

Appendix O - J04 Spitfire Roundabout –Mitigation Option 2b – Lane Reallocation and Signalised Crossing – Conceptual Junction Layout and Modelling Results

Junctions 9			
ARCADY 9 - Roundabout Module			
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Path: \\sdgworld.net\Data\London\Projects\247\3\31\01\Model\Junctions\03_Model\J04 junctions files

Report generation date: 08/12/2025 15:48:14

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

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
[Lane Simulation] - Base 2023								
1 - Wide Lane (N)	3.8	17.90		C	5.3	23.06		C
2 - Mitchell Way (E)	0.4	5.50		A	0.4	5.59		A
3 - George Curl Way (S)	0.1	5.59		A	0.3	7.72		A
4 - Wide Lane (W)	7.9	24.98		C	1.7	9.37		A
[Lane Simulation] - FB 2025								
1 - Wide Lane (N)	3.4	16.28		C	7.6	27.99		D
2 - Mitchell Way (E)	0.3	5.60		A	0.6	5.99		A
3 - George Curl Way (S)	0.2	6.00		A	0.5	8.00		A
4 - Wide Lane (W)	7.8	29.66		D	1.9	10.37		B
[Lane Simulation] - FB 2028								
1 - Wide Lane (N)	6.7	23.04		C	11.7	42.10		E
2 - Mitchell Way (E)	0.6	5.91		A	0.8	6.59		A
3 - George Curl Way (S)	0.1	6.18		A	0.5	9.04		A
4 - Wide Lane (W)	12.4	39.38		E	2.4	11.49		B
[Lane Simulation] - DS 2028								
1 - Wide Lane (N)	25.7	67.78		F	17.2	52.34		F
2 - Mitchell Way (E)	1.5	9.30		A	2.3	12.77		B
3 - George Curl Way (S)	0.2	6.86		A	0.7	12.30		B
4 - Wide Lane (W)	24.4	70.11		F	3.3	16.11		C
[Lane Simulation] - FB 2036								
1 - Wide Lane (N)	14.1	46.67		E	28.1	81.17		F
2 - Mitchell Way (E)	1.0	6.93		A	1.3	8.20		A
3 - George Curl Way (S)	0.2	6.89		A	0.7	11.05		B
4 - Wide Lane (W)	30.6	84.42		F	3.8	14.57		B
[Lane Simulation] - DS 2036								
1 - Wide Lane (N)	110.2	291.83		F	68.7	179.59		F
2 - Mitchell Way (E)	1.8	11.10		B	6.9	24.15		C
3 - George Curl Way (S)	0.2	7.09		A	1.0	15.45		C
4 - Wide Lane (W)	62.5	167.99		F	7.0	31.85		D

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Arm and junction delays are averages for all movements, including movements with zero delay.

File summary

File Description

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

Units

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

Analysis Options

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

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	100000	100000	-1	3	1	60	✓			302449894	160	16.07

Demand Set Summary

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

Analysis Set Details

ID	Use Lane Simulation	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	100.000	100.000

Base 2023, 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	Crossings	1 - Wide Lane (N) - Pedestrian crossing	Lane Simulation: Pedestrian crossing properties specify gap between crossing and junction entry as 4.7, but actual storage on lanes is 8.3.
Warning	Pedestrian Crossing	1 - Wide Lane (N) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
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	19.55	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

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

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Wide Lane (N)	3.25	7.50	21.0	29.4	51.4	27.7	
2 - Mitchell Way (E)	5.38	8.06	11.9	16.7	51.4	20.1	
3 - George Curl Way (S)	5.08	7.40	4.7	18.8	51.4	40.3	
4 - Wide Lane (W)	5.00	7.10	11.5	16.4	51.4	18.0	

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Vehicles queueing on exit (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1 - Wide Lane (N)	4.70	9.00	3.00	2.90	5.00	6.00	8.00	20.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Wide Lane (N)	0.629	1807
2 - Mitchell Way (E)	0.694	2154
3 - George Curl Way (S)	0.599	1741
4 - Wide Lane (W)	0.663	1976

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

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic considering secondary lanes (%)
1 - Wide Lane (N)	Evenly split	10.00
2 - Mitchell Way (E)	Evenly split	10.00
3 - George Curl Way (S)	Evenly split	10.00
4 - Wide Lane (W)	Evenly split	10.00

Lanes

Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Signalised
1 - Wide Lane (N)	Entry	1	2	2, (3)	✓	4.30		0	99999	
			3	1, 3, 4	✓	4.00		0	99999	
		2	1	(1, 2, 3, 4)		Infinity				
	Exit	1	1		✓	9.00				
		2	1			Infinity				
2 - Mitchell Way (E)	Entry	1	1	3, 4		Infinity		0	99999	
			2	1, 2, (4)		Infinity		0	99999	
	Exit	1	1			Infinity				
3 - George Curl Way (S)	Entry	1	1	1, 4		Infinity		0	99999	
			2	(1), 2, 3		Infinity		0	99999	
	Exit	1	1			Infinity				
4 - Wide Lane (W)	Entry	1	1	1, (2)		Infinity		0	99999	
			2	2, 3, 4		Infinity		0	99999	
	Exit	1	1			Infinity				

Entry Lane slope and intercept

Arm	Side	Lane level	Lane	Final slope	Final intercept (PCU/hr)
1 - Wide Lane (N)	Entry	1	2	0.314	904
			3	0.314	904
2 - Mitchell Way (E)	Entry	1	1	0.347	1077
			2	0.347	1077
3 - George Curl Way (S)	Entry	1	1	0.299	871
			2	0.299	871
4 - Wide Lane (W)	Entry	1	1	0.331	988
			2	0.331	988

Summary of Entry Lane allowed movements

Arm	Lane Level	Lane	Destination arm			
			Wide Lane (N)	Mitchell Way (E)	George Curl Way (S)	Wide Lane (W)
1 - Wide Lane (N)	1	2		✓		
		3	✓		✓	✓
		2	✓	✓	✓	✓
2 - Mitchell Way (E)	1	1			✓	✓
		2	✓	✓		
3 - George Curl Way (S)	1	1	✓			✓
		2		✓	✓	
4 - Wide Lane (W)	1	1	✓			
		2		✓	✓	✓

Summary of Entry Lane allowed secondary movements

Arm	Lane Level	Lane	Destination arm			
			Wide Lane (N)	Mitchell Way (E)	George Curl Way (S)	Wide Lane (W)
1 - Wide Lane (N)	1	2			✓	
		3				
		2				
2 - Mitchell Way (E)	1	1				
		2				✓
3 - George Curl Way (S)	1	1				
		2	✓			
4 - Wide Lane (W)	1	1		✓		
		2				

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base 2023	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

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

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Wide Lane (N)	[ONEHOUR]	0.00
2 - Mitchell Way (E)		
3 - George Curl Way (S)		
4 - Wide Lane (W)		

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (N)	17.90	3.8	13.0	C	687	1031
2 - Mitchell Way (E)	5.50	0.4	1.6	A	145	217
3 - George Curl Way (S)	5.59	0.1	1.0	A	73	110
4 - Wide Lane (W)	24.98	7.9	23.5	C	772	1157

