
			2	1, 2, (4)	193	887	0.218	193	193	0.3	0.3	5.361	A
	Exit	1	1		263			263	264	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	115	640	0.179	115	114	0.3	0.2	6.847	A
			2	(1), 2, 3	24	640	0.038	24	23	0.1	0.0	6.101	A
	Exit	1	1		44			44	43	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	383	882	0.434	386	386	1.3	0.6	7.596	A
			2	2, 3, 4	107	882	0.121	108	107	0.2	0.1	4.966	A
	Exit	1	1		590			590	580	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	2	0.18	0.00	0.00	0.33	0.78
			3	1.40	0.00	0.45	3.30	4.02
	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	0.00	0.58
			2	0.34	0.00	0.00	0.83	1.51
	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	0.68	1.02
			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	0.85	0.00	0.00	2.11	3.02
			2	0.15	0.00	0.00	0.22	0.74
	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	2	0.22	0.00	0.00	0.54	0.85
			3	2.78	0.00	1.00	6.92	10.05
	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	0.59
			2	0.38	0.00	0.00	0.92	1.47
	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	0.98	1.61
			2	0.07	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	1.30	0.00	0.30	3.11	4.02
			2	0.17	0.00	0.00	0.29	0.84
	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	2	0.40	0.00	0.00	0.95	1.90
			3	8.00	0.00	4.65	18.07	24.10
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.17	0.00	0.00	0.34	0.75
			2	0.52	0.00	0.00	1.09	1.79
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.48	0.00	0.00	0.91	1.73
			2	0.07	0.00	0.00	0.00	0.21
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	2.23	0.00	0.84	4.94	6.28
			2	0.20	0.00	0.00	0.49	0.86
	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	2	0.40	0.00	0.00	0.91	1.55
			3	8.93	0.00	4.93	21.30	25.37
	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	0.25	0.72
			2	0.52	0.00	0.00	1.11	2.01
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.41	0.00	0.00	0.91	1.68
			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	1.94	0.00	0.72	4.80	6.62
			2	0.20	0.00	0.00	0.45	0.82
	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	2	0.22	0.00	0.00	0.54	0.85
			3	2.45	0.00	1.04	5.66	7.55
	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	0.00	0.54
			2	0.35	0.00	0.00	0.91	1.51
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.30	0.00	0.00	0.71	0.95
			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	1.26	0.00	0.28	2.76	3.76
			2	0.19	0.00	0.00	0.42	2.00
	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	2	0.20	0.00	0.00	0.49	0.88
			3	1.46	0.00	0.47	3.47	4.64
	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	0.41
			2	0.32	0.00	0.00	0.79	1.34
	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	0.90
			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	0.65	0.00	0.00	1.51	1.92
			2	0.12	0.00	0.00	0.01	0.63
	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	21.62	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
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				
From		1 - Wide Lane (N)	2 - Mitchell Way (E)	3 - George Curl Way (S)	4 - Wide Lane (W)
	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)	31.09	10.2	27.7	D	953	1430
2 - Mitchell Way (E)	13.20	3.0	8.6	B	595	893
3 - George Curl Way (S)	12.67	0.8	2.9	B	165	248
4 - Wide Lane (W)	17.47	3.7	11.4	C	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)	779	195	145	776	767	857	0.0	2.2	9.600	A
2 - Mitchell Way (E)	482	120	540	482	488	381	0.0	1.0	6.744	A
3 - George Curl Way (S)	141	35	978	141	139	44	0.0	0.3	7.695	A
4 - Wide Lane (W)	503	126	499	504	497	619	0.0	1.1	7.817	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)	935	234	166	931	929	1019	2.2	3.3	13.262	B
2 - Mitchell Way (E)	582	146	645	585	580	453	1.0	1.4	8.555	A
3 - George Curl Way (S)	160	40	1178	160	160	52	0.3	0.4	9.040	A
4 - Wide Lane (W)	589	147	591	594	592	747	1.1	1.6	9.958	A

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)	1114	279	202	1104	1106	1237	3.3	8.8	24.329	C
2 - Mitchell Way (E)	713	178	763	713	705	543	1.4	2.8	12.153	B
3 - George Curl Way (S)	191	48	1412	191	193	64	0.4	0.6	11.612	B
4 - Wide Lane (W)	723	181	721	718	716	882	1.6	3.4	15.591	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)	1157	289	209	1160	1141	1266	8.8	10.2	31.093	D
2 - Mitchell Way (E)	728	182	797	720	721	571	2.8	3.0	13.197	B
3 - George Curl Way (S)	198	50	1453	196	195	64	0.6	0.8	12.666	B
4 - Wide Lane (W)	737	184	739	736	728	911	3.4	3.7	17.466	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)	941	235	176	938	959	1023	10.2	3.6	17.138	C
2 - Mitchell Way (E)	585	146	652	588	591	463	3.0	1.2	9.066	A
3 - George Curl Way (S)	164	41	1189	164	164	52	0.8	0.4	9.543	A
4 - Wide Lane (W)	600	150	597	602	604	755	3.7	1.6	10.861	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)	793	198	141	790	789	853	3.6	2.3	9.986	A
2 - Mitchell Way (E)	483	121	543	483	487	388	1.2	1.1	7.232	A
3 - George Curl Way (S)	135	34	978	137	135	47	0.4	0.3	7.919	A
4 - Wide Lane (W)	504	126	492	502	499	623	1.6	1.2	7.913	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)	2.15	0.00	0.92	4.80	6.24
2 - Mitchell Way (E)	1.03	0.00	0.11	2.43	3.53
3 - George Curl Way (S)	0.29	0.00	0.00	0.75	1.31
4 - Wide Lane (W)	1.06	0.00	0.17	2.24	3.07

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	3.28	0.00	1.71	7.10	9.40
2 - Mitchell Way (E)	1.41	0.00	0.38	3.44	4.44
3 - George Curl Way (S)	0.40	0.00	0.00	0.88	1.36
4 - Wide Lane (W)	1.57	0.00	0.52	3.80	4.69

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	8.78	0.11	5.92	20.47	22.40
2 - Mitchell Way (E)	2.75	0.00	1.43	5.88	8.60
3 - George Curl Way (S)	0.61	0.00	0.00	1.49	2.15
4 - Wide Lane (W)	3.39	0.00	1.58	8.47	11.07

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	10.22	0.23	6.78	24.20	27.73
2 - Mitchell Way (E)	3.00	0.00	1.64	6.40	7.40
3 - George Curl Way (S)	0.76	0.00	0.00	2.04	2.91
4 - Wide Lane (W)	3.72	0.00	1.74	8.60	11.40

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	3.64	0.00	1.86	8.40	11.40
2 - Mitchell Way (E)	1.24	0.00	0.22	2.95	4.07
3 - George Curl Way (S)	0.40	0.00	0.00	1.18	1.78
4 - Wide Lane (W)	1.60	0.00	0.59	3.49	4.73

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	2.28	0.00	0.84	5.54	6.64
2 - Mitchell Way (E)	1.10	0.00	0.09	2.77	4.24
3 - George Curl Way (S)	0.25	0.00	0.00	0.63	0.93
4 - Wide Lane (W)	1.23	0.00	0.08	2.68	3.87