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	561	140	99	0.00	562	561	643	0.0	1.3	7.989	A
2 - Mitchell Way (E)	116	29	455		116	119	163	0.0	0.1	4.563	A
3 - George Curl Way (S)	58	14	382		58	60	201	0.0	0.1	5.068	A
4 - Wide Lane (W)	620	155	117		623	622	352	0.0	1.4	8.385	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	674	168	117	0.00	670	669	786	1.3	2.1	9.917	A
2 - Mitchell Way (E)	144	36	551		144	141	195	0.1	0.2	5.031	A
3 - George Curl Way (S)	71	18	470		70	69	237	0.1	0.1	5.190	A
4 - Wide Lane (W)	757	189	140		760	748	426	1.4	2.5	11.769	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	823	206	143	0.00	827	819	967	2.1	3.8	16.818	C
2 - Mitchell Way (E)	177	44	696		175	171	239	0.2	0.4	5.499	A
3 - George Curl Way (S)	89	22	581		90	87	303	0.1	0.1	5.595	A
4 - Wide Lane (W)	926	232	177		930	917	514	2.5	5.8	21.319	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	828	207	148	0.00	839	836	948	3.8	3.8	17.900	C
2 - Mitchell Way (E)	174	43	690		173	176	257	0.4	0.3	5.500	A
3 - George Curl Way (S)	88	22	572		89	85	301	0.1	0.1	5.448	A
4 - Wide Lane (W)	935	234	178		915	917	510	5.8	7.9	24.982	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	670	168	119	0.00	674	682	796	3.8	1.5	10.416	B
2 - Mitchell Way (E)	144	36	555		144	145	198	0.3	0.2	4.900	A
3 - George Curl Way (S)	72	18	468		73	73	242	0.1	0.1	5.218	A
4 - Wide Lane (W)	763	191	146		767	779	421	7.9	2.6	14.751	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	568	142	95	0.00	566	565	658	1.5	1.4	8.070	A
2 - Mitchell Way (E)	116	29	449		117	118	168	0.2	0.2	4.757	A
3 - George Curl Way (S)	62	15	383		63	61	197	0.1	0.1	5.339	A
4 - Wide Lane (W)	627	157	125		626	632	348	2.6	1.6	9.151	A

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

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	1.31	0.00	0.37	3.17	3.83
2 - Mitchell Way (E)	0.13	0.00	0.00	0.00	0.78
3 - George Curl Way (S)	0.11	0.00	0.00	0.00	0.54
4 - Wide Lane (W)	1.39	0.00	0.17	3.36	4.50

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	2.13	0.00	0.72	4.40	8.25
2 - Mitchell Way (E)	0.23	0.00	0.00	0.56	1.44
3 - George Curl Way (S)	0.10	0.00	0.00	0.00	0.50
4 - Wide Lane (W)	2.49	0.00	1.33	5.40	7.00

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	3.84	0.00	1.95	9.00	11.00
2 - Mitchell Way (E)	0.38	0.00	0.00	0.95	1.64
3 - George Curl Way (S)	0.13	0.00	0.00	0.21	0.63
4 - Wide Lane (W)	5.84	0.00	3.82	13.75	17.00

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	3.84	0.00	1.88	8.33	13.00
2 - Mitchell Way (E)	0.29	0.00	0.00	0.83	1.50
3 - George Curl Way (S)	0.13	0.00	0.00	0.13	0.67
4 - Wide Lane (W)	7.86	0.00	5.40	17.50	23.50

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	1.48	0.00	0.32	3.67	5.33
2 - Mitchell Way (E)	0.15	0.00	0.00	0.28	0.72
3 - George Curl Way (S)	0.10	0.00	0.00	0.00	0.50
4 - Wide Lane (W)	2.63	0.00	1.15	5.78	8.67

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	1.44	0.00	0.45	3.40	5.17
2 - Mitchell Way (E)	0.16	0.00	0.00	0.21	0.79
3 - George Curl Way (S)	0.06	0.00	0.00	0.00	1.00
4 - Wide Lane (W)	1.56	0.00	0.53	3.50	5.00

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)	Pedestrian demand (Ped/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)	117		872	0.135	117	122	0.0	0.2	5.536	A
			3	1, 3, 4	443		872	0.508	445	439	0.0	1.0	7.828	A
	Exit	1	1	(1, 2, 3, 4)	561	0.00			560	566	0.0	0.1	0.618	A
			2	1		643			643	647	0.0	0.0	0.076	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	38		919	0.041	38	37	0.0	0.0	4.481	A
			2	1, 2, (4)	79		919	0.085	79	82	0.0	0.1	4.598	A
	Exit	1	1		163				163	163	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	47		756	0.062	47	47	0.0	0.1	5.057	A
			2	(1), 2, 3	11		756	0.015	11	12	0.0	0.0	5.112	A
	Exit	1	1		201				201	201	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	532		949	0.561	535	536	0.0	1.3	9.007	A
			2	2, 3, 4	88		949	0.093	88	87	0.0	0.1	4.446	A
	Exit	1	1		352				352	351	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	142		867	0.164	142	145	0.2	0.2	5.772	A
			3	1, 3, 4	530		867	0.611	528	523	1.0	1.4	9.090	A
		2	1	(1, 2, 3, 4)	674	0.00			672	670	0.1	0.5	1.488	A
	Exit	1	1		786	0.00			786	775	0.0	0.0	0.000	A
			2	1		786			786	775	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	50		886	0.056	50	47	0.0	0.1	4.778	A
			2	1, 2, (4)	94		886	0.107	94	94	0.1	0.2	5.149	A
	Exit	1	1		195				195	196	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	55		730	0.075	55	54	0.1	0.1	5.294	A
			2	(1), 2, 3	16		730	0.021	15	14	0.0	0.0	4.785	A
	Exit	1	1		237				237	238	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	654		941	0.694	657	646	1.3	2.3	12.866	B
			2	2, 3, 4	104		941	0.110	104	102	0.1	0.2	4.593	A
	Exit	1	1		426				426	417	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	178		859	0.208	180	180	0.2	0.3	6.137	A
			3	1, 3, 4	647		859	0.753	647	640	1.4	2.1	11.534	B
		2	1	(1, 2, 3, 4)	823	0.00			825	822	0.5	1.4	6.370	A
	Exit	1	1		967	0.00			967	949	0.0	0.0	0.000	A
			2	1		967			967	949	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	57		836	0.068	57	55	0.1	0.1	5.360	A
			2	1, 2, (4)	120		836	0.144	119	117	0.2	0.2	5.561	A
	Exit	1	1		239				239	242	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	70		697	0.101	71	69	0.1	0.1	5.554	A
			2	(1), 2, 3	19		697	0.027	19	19	0.0	0.0	5.754	A
	Exit	1	1		303				303	299	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	801		929	0.862	804	788	2.3	5.7	23.937	C
			2	2, 3, 4	126		929	0.135	126	129	0.2	0.2	4.655	A
	Exit	1	1		514				514	505	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	187		857	0.219	188	188	0.3	0.4	6.172	A
			3	1, 3, 4	648		857	0.756	650	648	2.1	2.1	11.766	B
		2	1	(1, 2, 3, 4)	828	0.00			835	836	1.4	1.4	7.331	A
	Exit	1	1		948	0.00			948	954	0.0	0.0	0.000	A
		2	1		948				948	954	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	54		837	0.064	54	54	0.1	0.1	5.219	A
			2	1, 2, (4)	120		837	0.143	119	122	0.2	0.2	5.619	A
	Exit	1	1		257				257	251	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	68		699	0.098	69	66	0.1	0.1	5.442	A
			2	(1), 2, 3	20		699	0.028	20	19	0.0	0.0	5.473	A
	Exit	1	1		301				301	301	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	805		929	0.867	785	790	5.7	7.7	28.108	D
			2	2, 3, 4	130		929	0.140	130	127	0.2	0.2	4.849	A
	Exit	1	1		510				510	508	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	148		866	0.171	147	148	0.4	0.3	5.955	A
			3	1, 3, 4	523		866	0.604	526	534	2.1	1.1	9.394	A
		2	1	(1, 2, 3, 4)	670	0.00			671	678	1.4	0.2	1.760	A
	Exit	1	1		796	0.00			796	813	0.0	0.0	0.000	A
		2	1		796				796	813	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	45		884	0.051	45	45	0.1	0.0	4.805	A
			2	1, 2, (4)	99		884	0.112	99	100	0.2	0.1	4.941	A
	Exit	1	1		198				198	197	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	57		731	0.078	58	58	0.1	0.1	5.233	A
			2	(1), 2, 3	15		731	0.021	15	16	0.0	0.1	5.161	A
	Exit	1	1		242				242	246	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	658		940	0.700	662	677	7.7	2.5	16.306	C
			2	2, 3, 4	105		940	0.111	105	102	0.2	0.2	4.573	A
	Exit	1	1		421				421	424	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	127		874	0.145	126	121	0.3	0.3	5.436	A
			3	1, 3, 4	441		874	0.505	440	443	1.1	1.1	7.927	A
		2	1	(1, 2, 3, 4)	568	0.00			568	565	0.2	0.1	0.656	A
	Exit	1	1		658	0.00			658	659	0.0	0.0	0.000	A
		2	1		658				658	659	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	35		921	0.038	35	36	0.0	0.1	4.655	A
			2	1, 2, (4)	80		921	0.087	81	82	0.1	0.1	4.799	A
	Exit	1	1		168				168	166	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	48		756	0.063	48	48	0.1	0.1	5.364	A
			2	(1), 2, 3	14		756	0.019	14	14	0.1	0.0	5.247	A
	Exit	1	1		197				197	201	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	546		947	0.577	545	547	2.5	1.5	9.830	A
			2	2, 3, 4	81		947	0.085	81	84	0.2	0.1	4.659	A
	Exit	1	1		348				348	350	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	0.18	0.00	0.00	0.33	0.87
			3	1.02	0.00	0.08	2.64	3.36
		2	1	0.12	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.04	0.00	0.00	0.00	0.00
			2	0.09	0.00	0.00	0.00	0.43
	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	0.36
			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	1.33	0.00	0.12	3.20	4.00
			2	0.07	0.00	0.00	0.00	0.22
	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	0.21	0.00	0.00	0.44	0.89
			3	1.44	0.00	0.59	4.00	4.00
		2	1	0.48	0.00	0.00	0.20	3.50
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.07	0.00	0.00	0.00	0.00
			2	0.16	0.00	0.00	0.00	1.22
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.06	0.00	0.00	0.00	1.00
			2	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	2.33	0.00	1.18	5.20	6.00
			2	0.16	0.00	0.00	0.10	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	0.33	0.00	0.00	0.89	1.67
			3	2.08	0.00	1.47	4.00	4.00
		2	1	1.44	0.00	0.00	4.60	7.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.14	0.00	0.00	0.00	1.13
			2	0.24	0.00	0.00	0.44	0.89
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.10	0.00	0.00	1.00	1.00
			2	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	5.65	0.00	3.76	13.75	17.00
			2	0.19	0.00	0.00	0.43	0.81
	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	0.37	0.00	0.00	1.08	1.69
			3	2.09	0.00	1.55	4.00	4.00
		2	1	1.38	0.00	0.00	4.00	8.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	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	0.17
			2	0.22	0.00	0.00	0.56	1.13
	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	0.42
			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	7.71	0.00	5.33	17.33	23.00
			2	0.16	0.00	0.00	0.32	0.74
	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	0.26	0.00	0.00	0.60	1.40
			3	1.06	0.00	0.00	4.00	4.00
		2	1	0.16	0.00	0.00	0.00	0.67
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.03	0.00	0.00	0.00	0.00
			2	0.13	0.00	0.00	0.07	0.64
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.05	0.00	0.00	0.00	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	2.48	0.00	1.00	5.67	8.33
			2	0.16	0.00	0.00	0.29	0.76
	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	0.25	0.00	0.00	0.65	1.25
			3	1.07	0.00	0.08	2.92	4.00
		2	1	0.12	0.00	0.00	0.00	0.50
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	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	0.14
			2	0.08	0.00	0.00	0.00	0.29
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.05	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	1.46	0.00	0.39	3.33	5.00
			2	0.10	0.00	0.00	0.00	0.45
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Base 2023, 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	Crossings	1 - Wide Lane (N) - Pedestrian crossing	Lane Simulation: Pedestrian crossing properties specify gap between crossing and junction entry as 4.7, but actual storage on lanes is 8.3.
Warning	Pedestrian Crossing	1 - Wide Lane (N) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
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	14.98	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Wide Lane (N)	[ONEHOUR]	0.00
2 - Mitchell Way (E)		
3 - George Curl Way (S)		
4 - Wide Lane (W)		

Origin-Destination Data

Demand (PCU/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (N)	23.06	5.3	16.9	C	722	1083
2 - Mitchell Way (E)	5.59	0.4	1.6	A	197	296
3 - George Curl Way (S)	7.72	0.3	1.2	A	158	237
4 - Wide Lane (W)	9.37	1.7	5.5	A	508	761

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	591	148	90	0.00	590	589	568	0.0	1.4	9.144	A
2 - Mitchell Way (E)	154	38	457		155	159	185	0.0	0.2	4.789	A
3 - George Curl Way (S)	132	33	574		133	133	44	0.0	0.2	6.033	A
4 - Wide Lane (W)	418	104	229		421	416	502	0.0	0.6	6.224	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	711	178	102	0.00	710	699	690	1.4	2.5	11.368	B
2 - Mitchell Way (E)	197	49	563		197	193	209	0.2	0.3	5.258	A
3 - George Curl Way (S)	161	40	715		161	156	51	0.2	0.3	6.604	A
4 - Wide Lane (W)	496	124	291		495	495	614	0.6	1.0	7.460	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	859	215	127	0.00	862	851	853	2.5	5.0	20.057	C
2 - Mitchell Way (E)	242	60	694		242	236	261	0.3	0.4	5.588	A
3 - George Curl Way (S)	190	47	881		190	188	59	0.3	0.3	7.401	A
4 - Wide Lane (W)	614	153	360		614	613	734	1.0	1.7	9.372	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	848	212	123	0.00	849	861	837	5.0	5.3	23.062	C
2 - Mitchell Way (E)	239	60	686		239	239	248	0.4	0.4	5.588	A
3 - George Curl Way (S)	187	47	869		187	188	61	0.3	0.3	7.718	A
4 - Wide Lane (W)	607	152	349		604	611	735	1.7	1.7	9.229	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	725	181	101	0.00	728	723	676	5.3	2.0	13.568	B
2 - Mitchell Way (E)	192	48	567		192	196	214	0.4	0.3	5.074	A
3 - George Curl Way (S)	152	38	716		151	157	49	0.3	0.3	6.824	A
4 - Wide Lane (W)	492	123	279		489	493	622	1.7	1.0	7.407	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	600	150	83	0.00	601	598	581	2.0	1.4	9.121	A
2 - Mitchell Way (E)	159	40	470		159	163	171	0.3	0.2	4.750	A
3 - George Curl Way (S)	127	32	593		128	129	41	0.3	0.1	6.195	A
4 - Wide Lane (W)	420	105	237		421	419	516	1.0	0.7	6.159	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)	1.39	0.00	0.42	3.15	4.39
2 - Mitchell Way (E)	0.16	0.00	0.00	0.31	0.75
3 - George Curl Way (S)	0.18	0.00	0.00	0.40	0.75
4 - Wide Lane (W)	0.57	0.00	0.00	1.33	1.91

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	2.49	0.00	1.28	5.15	7.48
2 - Mitchell Way (E)	0.26	0.00	0.00	0.65	0.99
3 - George Curl Way (S)	0.26	0.00	0.00	0.61	0.99
4 - Wide Lane (W)	1.04	0.00	0.00	2.66	3.49

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	5.04	0.00	2.88	11.73	15.63
2 - Mitchell Way (E)	0.39	0.00	0.00	0.90	1.44
3 - George Curl Way (S)	0.32	0.00	0.00	0.75	0.99
4 - Wide Lane (W)	1.74	0.00	0.61	4.56	5.19