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	2	2, (3)	253	865	0.293	252	251	0.0	0.5	7.213	A
			3	1, 3, 4	526	865	0.607	524	515	0.0	1.6	10.580	B
	Exit	1	1		857			857	854	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	114	890	0.128	114	117	0.0	0.1	4.847	A
			2	1, 2, (4)	368	890	0.414	368	371	0.0	0.9	7.366	A
	Exit	1	1		381			381	380	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	119	578	0.207	119	115	0.0	0.3	7.929	A
			2	(1), 2, 3	22	578	0.038	22	24	0.0	0.0	6.551	A
	Exit	1	1		44			44	43	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	380	823	0.462	381	378	0.0	0.9	8.537	A
			2	2, 3, 4	124	823	0.150	123	120	0.0	0.2	5.486	A
	Exit	1	1		619			619	614	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	2	2, (3)	308	859	0.358	305	310	0.5	0.8	8.109	A
			3	1, 3, 4	627	859	0.730	627	619	1.6	2.5	15.430	C
	Exit	1	1		1019			1019	1011	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	143	853	0.167	142	140	0.1	0.2	5.119	A
			2	1, 2, (4)	440	853	0.516	443	440	0.9	1.2	9.688	A
	Exit	1	1		453			453	461	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	132	518	0.254	131	133	0.3	0.3	9.431	A
			2	(1), 2, 3	28	518	0.055	28	27	0.0	0.1	7.138	A
	Exit	1	1		52			52	52	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	452	792	0.570	455	449	0.9	1.4	11.270	B
			2	2, 3, 4	137	792	0.173	138	143	0.2	0.2	5.725	A
	Exit	1	1		747			747	737	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	2	2, (3)	363	847	0.428	363	369	0.8	1.0	10.353	B
			3	1, 3, 4	752	847	0.887	741	737	2.5	7.8	30.093	D
	Exit	1	1		1237			1237	1226	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	165	812	0.204	165	167	0.2	0.3	5.679	A
			2	1, 2, (4)	548	812	0.674	547	538	1.2	2.5	14.223	B
	Exit	1	1		543			543	553	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	159	448	0.355	160	161	0.3	0.5	12.177	B
			2	(1), 2, 3	32	448	0.071	31	32	0.1	0.1	8.851	A
	Exit	1	1		64			64	64	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	550	749	0.735	546	541	1.4	3.1	18.455	C
			2	2, 3, 4	172	749	0.230	173	176	0.2	0.3	6.503	A
	Exit	1	1		882			882	877	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	2	2, (3)	385	845	0.456	384	377	1.0	1.2	9.548	A
			3	1, 3, 4	772	845	0.913	776	764	7.8	9.0	40.040	E
	Exit	1	1		1266			1266	1256	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	171	800	0.214	170	170	0.3	0.3	5.890	A
			2	1, 2, (4)	557	800	0.696	550	551	2.5	2.7	15.538	C
	Exit	1	1		571			571	561	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	164	435	0.376	163	162	0.5	0.6	13.351	B
			2	(1), 2, 3	35	435	0.080	34	33	0.1	0.1	9.319	A
	Exit	1	1		64			64	63	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	559	743	0.753	558	551	3.1	3.4	20.856	C
			2	2, 3, 4	178	743	0.239	177	177	0.3	0.4	6.673	A
	Exit	1	1		911			911	905	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	2	2, (3)	303	856	0.354	306	311	1.2	0.6	8.512	A
			3	1, 3, 4	637	856	0.745	633	648	9.0	3.0	20.732	C
	Exit	1	1		1023			1023	1039	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	141	851	0.166	141	138	0.3	0.2	5.252	A
			2	1, 2, (4)	444	851	0.522	448	453	2.7	1.0	10.289	B
	Exit	1	1		463			463	465	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	135	515	0.262	135	137	0.6	0.3	9.928	A
			2	(1), 2, 3	30	515	0.057	29	28	0.1	0.1	7.673	A
	Exit	1	1		52			52	54	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	453	790	0.573	455	460	3.4	1.4	12.398	B
			2	2, 3, 4	147	790	0.186	147	145	0.4	0.2	5.949	A
	Exit	1	1		755			755	761	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	2	2, (3)	264	867	0.304	263	259	0.6	0.7	7.317	A
			3	1, 3, 4	530	867	0.611	527	531	3.0	1.6	11.093	B
	Exit	1	1		853			853	857	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	114	888	0.128	115	115	0.2	0.1	4.925	A
			2	1, 2, (4)	369	888	0.416	367	372	1.0	1.0	7.967	A
	Exit	1	1		388			388	383	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	112	578	0.193	114	113	0.3	0.2	8.234	A
			2	(1), 2, 3	23	578	0.041	23	23	0.1	0.0	6.363	A
	Exit	1	1		47			47	44	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	385	825	0.467	384	382	1.4	1.1	8.740	A
			2	2, 3, 4	119	825	0.144	119	116	0.2	0.2	5.154	A
	Exit	1	1		623			623	627	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	2	0.54	0.00	0.00	1.65	2.31
			3	1.61	0.00	0.46	4.18	5.20
	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	0.23	0.64
			2	0.90	0.00	0.00	1.97	3.30
	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	0.68	1.03
			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	0.86	0.00	0.00	1.91	2.78
			2	0.21	0.00	0.00	0.47	0.86
	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	2	0.80	0.00	0.00	1.93	3.44
			3	2.48	0.00	1.00	6.06	7.60
	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	0.56	0.88
			2	1.19	0.00	0.11	2.86	3.87
	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	1.15
			2	0.06	0.00	0.00	0.00	0.15
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	1.40	0.00	0.29	3.40	4.60
			2	0.17	0.00	0.00	0.38	0.84
	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	2	1.00	0.00	0.00	2.76	4.24
			3	7.78	0.00	4.64	19.70	21.73
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.26	0.00	0.00	0.66	0.97
			2	2.50	0.00	1.04	5.48	8.10
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.49	0.00	0.00	1.05	2.03
			2	0.12	0.00	0.00	0.09	0.61
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	3.10	0.00	1.19	8.20	10.64
			2	0.28	0.00	0.00	0.76	1.36
	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	2	1.24	0.00	0.00	3.16	4.07
			3	8.97	0.00	5.57	21.40	26.20
	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	1.20
			2	2.71	0.00	1.30	6.20	6.85
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.65	0.00	0.00	1.74	2.58
			2	0.11	0.00	0.00	0.00	0.47
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	3.37	0.00	1.28	8.23	10.60
			2	0.35	0.00	0.00	0.82	1.80
	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	2	0.64	0.00	0.00	1.65	2.40
			3	3.00	0.00	1.00	7.10	11.10
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.21	0.00	0.00	0.52	0.84
			2	1.03	0.00	0.00	2.67	4.05
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.34	0.00	0.00	0.96	1.65
			2	0.06	0.00	0.00	0.00	0.03
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	1.37	0.00	0.31	3.30	4.55
			2	0.23	0.00	0.00	0.55	0.85
	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	2	0.65	0.00	0.00	1.71	2.64
			3	1.63	0.00	0.25	4.64	5.70
	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	0.00	0.56
			2	0.99	0.00	0.00	2.48	4.20
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.21	0.00	0.00	0.50	0.87
			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	1.05	0.00	0.00	2.60	3.70
			2	0.18	0.00	0.00	0.26	0.86
	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.
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	36.88	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	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)	21.88	8.1	20.6	C	1037	1555
2 - Mitchell Way (E)	9.71	1.4	4.7	A	414	622
3 - George Curl Way (S)	7.04	0.2	0.9	A	76	113
4 - Wide Lane (W)	68.11	22.1	59.8	F	931	1396

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)	861	215	202	861	849	857	0.0	2.4	9.548	A
2 - Mitchell Way (E)	336	84	525	336	337	538	0.0	0.7	6.329	A
3 - George Curl Way (S)	63	16	649	63	64	212	0.0	0.2	5.709	A
4 - Wide Lane (W)	754	188	299	761	762	412	0.0	1.9	10.146	B

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)	1009	252	243	1010	1004	1040	2.4	3.3	11.862	B
2 - Mitchell Way (E)	404	101	622	405	405	631	0.7	0.8	7.110	A
3 - George Curl Way (S)	74	19	782	73	75	245	0.2	0.2	5.895	A
4 - Wide Lane (W)	922	231	363	920	909	493	1.9	4.3	15.553	C

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)	1246	312	303	1250	1232	1220	3.3	7.6	21.215	C
2 - Mitchell Way (E)	494	124	775	496	493	778	0.8	1.4	8.806	A
3 - George Curl Way (S)	87	22	960	86	89	311	0.2	0.1	6.719	A
4 - Wide Lane (W)	1136	284	432	1090	1073	614	4.3	17.7	42.188	E

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)	1232	308	295	1234	1241	1255	7.6	8.1	21.883	C
2 - Mitchell Way (E)	505	126	753	508	505	776	1.4	1.2	9.707	A
3 - George Curl Way (S)	90	22	957	89	91	304	0.1	0.2	7.036	A
4 - Wide Lane (W)	1111	278	450	1101	1095	596	17.7	22.1	68.108	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)	1016	254	242	1017	1038	1054	8.1	3.2	13.323	B
2 - Mitchell Way (E)	398	100	625	399	404	634	1.2	1.0	7.711	A
3 - George Curl Way (S)	74	19	780	73	76	244	0.2	0.2	6.352	A
4 - Wide Lane (W)	909	227	349	948	977	504	22.1	6.5	42.879	E

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)	857	214	199	861	861	867	3.2	2.2	9.830	A
2 - Mitchell Way (E)	348	87	520	345	343	539	1.0	0.8	6.573	A
3 - George Curl Way (S)	65	16	662	66	64	204	0.2	0.1	6.020	A
4 - Wide Lane (W)	753	188	309	757	781	419	6.5	2.1	12.607	B

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)	2.38	0.00	1.41	4.68	6.35
2 - Mitchell Way (E)	0.66	0.00	0.00	1.89	2.68
3 - George Curl Way (S)	0.15	0.00	0.00	0.29	0.72
4 - Wide Lane (W)	1.90	0.00	0.86	3.85	4.92

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	3.28	0.00	2.02	6.50	8.92
2 - Mitchell Way (E)	0.81	0.00	0.00	1.80	2.55
3 - George Curl Way (S)	0.19	0.00	0.00	0.46	0.82
4 - Wide Lane (W)	4.34	0.00	2.71	9.88	12.35

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	7.64	0.16	5.71	15.75	20.38
2 - Mitchell Way (E)	1.38	0.00	0.20	3.61	4.68
3 - George Curl Way (S)	0.15	0.00	0.00	0.28	0.69
4 - Wide Lane (W)	17.70	0.85	13.36	38.00	46.75

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	8.10	0.00	5.75	15.88	20.63
2 - Mitchell Way (E)	1.15	0.00	0.09	2.72	4.34
3 - George Curl Way (S)	0.21	0.00	0.00	0.52	0.90
4 - Wide Lane (W)	22.06	1.03	16.25	49.75	59.75

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	3.18	0.00	2.11	6.58	7.82
2 - Mitchell Way (E)	0.98	0.00	0.00	2.65	3.75
3 - George Curl Way (S)	0.18	0.00	0.00	0.39	0.83
4 - Wide Lane (W)	6.45	0.00	3.43	11.83	22.25

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	2.25	0.00	1.22	5.17	6.15
2 - Mitchell Way (E)	0.80	0.00	0.00	2.44	3.38
3 - George Curl Way (S)	0.05	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	2.15	0.00	1.08	4.59	5.94

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	2	2, (3)	393	847	0.464	392	384	0.0	1.1	9.066	A
			3	1, 3, 4	467	847	0.552	469	465	0.0	1.3	9.925	A
	Exit	1	1		857			857	854	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	78	895	0.087	78	79	0.0	0.1	4.920	A
			2	1, 2, (4)	259	895	0.289	258	258	0.0	0.6	6.815	A
	Exit	1	1		538			538	535	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	50	676	0.075	50	51	0.0	0.1	5.715	A
			2	(1), 2, 3	13	676	0.019	13	12	0.0	0.0	5.682	A
	Exit	1	1		212			212	209	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	567	889	0.638	573	570	0.0	1.7	11.746	B
			2	2, 3, 4	187	889	0.210	188	192	0.0	0.2	5.359	A
	Exit	1	1		412			412	413	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	2	2, (3)	455	834	0.546	455	454	1.1	1.2	10.469	B
			3	1, 3, 4	554	834	0.664	556	550	1.3	2.0	12.940	B
	Exit	1	1		1040			1040	1025	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	91	861	0.105	91	95	0.1	0.1	4.899	A
			2	1, 2, (4)	313	861	0.364	314	310	0.6	0.7	7.881	A
	Exit	1	1		631			631	632	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	58	636	0.092	58	59	0.1	0.1	5.911	A
			2	(1), 2, 3	16	636	0.025	16	16	0.0	0.0	5.833	A
	Exit	1	1		245			245	246	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	695	868	0.801	693	682	1.7	3.9	18.768	C
			2	2, 3, 4	227	868	0.262	227	227	0.2	0.4	5.810	A
	Exit	1	1		493			493	490	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	2	2, (3)	563	816	0.690	560	553	1.2	2.8	15.436	C
			3	1, 3, 4	683	816	0.838	690	678	2.0	4.9	25.638	D
	Exit	1	1		1220			1220	1209	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	121	808	0.150	121	119	0.1	0.2	5.573	A
			2	1, 2, (4)	373	808	0.462	375	374	0.7	1.2	9.959	A
	Exit	1	1		778			778	770	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	68	583	0.117	68	72	0.1	0.1	6.798	A
			2	(1), 2, 3	18	583	0.031	18	18	0.0	0.0	6.374	A
	Exit	1	1		311			311	303	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	850	845	1.006	805	792	3.9	17.1	54.121	F
			2	2, 3, 4	286	845	0.339	285	281	0.4	0.6	6.509	A
	Exit	1	1		614			614	605	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	2	2, (3)	563	818	0.688	563	563	2.8	2.9	16.170	C
			3	1, 3, 4	669	818	0.818	671	678	4.9	5.2	26.358	D
	Exit	1	1		1255			1255	1246	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	119	816	0.146	119	119	0.2	0.2	5.753	A
			2	1, 2, (4)	386	816	0.473	388	386	1.2	1.0	11.091	B
	Exit	1	1		776			776	776	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	70	584	0.121	71	72	0.1	0.1	7.063	A
			2	(1), 2, 3	19	584	0.033	19	20	0.0	0.1	6.935	A
	Exit	1	1		304			304	305	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	833	839	0.993	822	816	17.1	21.6	88.716	F
			2	2, 3, 4	278	839	0.332	278	278	0.6	0.5	6.605	A
	Exit	1	1		596			596	605	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	2	2, (3)	458	835	0.549	457	465	2.9	1.3	11.366	B
			3	1, 3, 4	557	835	0.667	560	574	5.2	1.8	14.839	B
	Exit	1	1		1054			1054	1093	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	97	860	0.112	97	97	0.2	0.1	5.123	A
			2	1, 2, (4)	302	860	0.351	301	307	1.0	0.8	8.634	A
	Exit	1	1		634			634	641	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	59	637	0.093	59	60	0.1	0.2	6.461	A
			2	(1), 2, 3	15	637	0.023	15	16	0.1	0.0	5.929	A
	Exit	1	1		244			244	251	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	684	872	0.784	721	751	21.6	6.1	55.068	F
			2	2, 3, 4	225	872	0.258	227	226	0.5	0.4	5.762	A
	Exit	1	1		504			504	510	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	2	2, (3)	391	849	0.460	393	391	1.3	1.0	9.813	A
			3	1, 3, 4	467	849	0.550	467	470	1.8	1.3	9.843	A
	Exit	1	1		867			867	886	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	82	897	0.092	82	78	0.1	0.2	4.693	A
			2	1, 2, (4)	266	897	0.297	264	265	0.8	0.6	7.206	A
	Exit	1	1		539			539	540	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	52	672	0.077	52	51	0.2	0.0	6.023	A
			2	(1), 2, 3	14	672	0.021	14	13	0.0	0.0	6.004	A
	Exit	1	1		204			204	207	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	569	886	0.642	573	592	6.1	1.8	15.034	C
			2	2, 3, 4	184	886	0.208	184	188	0.4	0.3	5.247	A
	Exit	1	1		419			419	416	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	2	1.12	0.00	0.11	2.59	4.15
			3	1.26	0.00	0.25	3.25	4.54
	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	0.44
			2	0.57	0.00	0.00	1.70	2.47
	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	0.09	0.57
			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	1.70	0.00	0.71	3.45	4.92
			2	0.20	0.00	0.00	0.48	0.85
	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	2	1.24	0.00	0.00	2.97	4.96
			3	2.04	0.00	0.90	4.64	5.82
	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	0.00	0.70
			2	0.68	0.00	0.00	1.68	2.35
	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	0.24	0.67
			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	3.93	0.00	2.38	9.10	11.92
			2	0.41	0.00	0.00	0.98	1.65
	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	2	2.78	0.00	1.16	6.75	8.38
			3	4.87	0.00	2.37	11.75	15.25
	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	0.50	0.96
			2	1.16	0.00	0.00	2.89	4.25
	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	0.00	0.52
			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	17.12	0.25	12.30	37.50	45.75
			2	0.58	0.00	0.00	1.63	2.47
	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	2	2.90	0.00	1.02	7.50	10.88
			3	5.19	0.00	2.58	12.42	15.58
	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	0.79
			2	0.98	0.00	0.00	2.50	3.72
	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	0.22	0.73
			2	0.06	0.00	0.00	0.00	0.09
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	21.56	0.75	15.70	49.75	58.75
			2	0.49	0.00	0.00	1.25	1.84
	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	2	1.35	0.00	0.29	3.19	4.29
			3	1.84	0.00	0.58	5.08	6.39
	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	0.17	0.72
			2	0.84	0.00	0.00	2.44	3.75
	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	0.25	0.71
			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	6.07	0.00	2.83	11.83	22.25
			2	0.38	0.00	0.00	0.98	1.65
	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	2	0.98	0.00	0.09	2.05	2.80
			3	1.27	0.00	0.17	2.90	4.29
	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	0.21	0.90
			2	0.63	0.00	0.00	1.96	3.22
	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	0.02	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	1.85	0.00	0.79	4.19	5.44
			2	0.30	0.00	0.00	0.80	1.42
	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.
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	45.82	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	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)	25.89	8.8	25.3	D	907	1360
2 - Mitchell Way (E)	7.00	1.1	3.4	A	375	563
3 - George Curl Way (S)	6.94	0.2	1.0	A	79	119
4 - Wide Lane (W)	83.85	30.0	74.5	F	939	1408

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)	745	186	177	739	739	831	0.0	2.2	8.869	A
2 - Mitchell Way (E)	302	76	551	301	304	365	0.0	0.6	5.242	A
3 - George Curl Way (S)	64	16	625	64	66	227	0.0	0.1	5.869	A
4 - Wide Lane (W)	758	189	244	764	760	445	0.0	2.1	11.433	B

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)	885	221	208	883	887	1007	2.2	3.2	11.442	B
2 - Mitchell Way (E)	369	92	657	367	368	434	0.6	0.7	5.894	A
3 - George Curl Way (S)	76	19	761	75	75	262	0.1	0.2	6.241	A
4 - Wide Lane (W)	924	231	291	924	906	545	2.1	4.8	17.364	C