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	5.30	0.00	2.81	13.90	16.90
2 - Mitchell Way (E)	0.41	0.00	0.00	0.90	1.56
3 - George Curl Way (S)	0.35	0.00	0.00	0.78	0.99
4 - Wide Lane (W)	1.73	0.00	0.55	4.27	5.49

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	2.02	0.00	0.78	4.49	6.99
2 - Mitchell Way (E)	0.30	0.00	0.00	0.72	0.96
3 - George Curl Way (S)	0.30	0.00	0.00	0.76	1.16
4 - Wide Lane (W)	1.04	0.00	0.04	2.58	3.49

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	1.37	0.00	0.36	2.90	4.95
2 - Mitchell Way (E)	0.20	0.00	0.00	0.49	0.89
3 - George Curl Way (S)	0.13	0.00	0.00	0.19	0.66
4 - Wide Lane (W)	0.68	0.00	0.00	1.71	2.99

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)	Pedestrian demand (Ped/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)	108		875	0.123	108	107	0.0	0.1	4.957	A
			3	1, 3, 4	483		875	0.552	481	483	0.0	1.1	8.532	A
	Exit	1	1	(1, 2, 3, 4)	591	0.00			591	595	0.0	0.1	1.235	A
			2	1	568	0.00			568	570	0.0	0.0	0.076	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	41		918	0.045	42	43	0.0	0.0	4.387	A
			2	1, 2, (4)	112		918	0.122	112	116	0.0	0.1	4.935	A
	Exit	1	1		185				185	179	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	110		699	0.157	111	111	0.0	0.2	6.231	A
			2	(1), 2, 3	22		699	0.031	22	22	0.0	0.0	5.033	A
	Exit	1	1		44				44	43	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	348		912	0.381	351	350	0.0	0.5	6.471	A
			2	2, 3, 4	69		912	0.076	70	65	0.0	0.1	4.800	A
	Exit	1	1		502				502	505	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	123		871	0.141	123	124	0.1	0.2	5.376	A
			3	1, 3, 4	588		871	0.674	587	576	1.1	1.8	9.909	A
		2	1	(1, 2, 3, 4)	711	0.00			711	702	0.1	0.5	2.232	A
	Exit	1	1		690	0.00			690	685	0.0	0.0	0.000	A
			2	1	690				690	685	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	50		882	0.057	51	50	0.0	0.1	4.856	A
			2	1, 2, (4)	147		882	0.166	146	143	0.1	0.2	5.398	A
	Exit	1	1		209				209	207	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	133		657	0.203	132	130	0.2	0.2	6.757	A
			2	(1), 2, 3	28		657	0.042	28	26	0.0	0.0	5.836	A
	Exit	1	1		51				51	50	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	419		891	0.470	418	419	0.5	0.9	7.934	A
			2	2, 3, 4	77		891	0.086	77	76	0.1	0.1	4.670	A
	Exit	1	1		614				614	601	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	154		864	0.178	154	153	0.2	0.2	5.414	A
			3	1, 3, 4	706		864	0.817	708	697	1.8	2.5	12.539	B
		2	1	(1, 2, 3, 4)	859	0.00			859	854	0.5	2.3	8.738	A
	Exit	1	1		853	0.00			853	840	0.0	0.0	0.000	A
			2	1	853				853	840	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	60		836	0.072	60	60	0.1	0.1	5.301	A
			2	1, 2, (4)	181		836	0.217	182	176	0.2	0.3	5.685	A
	Exit	1	1		261				261	263	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	157		607	0.259	158	156	0.2	0.3	7.693	A
			2	(1), 2, 3	32		607	0.053	32	32	0.0	0.1	6.005	A
	Exit	1	1		59				59	59	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	517		869	0.596	517	513	0.9	1.6	10.105	B
			2	2, 3, 4	96		869	0.111	97	100	0.1	0.1	5.282	A
	Exit	1	1		734				734	725	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	148		865	0.171	147	152	0.2	0.3	5.747	A
			3	1, 3, 4	699		865	0.808	701	708	2.5	2.3	12.998	B
		2	1	(1, 2, 3, 4)	848	0.00			847	860	2.3	2.7	11.275	B
	Exit	1	1		837	0.00			837	840	0.0	0.0	0.000	A
		2	1		837				837	840	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	59		839	0.071	59	61	0.1	0.1	5.199	A
			2	1, 2, (4)	180		839	0.214	181	177	0.3	0.3	5.721	A
	Exit	1	1		248				248	255	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	154		610	0.252	154	156	0.3	0.3	7.992	A
			2	(1), 2, 3	34		610	0.055	33	32	0.1	0.1	6.407	A
	Exit	1	1		61				61	63	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	512		872	0.587	511	516	1.6	1.5	9.966	A
			2	2, 3, 4	95		872	0.109	94	94	0.1	0.3	4.932	A
	Exit	1	1		735				735	741	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	131		872	0.150	130	128	0.3	0.2	5.087	A
			3	1, 3, 4	597		872	0.684	598	595	2.3	1.5	10.509	B
		2	1	(1, 2, 3, 4)	725	0.00			728	719	2.7	0.3	4.093	A
	Exit	1	1		676	0.00			676	686	0.0	0.0	0.000	A
		2	1		676				676	686	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	48		880	0.055	48	50	0.1	0.1	4.637	A
			2	1, 2, (4)	143		880	0.163	144	146	0.3	0.2	5.220	A
	Exit	1	1		214				214	213	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	126		656	0.193	126	130	0.3	0.3	7.058	A
			2	(1), 2, 3	25		656	0.039	26	26	0.1	0.0	5.679	A
	Exit	1	1		49				49	49	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	415		895	0.463	413	415	1.5	0.9	7.853	A
			2	2, 3, 4	77		895	0.086	76	78	0.3	0.2	4.867	A
	Exit	1	1		622				622	620	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	104		877	0.118	104	107	0.2	0.1	5.093	A
			3	1, 3, 4	496		877	0.565	497	491	1.5	1.1	8.660	A
		2	1	(1, 2, 3, 4)	600	0.00			599	596	0.3	0.1	1.093	A
	Exit	1	1		581	0.00			581	579	0.0	0.0	0.000	A
		2	1		581				581	579	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	39		914	0.042	39	42	0.1	0.1	4.436	A
			2	1, 2, (4)	120		914	0.132	120	121	0.2	0.1	4.856	A
	Exit	1	1		171				171	175	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	106		693	0.153	107	108	0.3	0.1	6.356	A
			2	(1), 2, 3	21		693	0.030	21	21	0.0	0.0	5.377	A
	Exit	1	1		41				41	41	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	354		910	0.389	356	356	0.9	0.6	6.436	A
			2	2, 3, 4	66		910	0.073	66	64	0.2	0.1	4.509	A
	Exit	1	1		516				516	514	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	0.13	0.00	0.00	0.08	0.66
			3	1.13	0.00	0.20	2.89	4.00
		2	1	0.13	0.00	0.00	0.00	0.39
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.02	0.00	0.00	0.00	0.00
			2	0.14	0.00	0.00	0.15	0.69
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.18	0.00	0.00	0.40	0.75
			2	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	0.51	0.00	0.00	1.09	1.80
			2	0.06	0.00	0.00	0.00	-0.01
	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	0.23	0.00	0.00	0.63	1.33
			3	1.75	0.00	0.95	4.00	4.00
		2	1	0.51	0.00	0.00	1.15	2.95
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.06	0.00	0.00	0.00	-0.01
			2	0.20	0.00	0.00	0.44	0.83
	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	0.61	0.99
			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	0.93	0.00	0.00	2.32	3.24
			2	0.11	0.00	0.00	0.00	0.49
	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	0.22	0.00	0.00	0.59	2.00
			3	2.52	0.00	2.65	4.00	4.00
		2	1	2.30	0.00	0.00	7.23	10.95
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	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	0.55
			2	0.28	0.00	0.00	0.70	0.99
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.26	0.00	0.00	0.63	0.99
			2	0.06	0.00	0.00	0.00	1.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	1.59	0.00	0.40	4.41	4.99
			2	0.15	0.00	0.00	0.21	0.71
	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	0.35	0.00	0.00	0.84	1.37
			3	2.30	0.00	1.96	3.77	3.90
		2	1	2.66	0.00	0.00	9.63	12.95
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.13	0.00	0.00	-0.01	0.70
			2	0.28	0.00	0.00	0.72	2.00
	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	0.93
			2	0.07	0.00	0.00	0.00	0.24
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	1.48	0.00	0.32	3.45	4.48
			2	0.26	0.00	0.00	0.56	1.66
	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	0.19	0.00	0.00	0.47	0.81
			3	1.52	0.00	0.65	3.45	3.75
		2	1	0.30	0.00	0.00	0.18	1.98
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	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	0.33
			2	0.22	0.00	0.00	0.55	0.90
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.26	0.00	0.00	0.65	0.95
			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	0.88	0.00	0.00	2.45	2.99
			2	0.16	0.00	0.00	0.26	0.73
	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	0.15	0.00	0.00	0.17	0.81
			3	1.07	0.00	0.11	2.86	4.00
		2	1	0.15	0.00	0.00	0.00	0.65
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.07	0.00	0.00	0.00	0.16
			2	0.13	0.00	0.00	0.14	0.64
	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	0.04	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	0.61	0.00	0.00	1.59	4.00
			2	0.07	0.00	0.00	0.00	0.24
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

FB 2025, 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	Crossings	1 - Wide Lane (N) - Pedestrian crossing	Lane Simulation: Pedestrian crossing properties specify gap between crossing and junction entry as 4.7, but actual storage on lanes is 8.3.
Warning	Pedestrian Crossing	1 - Wide Lane (N) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
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	20.79	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Wide Lane (N)	[ONEHOUR]	0.00
2 - Mitchell Way (E)		
3 - George Curl Way (S)		
4 - Wide Lane (W)		

Origin-Destination Data

Demand (PCU/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (N)	16.28	3.4	12.4	C	718	1077
2 - Mitchell Way (E)	5.60	0.3	2.0	A	179	268
3 - George Curl Way (S)	6.00	0.2	1.0	A	76	113
4 - Wide Lane (W)	29.66	7.8	20.8	D	798	1197

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	588	147	115	0.00	590	582	691	0.0	1.3	8.233	A
2 - Mitchell Way (E)	142	36	477		142	149	196	0.0	0.2	4.824	A
3 - George Curl Way (S)	62	15	419		62	63	209	0.0	0.1	5.070	A
4 - Wide Lane (W)	664	166	139		665	659	363	0.0	1.5	8.366	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	707	177	134	0.00	705	702	815	1.3	1.9	10.894	B
2 - Mitchell Way (E)	182	46	566		183	177	239	0.2	0.2	4.899	A
3 - George Curl Way (S)	75	19	509		75	73	248	0.1	0.1	5.663	A
4 - Wide Lane (W)	778	194	171		776	771	436	1.5	2.5	11.735	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	851	213	154	0.00	866	860	1009	1.9	3.0	15.538	C
2 - Mitchell Way (E)	217	54	692		219	217	283	0.2	0.3	5.330	A
3 - George Curl Way (S)	90	23	622		90	90	301	0.1	0.2	5.997	A
4 - Wide Lane (W)	960	240	213		947	929	529	2.5	7.8	24.023	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	859	215	165	0.00	873	872	1015	3.0	3.4	16.281	C
2 - Mitchell Way (E)	215	54	698		216	221	297	0.3	0.3	5.601	A
3 - George Curl Way (S)	89	22	634		88	90	295	0.2	0.2	5.918	A
4 - Wide Lane (W)	964	241	207		970	963	541	7.8	7.2	29.655	D

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	718	180	131	0.00	716	718	813	3.4	2.2	11.291	B
2 - Mitchell Way (E)	174	44	570		175	179	233	0.3	0.3	5.212	A
3 - George Curl Way (S)	76	19	508		77	76	248	0.2	0.1	5.674	A
4 - Wide Lane (W)	780	195	166		776	802	448	7.2	2.7	14.529	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	586	146	109	0.00	587	594	677	2.2	1.4	7.968	A
2 - Mitchell Way (E)	142	36	455		143	148	201	0.3	0.1	4.832	A
3 - George Curl Way (S)	63	16	409		62	62	200	0.1	0.1	5.050	A
4 - Wide Lane (W)	644	161	136		648	660	362	2.7	1.5	9.397	A

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

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	1.31	0.00	0.31	3.09	3.86
2 - Mitchell Way (E)	0.21	0.00	0.00	0.52	1.14
3 - George Curl Way (S)	0.11	0.00	0.00	-0.03	0.53
4 - Wide Lane (W)	1.48	0.00	0.53	3.21	3.95

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	1.89	0.00	0.56	4.18	6.93
2 - Mitchell Way (E)	0.24	0.00	0.00	0.65	2.00
3 - George Curl Way (S)	0.14	0.00	0.00	0.21	0.68
4 - Wide Lane (W)	2.55	0.00	1.44	5.71	6.77

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	3.03	0.00	1.66	5.90	9.42
2 - Mitchell Way (E)	0.35	0.00	0.00	0.96	1.73
3 - George Curl Way (S)	0.17	0.00	0.00	0.38	0.79
4 - Wide Lane (W)	7.80	0.00	5.07	17.57	20.78

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	3.41	0.00	1.66	6.70	12.43
2 - Mitchell Way (E)	0.26	0.00	0.00	0.65	0.95
3 - George Curl Way (S)	0.16	0.00	0.00	0.31	0.72
4 - Wide Lane (W)	7.20	0.00	4.93	15.57	17.93

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	2.23	0.00	1.11	4.84	6.46
2 - Mitchell Way (E)	0.28	0.00	0.00	0.82	1.43
3 - George Curl Way (S)	0.07	0.00	0.00	0.00	1.00
4 - Wide Lane (W)	2.74	0.00	1.03	7.45	8.57

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	1.39	0.00	0.43	3.21	3.95
2 - Mitchell Way (E)	0.12	0.00	0.00	1.00	1.00
3 - George Curl Way (S)	0.07	0.00	0.00	0.00	0.17
4 - Wide Lane (W)	1.50	0.00	0.53	3.10	3.95