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	253	1089	1070	1192	3.2	6.3	20.412	C
2 - Mitchell Way (E)	460	115	806	457	449	537	0.7	1.0	6.835	A
3 - George Curl Way (S)	95	24	941	95	94	322	0.2	0.2	6.831	A
4 - Wide Lane (W)	1120	280	370	1076	1061	666	4.8	19.4	45.912	E

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)	1094	273	262	1084	1085	1199	6.3	8.8	25.890	D
2 - Mitchell Way (E)	451	113	811	449	453	535	1.0	1.1	6.999	A
3 - George Curl Way (S)	97	24	930	97	96	330	0.2	0.2	6.938	A
4 - Wide Lane (W)	1137	284	366	1095	1087	660	19.4	30.0	83.853	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	210	892	912	1048	8.8	2.5	14.543	B
2 - Mitchell Way (E)	360	90	677	358	369	425	1.1	0.7	6.072	A
3 - George Curl Way (S)	78	19	758	78	78	277	0.2	0.1	6.392	A
4 - Wide Lane (W)	922	230	289	969	995	547	30.0	11.3	65.032	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)	747	187	177	748	750	850	2.5	1.7	9.250	A
2 - Mitchell Way (E)	309	77	561	310	311	364	0.7	0.5	5.291	A
3 - George Curl Way (S)	66	17	642	67	67	229	0.1	0.1	6.016	A
4 - Wide Lane (W)	772	193	250	776	806	458	11.3	2.5	16.685	C

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)	2.15	0.00	0.92	5.17	6.50
2 - Mitchell Way (E)	0.57	0.00	0.00	1.41	1.91
3 - George Curl Way (S)	0.11	0.00	0.00	0.00	0.57
4 - Wide Lane (W)	2.13	0.00	1.04	4.80	6.83

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	3.17	0.00	1.84	6.70	9.17
2 - Mitchell Way (E)	0.69	0.00	0.00	1.60	2.31
3 - George Curl Way (S)	0.16	0.00	0.00	0.35	0.72
4 - Wide Lane (W)	4.81	0.00	2.67	9.83	12.25

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	6.33	0.00	4.00	12.00	19.25
2 - Mitchell Way (E)	1.04	0.00	0.16	2.40	2.88
3 - George Curl Way (S)	0.21	0.00	0.00	0.50	0.93
4 - Wide Lane (W)	19.41	1.07	15.50	40.00	46.25

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	8.85	0.00	6.10	19.50	25.25
2 - Mitchell Way (E)	1.12	0.00	0.36	2.33	3.36
3 - George Curl Way (S)	0.18	0.00	0.00	0.43	0.73
4 - Wide Lane (W)	29.98	1.90	23.71	57.67	74.50

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	2.52	0.00	1.56	5.56	6.64
2 - Mitchell Way (E)	0.67	0.00	0.00	1.63	2.36
3 - George Curl Way (S)	0.11	0.00	0.00	0.00	0.54
4 - Wide Lane (W)	11.26	0.00	4.91	27.33	37.50

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	1.69	0.00	0.64	3.79	4.79
2 - Mitchell Way (E)	0.46	0.00	0.00	0.96	1.46
3 - George Curl Way (S)	0.10	0.00	0.00	1.00	1.00
4 - Wide Lane (W)	2.46	0.00	1.19	5.50	7.75

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	2	2, (3)	251	855	0.293	251	253	0.0	0.4	6.320	A
			3	1, 3, 4	494	855	0.577	488	486	0.0	1.7	10.163	B
	Exit	1	1		831			831	837	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	102	886	0.115	101	99	0.0	0.2	4.784	A
			2	1, 2, (4)	200	886	0.226	200	205	0.0	0.4	5.456	A
	Exit	1	1		365			365	364	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	49	683	0.072	49	52	0.0	0.1	5.931	A
			2	(1), 2, 3	14	683	0.021	14	13	0.0	0.0	5.609	A
	Exit	1	1		227			227	222	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	597	907	0.658	602	602	0.0	1.9	13.107	B
			2	2, 3, 4	161	907	0.177	161	158	0.0	0.2	4.999	A
	Exit	1	1		445			445	446	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	2	2, (3)	298	846	0.352	296	301	0.4	0.8	7.144	A
			3	1, 3, 4	588	846	0.695	587	587	1.7	2.4	13.593	B
	Exit	1	1		1007			1007	997	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	122	849	0.143	122	121	0.2	0.2	5.326	A
			2	1, 2, (4)	247	849	0.291	245	247	0.4	0.5	6.166	A
	Exit	1	1		434			434	434	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	58	643	0.091	58	59	0.1	0.1	6.268	A
			2	(1), 2, 3	17	643	0.027	17	16	0.0	0.0	6.138	A
	Exit	1	1		262			262	266	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	734	891	0.823	733	717	1.9	4.5	20.558	C
			2	2, 3, 4	191	891	0.214	191	189	0.2	0.3	5.128	A
	Exit	1	1		545			545	540	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	2	2, (3)	377	831	0.454	378	367	0.8	0.8	7.919	A
			3	1, 3, 4	708	831	0.852	712	702	2.4	5.6	26.729	D
	Exit	1	1		1192			1192	1172	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	149	797	0.187	151	149	0.2	0.2	5.833	A
			2	1, 2, (4)	311	797	0.390	307	300	0.5	0.8	7.317	A
	Exit	1	1		537			537	525	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	75	589	0.128	75	75	0.1	0.2	6.953	A
			2	(1), 2, 3	20	589	0.033	20	19	0.0	0.0	6.320	A
	Exit	1	1		322			322	318	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	885	865	1.023	840	828	4.5	19.0	56.548	F
			2	2, 3, 4	234	865	0.271	235	233	0.3	0.4	5.776	A
	Exit	1	1		666			666	659	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	2	2, (3)	371	829	0.448	370	372	0.8	0.9	8.359	A
			3	1, 3, 4	723	829	0.872	714	712	5.6	8.0	34.749	D
	Exit	1	1		1199			1199	1197	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	146	796	0.184	146	148	0.2	0.3	5.869	A
			2	1, 2, (4)	305	796	0.383	303	304	0.8	0.8	7.538	A
	Exit	1	1		535			535	534	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	75	592	0.127	75	76	0.2	0.1	6.999	A
			2	(1), 2, 3	22	592	0.036	22	20	0.0	0.0	6.685	A
	Exit	1	1		330			330	327	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	895	867	1.033	853	848	19.0	29.6	104.818	F
			2	2, 3, 4	242	867	0.279	242	240	0.4	0.4	6.028	A
	Exit	1	1		660			660	663	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	2	2, (3)	289	845	0.343	291	299	0.9	0.6	6.843	A
			3	1, 3, 4	594	845	0.702	601	613	8.0	1.9	18.370	C
	Exit	1	1		1048			1048	1090	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	120	842	0.142	120	120	0.3	0.2	5.321	A
			2	1, 2, (4)	240	842	0.285	239	249	0.8	0.5	6.424	A
	Exit	1	1		425			425	432	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	64	644	0.099	64	63	0.1	0.1	6.369	A
			2	(1), 2, 3	14	644	0.022	14	15	0.0	0.0	6.498	A
	Exit	1	1		277			277	273	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	724	892	0.811	772	804	29.6	11.0	80.644	F
			2	2, 3, 4	198	892	0.222	197	191	0.4	0.3	5.358	A
	Exit	1	1		547			547	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	2	2, (3)	250	855	0.292	251	252	0.6	0.4	6.273	A
			3	1, 3, 4	497	855	0.581	497	498	1.9	1.3	10.719	B
	Exit	1	1		850			850	884	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	101	882	0.114	100	100	0.2	0.1	4.827	A
			2	1, 2, (4)	208	882	0.236	209	211	0.5	0.3	5.506	A
	Exit	1	1		364			364	367	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	53	678	0.078	53	53	0.1	0.1	6.021	A
			2	(1), 2, 3	13	678	0.020	14	14	0.0	0.0	5.995	A
	Exit	1	1		229			229	226	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	609	905	0.673	613	644	11.0	2.2	19.819	C
			2	2, 3, 4	163	905	0.180	163	162	0.3	0.2	4.993	A
	Exit	1	1		458			458	457	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	2	0.44	0.00	0.00	0.97	1.75
			3	1.71	0.00	0.49	4.38	5.58
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.17	0.00	0.00	0.33	0.81
			2	0.40	0.00	0.00	0.94	1.59
	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	0.00	0.50
			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	1.92	0.00	0.83	4.75	6.42
			2	0.20	0.00	0.00	0.38	0.91
	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	2	0.75	0.00	0.00	1.82	2.56
			3	2.42	0.00	1.00	6.17	8.17
	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	0.57	0.93
			2	0.47	0.00	0.00	0.93	1.79
	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	0.11	0.58
			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	4.53	0.00	2.29	9.67	11.50
			2	0.28	0.00	0.00	0.65	0.90
	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	2	0.78	0.00	0.00	1.94	2.90
			3	5.55	0.00	3.30	11.80	18.00
	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	0.50	0.89
			2	0.82	0.00	0.00	1.93	2.54
	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	0.44	0.92
			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	18.98	1.05	15.30	40.00	45.50
			2	0.43	0.00	0.00	1.30	2.17
	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	2	0.87	0.00	0.00	2.33	3.10
			3	7.97	0.00	5.10	18.75	24.75
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.34	0.00	0.00	0.82	1.44
			2	0.78	0.00	0.00	1.75	2.70
	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	1.00	1.00
			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	29.56	1.88	23.33	57.50	73.00
			2	0.42	0.00	0.00	0.86	1.50
	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	2	0.61	0.00	0.00	1.50	1.89
			3	1.91	0.00	0.72	4.60	5.75
	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	0.79
			2	0.51	0.00	0.00	1.25	1.90
	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	0.28
			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	10.96	0.00	4.56	27.00	37.50
			2	0.29	0.00	0.00	0.73	1.42
	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	2	0.36	0.00	0.00	0.92	1.59
			3	1.33	0.00	0.24	3.45	4.63
	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	0.20	0.77
			2	0.31	0.00	0.00	0.76	2.00
	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	0.00	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	2.25	0.00	0.91	5.00	7.75
			2	0.21	0.00	0.00	0.55	2.00
	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	31.74	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
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)	60.33	19.6	50.8	F	904	1356
2 - Mitchell Way (E)	8.33	1.2	4.3	A	460	690
3 - George Curl Way (S)	11.21	0.8	2.8	B	174	260
4 - Wide Lane (W)	14.64	3.5	10.8	B	674	1011