Lane Results

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

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	144		867	0.166	142	138	0.0	0.3	5.477	A
			3	1, 3, 4	444		867	0.512	448	444	0.0	0.9	8.051	A
	Exit	2	1	(1, 2, 3, 4)	588	0.00			588	587	0.0	0.1	0.753	A
			1		691	0.00			691	690	0.0	0.0	0.076	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	43		912	0.047	44	48	0.0	0.0	4.454	A
			2	1, 2, (4)	99		912	0.109	98	101	0.0	0.2	4.992	A
	Exit	1	1		196				196	193	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	48		745	0.064	48	49	0.0	0.1	4.951	A
			2	(1), 2, 3	14		745	0.019	14	14	0.0	0.0	5.514	A
	Exit	1	1		209				209	207	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	563		942	0.597	563	559	0.0	1.3	9.034	A
			2	2, 3, 4	101		942	0.108	101	100	0.0	0.2	4.545	A
	Exit	1	1		363				363	364	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	171		861	0.199	172	170	0.3	0.2	5.883	A
			3	1, 3, 4	536		861	0.622	533	532	0.9	1.3	9.583	A
		2	1	(1, 2, 3, 4)	707	0.00			707	704	0.1	0.3	2.145	A
	Exit	1	1		815	0.00			815	812	0.0	0.0	0.000	A
			2	1	815				815	812	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	60		880	0.068	60	56	0.0	0.1	4.819	A
			2	1, 2, (4)	122		880	0.139	122	121	0.2	0.2	4.934	A
	Exit	1	1		239				239	233	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	58		718	0.081	58	58	0.1	0.1	5.700	A
			2	(1), 2, 3	16		718	0.023	16	15	0.0	0.0	5.512	A
	Exit	1	1		248				248	243	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	658		931	0.707	658	655	1.3	2.3	12.954	B
			2	2, 3, 4	120		931	0.128	118	116	0.2	0.2	4.614	A
	Exit	1	1		436				436	436	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	210		855	0.246	212	209	0.2	0.4	6.330	A
			3	1, 3, 4	651		855	0.762	655	651	1.3	2.0	11.453	B
		2	1	(1, 2, 3, 4)	851	0.00			862	863	0.3	0.7	5.260	A
	Exit	1	1		1009	0.00			1009	983	0.0	0.0	0.000	A
			2	1	1009				1009	983	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	65		837	0.077	66	66	0.1	0.1	5.031	A
			2	1, 2, (4)	152		837	0.182	154	151	0.2	0.2	5.455	A
	Exit	1	1		283				283	280	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	70		684	0.102	70	71	0.1	0.1	5.956	A
			2	(1), 2, 3	20		684	0.030	21	18	0.0	0.0	6.170	A
	Exit	1	1		301				301	299	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	822		917	0.896	810	789	2.3	7.5	27.279	D
			2	2, 3, 4	138		917	0.150	137	140	0.2	0.3	4.920	A
	Exit	1	1		529				529	534	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	212		852	0.249	212	212	0.4	0.4	6.582	A
			3	1, 3, 4	657		852	0.771	661	660	2.0	2.0	11.674	B
		2	1	(1, 2, 3, 4)	859	0.00			869	872	0.7	1.1	5.763	A
	Exit	1	1		1015	0.00			1015	1013	0.0	0.0	0.000	A
		2	1		1015				1015	1013	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	65		835	0.078	65	69	0.1	0.1	5.076	A
			2	1, 2, (4)	150		835	0.180	151	151	0.2	0.2	5.831	A
	Exit	1	1		297				297	292	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	70		681	0.103	70	72	0.1	0.1	5.890	A
			2	(1), 2, 3	19		681	0.027	18	18	0.0	0.1	6.036	A
	Exit	1	1		295				295	302	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	817		919	0.889	823	821	7.5	7.0	33.836	D
			2	2, 3, 4	146		919	0.159	147	143	0.3	0.2	5.100	A
	Exit	1	1		541				541	539	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	171		862	0.198	170	172	0.4	0.3	5.913	A
			3	1, 3, 4	548		862	0.635	546	546	2.0	1.5	9.868	A
		2	1	(1, 2, 3, 4)	718	0.00			718	716	1.1	0.4	2.365	A
	Exit	1	1		813	0.00			813	843	0.0	0.0	0.000	A
		2	1		813				813	843	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	57		879	0.064	56	57	0.1	0.1	5.076	A
			2	1, 2, (4)	118		879	0.134	118	121	0.2	0.2	5.272	A
	Exit	1	1		233				233	237	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	60		719	0.084	61	60	0.1	0.0	5.671	A
			2	(1), 2, 3	16		719	0.022	15	16	0.1	0.0	5.683	A
	Exit	1	1		248				248	249	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	665		933	0.713	660	685	7.0	2.6	16.233	C
			2	2, 3, 4	115		933	0.123	116	116	0.2	0.1	4.527	A
	Exit	1	1		448				448	445	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	149		869	0.171	147	146	0.3	0.4	5.532	A
			3	1, 3, 4	438		869	0.503	440	448	1.5	0.9	7.929	A
		2	1	(1, 2, 3, 4)	586	0.00			587	592	0.4	0.1	0.614	A
	Exit	1	1		677	0.00			677	688	0.0	0.0	0.000	A
		2	1		677				677	688	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	46		919	0.050	47	48	0.1	0.0	4.672	A
			2	1, 2, (4)	96		919	0.104	96	100	0.2	0.1	4.905	A
	Exit	1	1		201				201	203	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	49		748	0.065	49	49	0.0	0.0	5.096	A
			2	(1), 2, 3	14		748	0.019	14	13	0.0	0.0	4.874	A
	Exit	1	1		200				200	207	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	549		943	0.582	553	558	2.6	1.4	10.282	B
			2	2, 3, 4	95		943	0.101	95	102	0.1	0.1	4.514	A
	Exit	1	1		362				362	366	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	0.28	0.00	0.00	0.82	1.48
			3	0.92	0.00	0.00	2.47	3.14
		2	1	0.11	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.02	0.00	0.00	0.00	0.00
			2	0.19	0.00	0.00	0.37	0.97
	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	0.05	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	1.33	0.00	0.38	2.91	3.69
			2	0.15	0.00	0.00	0.31	0.72
	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	0.22	0.00	0.00	0.55	0.97
			3	1.33	0.00	0.33	3.25	3.66
		2	1	0.34	0.00	0.00	0.00	2.43
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.07	0.00	0.00	0.00	-0.05
			2	0.17	0.00	0.00	0.38	0.79
	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	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	2.34	0.00	0.97	5.53	6.71
			2	0.20	0.00	0.00	0.51	0.83
	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	0.36	0.00	0.00	1.15	1.71
			3	2.00	0.00	1.37	3.68	3.95
		2	1	0.68	0.00	0.00	1.18	7.95
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.15	0.00	0.00	-0.04	0.73
			2	0.20	0.00	0.00	0.48	0.97
	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	0.25	0.66
			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	7.54	0.00	4.75	17.18	20.70
			2	0.25	0.00	0.00	0.65	0.97
	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	0.36	0.00	0.00	0.83	1.71
			3	1.98	0.00	1.38	4.00	4.00
		2	1	1.07	0.00	0.00	2.81	6.93
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	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	0.16	0.00	0.00	0.34	0.78
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.11	0.00	0.00	0.00	0.49
			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	6.95	0.00	4.61	15.18	16.85
			2	0.24	0.00	0.00	0.57	0.93
	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	0.32	0.00	0.00	0.85	1.55
			3	1.51	0.00	0.64	4.00	4.00
		2	1	0.40	0.00	0.00	0.34	1.93
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	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	0.48
			2	0.19	0.00	0.00	0.34	0.90
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.03	0.00	0.00	0.00	0.00
			2	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	2.60	0.00	0.92	7.21	7.95
			2	0.14	0.00	0.00	0.08	0.76
	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	0.37	0.00	0.00	1.07	1.69
			3	0.93	0.00	0.00	2.57	3.54
		2	1	0.10	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.03	0.00	0.00	0.00	0.00
			2	0.09	0.00	0.00	0.00	1.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.04	0.00	0.00	0.00	0.00
			2	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	1.40	0.00	0.41	2.95	3.95
			2	0.10	0.00	0.00	0.00	0.49
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

FB 2025, 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	Crossings	1 - Wide Lane (N) - Pedestrian crossing	Lane Simulation: Pedestrian crossing properties specify gap between crossing and junction entry as 4.7, but actual storage on lanes is 8.3.
Warning	Pedestrian Crossing	1 - Wide Lane (N) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
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	17.33	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
D4	FB 2025	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

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

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Wide Lane (N)	[ONEHOUR]	0.00
2 - Mitchell Way (E)		
3 - George Curl Way (S)		
4 - Wide Lane (W)		

Origin-Destination Data

Demand (PCU/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (N)	27.99	7.6	22.4	D	748	1122
2 - Mitchell Way (E)	5.99	0.6	2.4	A	238	358
3 - George Curl Way (S)	8.00	0.5	1.7	A	163	245
4 - Wide Lane (W)	10.37	1.9	6.2	B	537	806

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	605	151	104	0.00	608	612	617	0.0	1.4	9.244	A
2 - Mitchell Way (E)	200	50	470		200	194	203	0.0	0.2	4.818	A
3 - George Curl Way (S)	135	34	631		136	138	45	0.0	0.2	6.213	A
4 - Wide Lane (W)	443	111	269		444	441	523	0.0	0.8	6.619	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	734	184	120	0.00	736	730	731	1.4	2.0	11.485	B
2 - Mitchell Way (E)	228	57	563		227	228	244	0.2	0.4	4.978	A
3 - George Curl Way (S)	164	41	747		163	156	50	0.2	0.3	6.528	A
4 - Wide Lane (W)	530	132	315		528	524	630	0.8	1.2	7.696	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	910	227	152	0.00	896	888	890	2.0	7.6	24.043	C
2 - Mitchell Way (E)	287	72	723		286	287	300	0.4	0.6	5.992	A
3 - George Curl Way (S)	198	50	948		196	194	65	0.3	0.5	7.998	A
4 - Wide Lane (W)	647	162	387		650	642	772	1.2	1.8	10.105	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	894	223	143	0.00	900	900	883	7.6	6.7	27.994	D
2 - Mitchell Way (E)	284	71	717		283	280	291	0.6	0.5	5.898	A
3 - George Curl Way (S)	195	49	943		195	194	62	0.5	0.4	7.918	A
4 - Wide Lane (W)	636	159	387		634	641	776	1.8	1.9	10.373	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	734	183	120	0.00	736	755	725	6.7	2.7	14.973	B
2 - Mitchell Way (E)	234	59	572		233	236	244	0.5	0.4	5.444	A
3 - George Curl Way (S)	156	39	760		155	157	50	0.4	0.4	6.966	A
4 - Wide Lane (W)	524	131	310		526	526	632	1.9	1.0	7.763	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	612	153	102	0.00	609	615	618	2.7	1.7	9.338	A
2 - Mitchell Way (E)	199	50	470		198	195	205	0.4	0.3	4.889	A
3 - George Curl Way (S)	133	33	632		133	134	42	0.4	0.2	6.123	A
4 - Wide Lane (W)	446	111	264		449	440	524	1.0	0.8	6.471	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)	1.43	0.00	0.40	3.36	5.13
2 - Mitchell Way (E)	0.24	0.00	0.00	0.54	0.97
3 - George Curl Way (S)	0.22	0.00	0.00	0.54	0.88
4 - Wide Lane (W)	0.79	0.00	0.00	1.88	2.68

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	2.00	0.00	1.00	4.35	5.48
2 - Mitchell Way (E)	0.43	0.00	0.00	0.92	2.07
3 - George Curl Way (S)	0.32	0.00	0.00	0.67	0.89
4 - Wide Lane (W)	1.18	0.00	0.04	2.75	3.85

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	7.56	0.00	5.00	17.40	22.40
2 - Mitchell Way (E)	0.58	0.00	0.00	1.62	2.43
3 - George Curl Way (S)	0.55	0.00	0.00	1.37	1.73
4 - Wide Lane (W)	1.83	0.00	0.63	4.27	6.23

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	6.68	0.00	3.89	15.80	21.40
2 - Mitchell Way (E)	0.50	0.00	0.00	1.16	1.85
3 - George Curl Way (S)	0.38	0.00	0.00	0.84	1.48
4 - Wide Lane (W)	1.89	0.00	0.76	4.31	5.28

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	2.74	0.00	1.17	7.95	10.10
2 - Mitchell Way (E)	0.37	0.00	0.00	0.83	1.20
3 - George Curl Way (S)	0.37	0.00	0.00	0.82	1.06
4 - Wide Lane (W)	0.97	0.00	0.00	2.23	3.70

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	1.66	0.00	0.55	3.87	5.13
2 - Mitchell Way (E)	0.34	0.00	0.00	0.83	1.49
3 - George Curl Way (S)	0.23	0.00	0.00	0.59	0.90
4 - Wide Lane (W)	0.75	0.00	0.00	1.73	2.48