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)	742	186	177	742	738	785	0.0	2.2	10.862	B
2 - Mitchell Way (E)	380	95	572	379	380	347	0.0	0.7	5.774	A
3 - George Curl Way (S)	142	36	907	141	144	44	0.0	0.4	7.331	A
4 - Wide Lane (W)	556	139	406	556	550	641	0.0	1.3	7.529	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)	893	223	209	884	876	936	2.2	4.4	14.763	B
2 - Mitchell Way (E)	453	113	675	453	443	419	0.7	0.8	6.479	A
3 - George Curl Way (S)	175	44	1074	176	171	54	0.4	0.4	8.551	A
4 - Wide Lane (W)	655	164	492	653	657	758	1.3	2.0	9.029	A

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)	1091	273	266	1063	1043	1138	4.4	14.7	37.944	E
2 - Mitchell Way (E)	546	137	816	549	553	513	0.8	1.1	8.091	A
3 - George Curl Way (S)	206	52	1302	204	209	63	0.4	0.8	11.084	B
4 - Wide Lane (W)	818	205	593	811	811	914	2.0	3.5	13.782	B

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)	1080	270	254	1076	1055	1148	14.7	19.6	60.327	F
2 - Mitchell Way (E)	552	138	824	554	550	506	1.1	1.2	8.328	A
3 - George Curl Way (S)	207	52	1312	207	207	66	0.8	0.7	11.214	B
4 - Wide Lane (W)	809	202	592	810	808	927	3.5	3.3	14.645	B

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)	875	219	208	894	937	934	19.6	6.5	38.288	E
2 - Mitchell Way (E)	450	112	693	448	451	409	1.2	0.9	7.025	A
3 - George Curl Way (S)	166	42	1085	167	171	55	0.7	0.3	9.439	A
4 - Wide Lane (W)	662	165	482	660	667	771	3.3	1.8	10.085	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)	744	186	173	744	762	785	6.5	1.9	12.618	B
2 - Mitchell Way (E)	379	95	569	381	381	348	0.9	0.4	5.845	A
3 - George Curl Way (S)	145	36	906	146	142	44	0.3	0.3	7.509	A
4 - Wide Lane (W)	545	136	414	544	558	638	1.8	1.2	7.537	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)	2.24	0.00	0.95	4.94	6.40
2 - Mitchell Way (E)	0.66	0.00	0.00	1.56	2.63
3 - George Curl Way (S)	0.40	0.00	0.00	0.86	1.63
4 - Wide Lane (W)	1.27	0.00	0.44	2.47	3.95

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	4.41	0.00	2.88	9.72	11.60
2 - Mitchell Way (E)	0.83	0.00	0.00	1.88	2.53
3 - George Curl Way (S)	0.38	0.00	0.00	0.85	1.35
4 - Wide Lane (W)	1.99	0.00	0.86	3.87	5.80

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	14.73	0.00	11.50	32.60	40.40
2 - Mitchell Way (E)	1.07	0.00	0.00	2.84	3.68
3 - George Curl Way (S)	0.79	0.00	0.00	1.85	2.83
4 - Wide Lane (W)	3.55	0.00	1.86	7.80	10.80

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	19.55	1.04	14.00	42.80	50.80
2 - Mitchell Way (E)	1.23	0.00	0.18	3.09	4.30
3 - George Curl Way (S)	0.68	0.00	0.00	1.56	2.27
4 - Wide Lane (W)	3.26	0.00	1.62	7.90	10.36

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	6.52	0.00	3.40	16.40	21.70
2 - Mitchell Way (E)	0.91	0.00	0.07	1.81	2.70
3 - George Curl Way (S)	0.30	0.00	0.00	0.72	0.96
4 - Wide Lane (W)	1.82	0.00	0.83	3.56	5.40

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	1.93	0.00	0.78	4.42	5.30
2 - Mitchell Way (E)	0.42	0.00	0.00	0.97	1.56
3 - George Curl Way (S)	0.30	0.00	0.00	0.67	0.91
4 - Wide Lane (W)	1.18	0.00	0.34	2.73	3.64

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	2	2, (3)	185	855	0.216	184	187	0.0	0.3	5.576	A
			3	1, 3, 4	557	855	0.652	558	551	0.0	1.9	12.619	B
	Exit	1	1		785			785	785	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	103	879	0.117	102	104	0.0	0.2	4.908	A
			2	1, 2, (4)	277	879	0.315	276	276	0.0	0.5	6.095	A
	Exit	1	1		347			347	348	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	121	599	0.201	119	121	0.0	0.3	7.523	A
			2	(1), 2, 3	21	599	0.036	21	23	0.0	0.1	6.317	A
	Exit	1	1		44			44	45	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	402	853	0.471	403	398	0.0	1.0	8.352	A
			2	2, 3, 4	154	853	0.181	153	152	0.0	0.3	5.330	A
	Exit	1	1		641			641	635	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	2	2, (3)	227	845	0.269	226	226	0.3	0.4	5.970	A
			3	1, 3, 4	666	845	0.788	658	650	1.9	4.0	17.752	C
	Exit	1	1		936			936	923	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	124	843	0.147	124	122	0.2	0.2	5.092	A
			2	1, 2, (4)	329	843	0.390	329	321	0.5	0.6	7.001	A
	Exit	1	1		419			419	420	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	146	549	0.265	146	143	0.3	0.4	8.993	A
			2	(1), 2, 3	29	549	0.054	30	28	0.1	0.0	6.340	A
	Exit	1	1		54			54	53	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	473	825	0.574	473	473	1.0	1.5	10.307	B
			2	2, 3, 4	182	825	0.220	180	184	0.3	0.4	5.688	A
	Exit	1	1		758			758	751	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	2	2, (3)	270	827	0.327	269	272	0.4	0.5	6.778	A
			3	1, 3, 4	821	827	0.992	793	770	4.0	14.2	48.336	E
	Exit	1	1		1138			1138	1141	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	145	794	0.183	145	150	0.2	0.2	5.596	A
			2	1, 2, (4)	401	794	0.505	404	403	0.6	0.8	9.015	A
	Exit	1	1		513			513	513	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	170	481	0.353	168	173	0.4	0.7	11.738	B
			2	(1), 2, 3	37	481	0.076	37	36	0.0	0.1	7.923	A
	Exit	1	1		63			63	65	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	585	791	0.739	578	580	1.5	3.0	16.596	C
			2	2, 3, 4	234	791	0.295	233	230	0.4	0.6	6.574	A
	Exit	1	1		914			914	897	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	2	2, (3)	276	831	0.333	276	273	0.5	0.5	6.516	A
			3	1, 3, 4	804	831	0.967	800	783	14.2	19.1	78.450	F
	Exit	1	1		1148			1148	1135	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	154	791	0.195	154	155	0.2	0.2	5.913	A
			2	1, 2, (4)	397	791	0.502	400	395	0.8	1.0	9.266	A
	Exit	1	1		506			506	508	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	178	478	0.372	178	174	0.7	0.6	11.868	B
			2	(1), 2, 3	29	478	0.060	29	34	0.1	0.1	7.846	A
	Exit	1	1		66			66	66	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	585	792	0.739	586	581	3.0	2.8	17.776	C
			2	2, 3, 4	224	792	0.283	224	228	0.6	0.5	6.591	A
	Exit	1	1		927			927	912	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	2	2, (3)	221	846	0.261	221	223	0.5	0.4	6.134	A
			3	1, 3, 4	654	846	0.774	673	715	19.1	6.1	48.968	E
	Exit	1	1		934			934	942	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	124	837	0.148	124	124	0.2	0.2	5.328	A
			2	1, 2, (4)	326	837	0.389	324	327	1.0	0.7	7.665	A
	Exit	1	1		409			409	416	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	142	546	0.260	142	144	0.6	0.3	9.802	A
			2	(1), 2, 3	25	546	0.045	25	27	0.1	0.0	7.497	A
	Exit	1	1		55			55	55	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	480	828	0.580	478	481	2.8	1.5	11.728	B
			2	2, 3, 4	181	828	0.219	182	185	0.5	0.3	5.805	A
	Exit	1	1		771			771	811	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	2	2, (3)	193	857	0.225	191	190	0.4	0.3	5.344	A
			3	1, 3, 4	551	857	0.643	553	572	6.1	1.6	15.096	C
	Exit	1	1		785			785	788	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	101	879	0.114	101	105	0.2	0.1	4.871	A
			2	1, 2, (4)	279	879	0.317	280	276	0.7	0.3	6.213	A
	Exit	1	1		348			348	351	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	123	599	0.205	124	120	0.3	0.3	7.682	A
			2	(1), 2, 3	22	599	0.037	22	22	0.0	0.0	6.555	A
	Exit	1	1		44			44	48	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	394	851	0.463	393	403	1.5	0.9	8.371	A
			2	2, 3, 4	151	851	0.177	151	155	0.3	0.2	5.365	A
	Exit	1	1		638			638	656	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	2	0.32	0.00	0.00	0.82	1.48
			3	1.93	0.00	0.67	4.27	5.90
	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	0.35	0.72
			2	0.51	0.00	0.00	1.08	2.27
	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	0.74	1.45
			2	0.07	0.00	0.00	0.00	0.20
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	0.99	0.00	0.11	1.91	2.93
			2	0.28	0.00	0.00	0.68	0.96
	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	2	0.45	0.00	0.00	1.05	1.80
			3	3.96	0.00	2.59	9.37	10.93
	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	0.42	0.88
			2	0.64	0.00	0.00	1.64	2.20
	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	0.81	1.26
			2	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	1.54	0.00	0.35	3.37	5.60
			2	0.45	0.00	0.00	1.12	1.75
	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	2	0.52	0.00	0.00	1.05	1.80
			3	14.21	0.00	10.83	32.60	39.80
	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	0.51	0.96
			2	0.85	0.00	0.00	1.92	3.47
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.70	0.00	0.00	1.78	2.73
			2	0.09	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	2.99	0.00	1.30	7.52	9.60
			2	0.56	0.00	0.00	1.33	2.20
	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	2	0.50	0.00	0.00	1.35	1.86
			3	19.05	0.74	13.50	42.60	49.80
	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	0.59	1.13
			2	0.99	0.00	0.00	2.45	3.63
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.63	0.00	0.00	1.51	2.20
			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	2.76	0.00	1.12	7.15	10.20
			2	0.50	0.00	0.00	1.35	1.86
	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	2	0.41	0.00	0.00	0.90	1.60
			3	6.12	0.00	3.00	15.60	20.40
	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	0.46	0.85
			2	0.72	0.00	0.00	1.59	2.40
	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	0.69	0.96
			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	1.51	0.00	0.43	2.93	4.95
			2	0.31	0.00	0.00	0.75	1.40
	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	2	0.34	0.00	0.00	0.87	1.44
			3	1.59	0.00	0.49	3.95	4.96
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.08	0.00	0.00	0.00	0.35
			2	0.34	0.00	0.00	0.88	1.44
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.25	0.00	0.00	0.59	0.86
			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	0.94	0.00	0.00	2.20	3.36
			2	0.24	0.00	0.00	0.61	0.95
	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.
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	69.26	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
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)	39.88	16.2	37.9	E	1163	1745
2 - Mitchell Way (E)	11.22	2.3	7.7	B	533	799
3 - George Curl Way (S)	7.71	0.2	1.0	A	79	118
4 - Wide Lane (W)	137.61	52.2	97.5	F	1023	1535

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)	954	239	245	952	950	982	0.0	2.9	10.684	B
2 - Mitchell Way (E)	448	112	558	448	444	640	0.0	0.8	6.959	A
3 - George Curl Way (S)	69	17	775	69	65	230	0.0	0.1	6.187	A
4 - Wide Lane (W)	840	210	378	850	840	467	0.0	2.8	12.871	B

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)	1126	282	304	1130	1118	1141	2.9	4.3	14.717	B
2 - Mitchell Way (E)	515	129	670	516	514	764	0.8	1.1	8.099	A
3 - George Curl Way (S)	80	20	912	80	75	274	0.1	0.1	6.695	A
4 - Wide Lane (W)	1005	251	434	1011	992	558	2.8	6.1	20.520	C

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)	1397	349	351	1394	1362	1301	4.3	13.8	31.345	D
2 - Mitchell Way (E)	629	157	818	630	633	927	1.1	2.3	11.221	B
3 - George Curl Way (S)	95	24	1115	96	94	332	0.1	0.2	7.541	A
4 - Wide Lane (W)	1220	305	529	1124	1118	682	6.1	31.1	64.603	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)	1414	354	356	1407	1381	1347	13.8	16.2	39.881	E
2 - Mitchell Way (E)	646	162	825	642	648	937	2.3	2.2	10.543	B
3 - George Curl Way (S)	95	24	1140	94	95	328	0.2	0.2	7.714	A
4 - Wide Lane (W)	1250	313	529	1174	1141	705	31.1	52.2	137.606	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)	1142	285	293	1144	1183	1220	16.2	5.0	19.834	C
2 - Mitchell Way (E)	534	133	675	534	533	762	2.2	1.4	8.865	A
3 - George Curl Way (S)	71	18	931	71	78	277	0.2	0.1	6.888	A
4 - Wide Lane (W)	997	249	441	1072	1095	561	52.2	30.3	131.435	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	244	945	952	997	5.0	2.8	11.396	B
2 - Mitchell Way (E)	425	106	560	425	437	629	1.4	0.9	7.426	A
3 - George Curl Way (S)	64	16	764	64	64	221	0.1	0.1	6.321	A
4 - Wide Lane (W)	828	207	360	881	939	468	30.3	6.1	49.301	E

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)	2.92	0.00	1.54	6.47	7.95
2 - Mitchell Way (E)	0.80	0.00	0.00	2.11	2.84
3 - George Curl Way (S)	0.10	0.00	0.00	0.00	0.49
4 - Wide Lane (W)	2.78	0.00	1.13	7.60	9.30

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	4.31	0.00	2.67	8.80	11.97
2 - Mitchell Way (E)	1.13	0.00	0.08	2.53	3.30
3 - George Curl Way (S)	0.12	0.00	0.00	-0.03	0.61
4 - Wide Lane (W)	6.10	0.00	3.25	14.40	17.70

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	13.77	1.22	10.50	28.60	30.80
2 - Mitchell Way (E)	2.32	0.00	0.88	5.45	6.90
3 - George Curl Way (S)	0.23	0.00	0.00	0.57	0.84
4 - Wide Lane (W)	31.11	5.30	28.00	56.93	63.90

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	16.18	1.78	13.00	31.80	37.90
2 - Mitchell Way (E)	2.24	0.00	0.87	5.90	7.73
3 - George Curl Way (S)	0.22	0.00	0.00	0.54	0.83
4 - Wide Lane (W)	52.25	13.10	50.00	83.20	97.50

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	4.98	0.00	3.33	10.70	12.95
2 - Mitchell Way (E)	1.40	0.00	0.37	3.26	3.97
3 - George Curl Way (S)	0.08	0.00	0.00	0.00	1.00
4 - Wide Lane (W)	30.31	0.22	25.00	65.80	72.80

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	2.78	0.00	1.38	6.45	7.73
2 - Mitchell Way (E)	0.93	0.00	0.00	1.96	2.95
3 - George Curl Way (S)	0.13	0.00	0.00	0.09	0.66
4 - Wide Lane (W)	6.08	0.00	2.45	18.20	27.70

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	2	2, (3)	459	834	0.550	456	451	0.0	1.5	10.254	B
			3	1, 3, 4	496	834	0.594	497	499	0.0	1.5	11.057	B
	Exit	1	1		982			982	966	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	115	883	0.130	114	114	0.0	0.2	4.824	A
			2	1, 2, (4)	333	883	0.377	333	330	0.0	0.6	7.784	A
	Exit	1	1		640			640	638	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	58	639	0.090	58	53	0.0	0.1	6.257	A
			2	(1), 2, 3	11	639	0.017	11	12	0.0	0.0	5.850	A
	Exit	1	1		230			230	227	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	608	863	0.705	617	608	0.0	2.5	15.556	C
			2	2, 3, 4	232	863	0.268	233	232	0.0	0.3	5.822	A
	Exit	1	1		467			467	467	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	2	2, (3)	534	815	0.655	531	529	1.5	2.0	13.596	B
			3	1, 3, 4	593	815	0.727	599	589	1.5	2.3	15.685	C
	Exit	1	1		1141			1141	1123	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	137	844	0.162	138	137	0.2	0.1	5.248	A
			2	1, 2, (4)	378	844	0.447	378	377	0.6	1.0	9.234	A
	Exit	1	1		764			764	755	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	63	598	0.105	63	59	0.1	0.1	6.554	A
			2	(1), 2, 3	17	598	0.028	17	16	0.0	0.0	7.234	A
	Exit	1	1		274			274	265	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	721	844	0.854	725	713	2.5	5.7	26.072	D
			2	2, 3, 4	285	844	0.337	287	279	0.3	0.4	6.188	A
	Exit	1	1		558			558	556	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	2	2, (3)	673	800	0.841	662	650	2.0	5.4	26.078	D
			3	1, 3, 4	724	800	0.905	732	712	2.3	8.4	35.920	E
	Exit	1	1		1301			1301	1301	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	164	793	0.207	164	163	0.1	0.3	6.113	A
			2	1, 2, (4)	466	793	0.587	465	470	1.0	2.0	13.183	B
	Exit	1	1		927			927	917	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	74	537	0.137	74	72	0.1	0.2	7.555	A
			2	(1), 2, 3	22	537	0.041	22	21	0.0	0.1	7.491	A
	Exit	1	1		332			332	323	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	889	813	1.093	792	787	5.7	30.2	86.093	F
			2	2, 3, 4	331	813	0.407	332	331	0.4	0.9	8.066	A
	Exit	1	1		682			682	666	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	2	2, (3)	676	799	0.847	665	658	5.4	6.4	29.312	D
			3	1, 3, 4	738	799	0.924	742	723	8.4	9.8	49.134	E
	Exit	1	1		1347			1347	1325	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	173	790	0.218	174	172	0.3	0.4	6.226	A
			2	1, 2, (4)	473	790	0.599	469	476	2.0	1.9	12.266	B
	Exit	1	1		937			937	926	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	76	529	0.143	75	77	0.2	0.2	7.835	A
			2	(1), 2, 3	19	529	0.036	19	19	0.1	0.1	7.182	A
	Exit	1	1		328			328	323	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	906	813	1.115	834	805	30.2	51.3	187.228	F
			2	2, 3, 4	344	813	0.423	341	336	0.9	0.9	7.991	A
	Exit	1	1		705			705	692	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	2	2, (3)	539	819	0.658	539	557	6.4	2.3	16.750	C
			3	1, 3, 4	603	819	0.736	604	626	9.8	2.7	22.523	C
	Exit	1	1		1220			1220	1244	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	138	843	0.164	138	138	0.4	0.3	5.526	A
			2	1, 2, (4)	396	843	0.469	396	395	1.9	1.1	10.164	B
	Exit	1	1		762			762	782	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	58	592	0.099	59	62	0.2	0.1	6.954	A
			2	(1), 2, 3	13	592	0.021	13	16	0.1	0.0	6.622	A
	Exit	1	1		277			277	284	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	713	842	0.847	790	812	51.3	29.6	180.315	F
			2	2, 3, 4	283	842	0.337	282	283	0.9	0.7	6.776	A
	Exit	1	1		561			561	578	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	2	2, (3)	438	834	0.525	440	451	2.3	1.1	10.536	B
			3	1, 3, 4	505	834	0.606	505	502	2.7	1.7	12.141	B
	Exit	1	1		997			997	1058	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	106	883	0.120	107	113	0.3	0.1	4.883	A
			2	1, 2, (4)	319	883	0.362	318	324	1.1	0.8	8.408	A
	Exit	1	1		629			629	640	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	50	642	0.078	50	51	0.1	0.1	6.439	A
			2	(1), 2, 3	14	642	0.022	14	13	0.0	0.0	5.827	A
	Exit	1	1		221			221	224	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	602	869	0.694	654	706	29.6	5.8	66.112	F
			2	2, 3, 4	225	869	0.260	227	233	0.7	0.3	5.947	A
	Exit	1	1		468			468	471	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	2	1.45	0.00	0.00	3.69	6.45
			3	1.47	0.00	0.41	3.70	4.97
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.21	0.00	0.00	0.52	0.86
			2	0.60	0.00	0.00	1.62	2.30
	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	0.00	0.49
			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	2.47	0.00	0.82	5.80	8.73
			2	0.31	0.00	0.00	0.97	1.82
	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	2	2.03	0.00	0.83	4.40	6.90
			3	2.28	0.00	0.83	6.27	7.73
	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	0.72
			2	0.98	0.00	0.00	2.40	3.30
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.09	0.00	0.00	0.00	0.41
			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	5.74	0.00	3.20	14.40	17.80
			2	0.36	0.00	0.00	0.85	1.32
	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	2	5.36	0.00	3.29	11.93	17.45
			3	8.41	0.00	5.00	20.90	25.90
	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	0.77	2.00
			2	2.05	0.00	0.65	4.93	6.63
	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	0.34	0.71
			2	0.07	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	30.21	4.10	27.00	55.80	58.50
			2	0.90	0.00	0.00	2.16	3.45
	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	2	6.37	0.00	3.17	15.80	18.90
			3	9.80	0.00	7.29	21.40	25.50
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.36	0.00	0.00	0.85	1.38
			2	1.87	0.00	0.38	4.90	7.45
	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	1.00	1.00
			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	51.33	11.30	49.50	81.80	97.60
			2	0.91	0.00	0.00	1.96	2.95
	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	2	2.28	0.00	1.00	5.56	6.90
			3	2.71	0.00	1.31	6.76	8.45
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.26	0.00	0.00	0.65	0.97
			2	1.14	0.00	0.00	2.76	3.58
	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	29.62	0.02	24.00	64.60	72.80
			2	0.70	0.00	0.00	1.78	2.58
	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	2	1.10	0.00	0.00	2.96	3.90
			3	1.69	0.00	0.44	4.27	5.73
	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	0.38
			2	0.84	0.00	0.00	1.92	2.78
	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	-0.03	0.61
			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	5.75	0.00	1.78	18.20	27.80
			2	0.32	0.00	0.00	0.71	0.95
	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	37.96	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
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)	61.25	22.4	55.1	F	1038	1556
2 - Mitchell Way (E)	23.76	6.1	16.7	C	736	1105
3 - George Curl Way (S)	15.79	1.0	2.9	C	173	259
4 - Wide Lane (W)	23.76	5.4	20.7	C	695	1043

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)	860	215	183	862	852	962	0.0	2.7	10.533	B
2 - Mitchell Way (E)	601	150	573	600	601	472	0.0	1.3	7.793	A
3 - George Curl Way (S)	144	36	1128	143	143	45	0.0	0.3	8.402	A
4 - Wide Lane (W)	564	141	582	564	567	689	0.0	1.5	8.601	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)	1007	252	238	1003	998	1154	2.7	5.0	16.050	C
2 - Mitchell Way (E)	719	180	672	722	720	569	1.3	2.1	10.474	B
3 - George Curl Way (S)	172	43	1335	172	170	59	0.3	0.4	10.479	B
4 - Wide Lane (W)	685	171	700	691	675	807	1.5	1.9	11.357	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)	1246	312	278	1228	1202	1401	5.0	15.7	38.990	E
2 - Mitchell Way (E)	886	222	815	873	870	690	2.1	6.1	19.778	C
3 - George Curl Way (S)	203	51	1621	207	205	67	0.4	0.8	15.068	C
4 - Wide Lane (W)	836	209	848	831	813	980	1.9	5.3	19.593	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)	1239	310	275	1215	1219	1413	15.7	22.4	61.247	F
2 - Mitchell Way (E)	880	220	797	887	888	693	6.1	5.5	23.755	C
3 - George Curl Way (S)	206	51	1618	204	209	65	0.8	1.0	15.790	C
4 - Wide Lane (W)	827	207	854	834	829	969	5.3	5.4	23.760	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)	1009	252	234	1034	1080	1150	22.4	7.9	41.010	E
2 - Mitchell Way (E)	719	180	706	720	733	562	5.5	2.5	14.040	B
3 - George Curl Way (S)	169	42	1370	171	176	56	1.0	0.5	12.486	B
4 - Wide Lane (W)	688	172	702	682	686	840	5.4	2.4	13.354	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)	865	216	192	861	875	974	7.9	3.0	14.243	B
2 - Mitchell Way (E)	612	153	570	609	613	483	2.5	1.6	8.545	A
3 - George Curl Way (S)	144	36	1132	143	144	47	0.5	0.4	8.953	A
4 - Wide Lane (W)	571	143	592	573	570	683	2.4	1.5	8.608	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)	2.73	0.00	1.38	5.91	8.23
2 - Mitchell Way (E)	1.35	0.00	0.23	3.31	4.35
3 - George Curl Way (S)	0.33	0.00	0.00	0.77	1.24
4 - Wide Lane (W)	1.46	0.00	0.47	3.49	4.62

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	5.01	0.00	2.75	12.70	18.70
2 - Mitchell Way (E)	2.08	0.00	1.00	4.48	5.90
3 - George Curl Way (S)	0.43	0.00	0.00	0.95	1.61
4 - Wide Lane (W)	1.90	0.00	0.77	4.58	5.94

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	15.71	0.61	12.50	32.80	38.70
2 - Mitchell Way (E)	6.06	0.00	3.60	14.47	16.70
3 - George Curl Way (S)	0.81	0.00	0.00	1.78	2.41
4 - Wide Lane (W)	5.28	0.00	3.53	10.85	15.43

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	22.40	1.70	17.75	43.70	55.10
2 - Mitchell Way (E)	5.54	0.00	3.50	11.85	14.47
3 - George Curl Way (S)	0.99	0.00	0.00	2.22	2.90
4 - Wide Lane (W)	5.36	0.00	2.85	12.13	20.70

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	7.91	0.00	3.90	17.80	31.70
2 - Mitchell Way (E)	2.54	0.00	1.44	5.34	6.85
3 - George Curl Way (S)	0.46	0.00	0.00	0.96	1.61
4 - Wide Lane (W)	2.39	0.00	1.10	5.18	6.43

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	3.01	0.00	1.50	6.85	9.90
2 - Mitchell Way (E)	1.60	0.00	0.59	3.49	5.23
3 - George Curl Way (S)	0.38	0.00	0.00	0.87	1.41
4 - Wide Lane (W)	1.47	0.00	0.44	3.49	4.45

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	2	2, (3)	301	853	0.353	305	299	0.0	0.7	8.060	A
			3	1, 3, 4	558	853	0.654	557	553	0.0	2.0	11.690	B
	Exit	1	1		962			962	963	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	155	878	0.177	155	149	0.0	0.2	4.876	A
			2	1, 2, (4)	446	878	0.508	446	452	0.0	1.1	8.778	A
	Exit	1	1		472			472	473	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	121	533	0.226	121	120	0.0	0.3	8.644	A
			2	(1), 2, 3	23	533	0.043	23	23	0.0	0.1	7.157	A
	Exit	1	1		45			45	46	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	407	795	0.512	405	402	0.0	1.2	9.689	A
			2	2, 3, 4	157	795	0.198	158	164	0.0	0.3	5.928	A
	Exit	1	1		689			689	681	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	2	2, (3)	351	836	0.420	352	352	0.7	0.8	8.740	A
			3	1, 3, 4	656	836	0.784	651	646	2.0	4.2	19.496	C
	Exit	1	1		1154			1154	1146	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	179	844	0.213	180	179	0.2	0.3	5.531	A
			2	1, 2, (4)	540	844	0.640	542	541	1.1	1.8	12.154	B
	Exit	1	1		569			569	561	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	145	471	0.309	146	143	0.3	0.3	10.934	B
			2	(1), 2, 3	27	471	0.057	26	27	0.1	0.1	8.128	A
	Exit	1	1		59			59	56	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	475	756	0.629	480	475	1.2	1.6	13.273	B
			2	2, 3, 4	210	756	0.278	211	200	0.3	0.3	6.799	A
	Exit	1	1		807			807	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	2	2, (3)	436	824	0.529	438	431	0.8	1.2	10.845	B
			3	1, 3, 4	811	824	0.984	790	771	4.2	14.5	52.122	F
	Exit	1	1		1401			1401	1384	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	219	794	0.276	218	220	0.3	0.4	6.177	A
			2	1, 2, (4)	667	794	0.840	655	650	1.8	5.6	24.422	C
	Exit	1	1		690			690	680	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	170	385	0.441	173	171	0.3	0.7	16.040	C
			2	(1), 2, 3	34	385	0.087	33	35	0.1	0.1	10.288	B
	Exit	1	1		67			67	65	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	589	707	0.833	583	571	1.6	4.8	24.458	C
			2	2, 3, 4	247	707	0.349	248	242	0.3	0.5	7.887	A
	Exit	1	1		980			980	961	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	2	2, (3)	446	824	0.541	442	440	1.2	1.6	11.031	B
			3	1, 3, 4	793	824	0.962	773	780	14.5	20.8	85.200	F
	Exit	1	1		1413			1413	1410	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	220	800	0.275	223	221	0.4	0.3	6.316	A
			2	1, 2, (4)	660	800	0.825	665	667	5.6	5.2	29.686	D
	Exit	1	1		693			693	695	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	171	386	0.443	169	173	0.7	0.9	16.880	C
			2	(1), 2, 3	35	386	0.091	35	36	0.1	0.1	10.524	B
	Exit	1	1		65			65	67	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	583	705	0.826	588	581	4.8	4.9	30.306	D
			2	2, 3, 4	244	705	0.346	246	249	0.5	0.5	8.413	A
	Exit	1	1		969			969	973	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	2	2, (3)	347	837	0.414	348	360	1.6	1.0	9.717	A
			3	1, 3, 4	663	837	0.791	686	720	20.8	6.9	55.814	F
	Exit	1	1		1150			1150	1181	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	179	832	0.215	178	177	0.3	0.3	5.945	A
			2	1, 2, (4)	540	832	0.650	542	556	5.2	2.2	16.738	C
	Exit	1	1		562			562	567	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	143	460	0.310	145	148	0.9	0.4	13.181	B
			2	(1), 2, 3	26	460	0.057	26	28	0.1	0.1	8.894	A
	Exit	1	1		56			56	57	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	481	755	0.636	475	488	4.9	2.0	16.007	C
			2	2, 3, 4	208	755	0.275	207	198	0.5	0.4	6.959	A
	Exit	1	1		840			840	870	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	2	2, (3)	306	851	0.359	306	303	1.0	0.8	8.559	A
			3	1, 3, 4	559	851	0.657	555	572	6.9	2.2	16.958	C
	Exit	1	1		974			974	982	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	150	879	0.170	149	147	0.3	0.3	5.142	A
			2	1, 2, (4)	462	879	0.526	460	466	2.2	1.3	9.656	A
	Exit	1	1		483			483	475	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	120	532	0.226	120	120	0.4	0.3	9.276	A
			2	(1), 2, 3	24	532	0.044	23	24	0.1	0.1	7.336	A
	Exit	1	1		47			47	46	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	407	792	0.514	408	408	2.0	1.2	9.652	A
			2	2, 3, 4	165	792	0.208	165	162	0.4	0.3	5.993	A
	Exit	1	1		683			683	699	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	2	0.70	0.00	0.00	1.85	3.34
			3	2.03	0.00	0.91	4.81	5.95
	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	0.94
			2	1.13	0.00	0.00	2.84	4.35
	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	0.66	0.95
			2	0.05	0.00	0.00	0.00	1.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	1.18	0.00	0.11	3.04	3.87
			2	0.28	0.00	0.00	0.67	0.94
	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	2	0.78	0.00	0.00	1.88	2.94
			3	4.23	0.00	1.79	11.27	16.40
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.25	0.00	0.00	0.63	0.92
			2	1.83	0.00	0.70	4.07	5.68
	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	0.81	1.46
			2	0.10	0.00	0.00	0.00	0.51
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	1.57	0.00	0.36	4.18	5.57
			2	0.34	0.00	0.00	0.83	1.30
	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	2	1.22	0.00	0.07	2.87	3.74
			3	14.49	0.22	11.25	30.85	35.70
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.43	0.00	0.00	0.96	1.61
			2	5.63	0.00	3.08	14.08	16.80
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.70	0.00	0.00	1.55	2.12
			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	4.79	0.00	2.88	10.47	14.90
			2	0.49	0.00	0.00	1.18	1.82
	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	2	1.58	0.00	0.26	3.68	5.90
			3	20.83	1.03	16.25	42.70	51.20
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.31	0.00	0.00	0.74	1.34
			2	5.23	0.00	3.10	11.13	14.85
	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	2.04	2.93
			2	0.09	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	4.86	0.00	2.09	11.70	19.80
			2	0.49	0.00	0.00	1.31	1.91
	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	2	0.99	0.00	0.00	2.57	3.39
			3	6.92	0.00	3.19	16.70	31.70
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.31	0.00	0.00	0.87	1.48
			2	2.23	0.00	1.03	4.91	6.85
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.41	0.00	0.00	0.93	1.52
			2	0.05	0.00	0.00	0.00	-0.04
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	1.95	0.00	0.72	4.49	5.78
			2	0.43	0.00	0.00	1.04	1.79
	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	2	0.76	0.00	0.00	2.06	3.43
			3	2.25	0.00	0.82	5.34	7.57
	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	0.80	1.34
			2	1.31	0.00	0.17	3.20	5.18
	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	0.81	1.34
			2	0.05	0.00	0.00	0.00	-0.04
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	1.16	0.00	0.05	3.04	3.87
			2	0.31	0.00	0.00	0.76	1.24
	Exit	1	1	0.00	0.00	0.00	0.00	0.00