Lane Results

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

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	115		871	0.132	116	115	0.0	0.1	5.161	A
			3	1, 3, 4	491		871	0.564	492	497	0.0	1.2	8.717	A
	Exit	2	1	(1, 2, 3, 4)	605	0.00			606	618	0.0	0.1	1.165	A
			1		617	0.00			617	611	0.0	0.0	0.072	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	51		914	0.055	51	51	0.0	0.1	4.332	A
			2	1, 2, (4)	149		914	0.163	150	143	0.0	0.2	4.989	A
	Exit	1	1		203				203	203	0.0	0.0	0.000	A
			1		617				617	611	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	114		682	0.167	114	114	0.0	0.2	6.348	A
			2	(1), 2, 3	21		682	0.031	22	24	0.0	0.0	5.586	A
	Exit	1	1		45				45	43	0.0	0.0	0.000	A
			1		45				45	43	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	361		899	0.402	362	361	0.0	0.7	6.999	A
			2	2, 3, 4	82		899	0.091	82	80	0.0	0.1	4.819	A
	Exit	1	1		523				523	529	0.0	0.0	0.000	A
			1		523				523	529	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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		866	0.163	140	141	0.1	0.3	5.416	A
			3	1, 3, 4	596		866	0.689	596	589	1.2	1.6	9.941	A
	Exit	2	1	(1, 2, 3, 4)	734	0.00			737	732	0.1	0.2	2.391	A
			1		731	0.00			731	722	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	59		881	0.067	59	59	0.1	0.1	4.430	A
			2	1, 2, (4)	168		881	0.191	168	170	0.2	0.3	5.165	A
	Exit	1	1		244				244	244	0.0	0.0	0.000	A
			1		244				244	244	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	136		647	0.210	135	129	0.2	0.3	6.714	A
			2	(1), 2, 3	28		647	0.043	28	26	0.0	0.0	5.625	A
	Exit	1	1		50				50	50	0.0	0.0	0.000	A
			1		50				50	50	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	435		884	0.492	434	428	0.7	1.0	8.287	A
			2	2, 3, 4	95		884	0.107	94	96	0.1	0.1	4.898	A
	Exit	1	1		630				630	622	0.0	0.0	0.000	A
			1		630				630	622	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	171		856	0.200	170	169	0.3	0.4	5.797	A
			3	1, 3, 4	728		856	0.851	726	719	1.6	2.9	13.020	B
	Exit	2	1	(1, 2, 3, 4)	910	0.00			900	894	0.2	4.3	12.279	B
			1		890	0.00			890	888	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	79		826	0.096	79	77	0.1	0.1	5.150	A
			2	1, 2, (4)	208		826	0.252	207	210	0.3	0.5	6.294	A
	Exit	1	1		300				300	294	0.0	0.0	0.000	A
			1		300				300	294	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	164		587	0.279	162	162	0.3	0.5	8.312	A
			2	(1), 2, 3	35		587	0.059	35	32	0.0	0.1	6.429	A
	Exit	1	1		65				65	61	0.0	0.0	0.000	A
			1		65				65	61	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	526		860	0.612	530	524	1.0	1.7	11.142	B
			2	2, 3, 4	120		860	0.140	120	118	0.1	0.2	5.296	A
	Exit	1	1		772				772	768	0.0	0.0	0.000	A
			1		772				772	768	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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		858	0.198	170	173	0.4	0.2	5.996	A
			3	1, 3, 4	731		858	0.852	730	727	2.9	2.8	13.553	B
		2	1	(1, 2, 3, 4)	894	0.00			901	899	4.3	3.7	15.883	C
	Exit	1	1		883	0.00			883	887	0.0	0.0	0.000	A
		2	1		883				883	887	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	72		828	0.087	72	71	0.1	0.1	4.974	A
			2	1, 2, (4)	211		828	0.255	210	209	0.5	0.4	6.214	A
	Exit	1	1		291				291	297	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	161		588	0.274	161	160	0.5	0.3	8.321	A
			2	(1), 2, 3	33		588	0.057	33	34	0.1	0.1	6.044	A
	Exit	1	1		62				62	62	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	524		860	0.609	521	525	1.7	1.8	11.444	B
			2	2, 3, 4	113		860	0.131	113	116	0.2	0.1	5.304	A
	Exit	1	1		776				776	769	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	143		866	0.165	143	143	0.2	0.2	5.300	A
			3	1, 3, 4	592		866	0.684	593	612	2.8	1.7	10.940	B
		2	1	(1, 2, 3, 4)	734	0.00			734	751	3.7	0.8	5.129	A
	Exit	1	1		725	0.00			725	730	0.0	0.0	0.000	A
		2	1		725				725	730	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	62		879	0.070	62	62	0.1	0.1	4.652	A
			2	1, 2, (4)	172		879	0.196	172	174	0.4	0.3	5.723	A
	Exit	1	1		244				244	244	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	130		643	0.202	129	131	0.3	0.3	7.210	A
			2	(1), 2, 3	26		643	0.041	26	26	0.1	0.0	5.756	A
	Exit	1	1		50				50	52	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	427		885	0.483	430	431	1.8	0.8	8.327	A
			2	2, 3, 4	96		885	0.109	96	95	0.1	0.1	5.120	A
	Exit	1	1		632				632	647	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	117		871	0.134	117	118	0.2	0.2	5.136	A
			3	1, 3, 4	495		871	0.568	492	497	1.7	1.2	8.728	A
		2	1	(1, 2, 3, 4)	612	0.00			611	614	0.8	0.2	1.314	A
	Exit	1	1		618	0.00			618	609	0.0	0.0	0.000	A
		2	1		618				618	609	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	55		914	0.061	55	52	0.1	0.1	4.451	A
			2	1, 2, (4)	143		914	0.157	143	144	0.3	0.2	5.045	A
	Exit	1	1		205				205	204	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	110		681	0.161	109	111	0.3	0.2	6.264	A
			2	(1), 2, 3	24		681	0.035	24	23	0.0	0.0	5.438	A
	Exit	1	1		42				42	42	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	366		900	0.406	369	361	0.8	0.6	6.871	A
			2	2, 3, 4	80		900	0.089	80	79	0.1	0.1	4.574	A
	Exit	1	1		524				524	529	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	0.13	0.00	0.00	-0.02	0.74
			3	1.15	0.00	0.28	4.00	4.00
		2	1	0.14	0.00	0.00	0.00	0.57
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.07	0.00	0.00	0.00	0.07
			2	0.18	0.00	0.00	0.32	0.83
	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	0.82
			2	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	0.69	0.00	0.00	1.83	2.54
			2	0.10	0.00	0.00	0.00	0.43
	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	0.25	0.00	0.00	0.62	1.07
			3	1.60	0.00	0.83	4.00	4.00
		2	1	0.15	0.00	0.00	-0.02	0.74
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.12	0.00	0.00	0.00	0.60
			2	0.31	0.00	0.00	0.69	1.13
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.29	0.00	0.00	0.62	0.86
			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	1.05	0.00	0.00	2.61	3.28
			2	0.13	0.00	0.00	0.00	0.77
	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	0.38	0.00	0.00	0.83	1.85
			3	2.88	0.00	3.12	3.83	3.92
		2	1	4.31	0.00	0.00	12.80	18.40
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.13	0.00	0.00	-0.02	0.67
			2	0.45	0.00	0.00	1.10	2.08
	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	1.22	1.67
			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	1.65	0.00	0.47	3.89	6.08
			2	0.17	0.00	0.00	0.22	0.80
	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	0.20	0.00	0.00	0.40	0.85
			3	2.78	0.00	2.95	3.82	3.92
		2	1	3.70	0.00	0.00	11.80	17.40
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	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	0.49
			2	0.40	0.00	0.00	0.98	1.74
	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	0.79	1.40
			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	1.76	0.00	0.63	4.10	5.07
			2	0.14	0.00	0.00	0.14	0.72
	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	0.49	0.87
			3	1.68	0.00	0.80	3.54	3.79
		2	1	0.85	0.00	0.00	3.96	6.10
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.09	0.00	0.00	0.00	0.40
			2	0.28	0.00	0.00	0.71	1.07
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.32	0.00	0.00	0.76	0.98
			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	0.83	0.00	0.00	1.87	3.13
			2	0.14	0.00	0.00	0.07	0.70
	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	0.19	0.00	0.00	0.34	0.89
			3	1.24	0.00	0.34	4.00	4.00
		2	1	0.23	0.00	0.00	0.00	0.88
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	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	0.24	0.00	0.00	0.60	1.07
	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	0.47	0.83
			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	0.63	0.00	0.00	1.58	2.13
			2	0.12	0.00	0.00	1.00	1.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

FB 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	Crossings	1 - Wide Lane (N) - Pedestrian crossing	Lane Simulation: Pedestrian crossing properties specify gap between crossing and junction entry as 4.7, but actual storage on lanes is 8.3.
Warning	Pedestrian Crossing	1 - Wide Lane (N) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
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	27.24	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
D5	FB 2028	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

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

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Wide Lane (N)	[ONEHOUR]	0.00
2 - Mitchell Way (E)		
3 - George Curl Way (S)		
4 - Wide Lane (W)		

Origin-Destination Data

Demand (PCU/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (N)	23.04	6.7	23.9	C	796	1194
2 - Mitchell Way (E)	5.91	0.6	1.8	A	252	378
3 - George Curl Way (S)	6.18	0.1	1.0	A	77	115
4 - Wide Lane (W)	39.38	12.4	36.4	E	851	1277

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	657	164	138	0.00	656	647	724	0.0	2.0	8.957	A
2 - Mitchell Way (E)	204	51	492		204	205	268	0.0	0.3	4.882	A
3 - George Curl Way (S)	61	15	494		60	64	211	0.0	0.1	5.422	A
4 - Wide Lane (W)	689	172	173		685	682	403	0.0	2.0	9.041	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	784	196	162	0.00	781	775	887	2.0	2.9	11.723	B
2 - Mitchell Way (E)	249	62	601		248	248	314	0.3	0.4	5.039	A
3 - George Curl Way (S)	73	18	606		73	74	250	0.1	0.1	5.458	A
4 - Wide Lane (W)	831	208	217		829	824	482	2.0	2.9	12.521	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	942	236	198	0.00	939	941	1060	2.9	5.7	20.945	C
2 - Mitchell Way (E)	294	74	733		292	301	374	0.4	0.6	5.906	A
3 - George Curl Way (S)	95	24	724		95	93	312	0.1	0.1	6.171	A
4 - Wide Lane (W)	1018	254	255		1001	976	581	2.9	9.7	26.851	D

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	947	237	200	0.00	941	947	1079	5.7	6.7	23.040	C
2 - Mitchell Way (E)	310	77	734		309	303	379	0.6	0.6	5.831	A
3 - George Curl Way (S)	93	23	750		94	91	304	0.1	0.1	6.183	A
4 - Wide Lane (W)	1024	256	268		1008	1007	589	9.7	12.4	39.385	E

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	791	198	162	0.00	790	805	900	6.7	2.5	13.726	B
2 - Mitchell Way (E)	252	63	609		254	251	302	0.6	0.3	5.369	A
3 - George Curl Way (S)	74	18	610		73	76	266	0.1	0.1	5.730	A
4 - Wide Lane (W)	842	210	219		840	872	489	12.4	4.2	23.176	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	654	163	131	0.00	653	655	757	2.5	1.7	9.110	A
2 - Mitchell Way (E)	203	51	480		202	205	260	0.3	0.3	4.911	A
3 - George Curl Way (S)	64	16	495		64	64	202	0.1	0.1	5.354	A
4 - Wide Lane (W)	704	176	182		703	716	404	4.2	1.8	9.935	A

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)	2.00	0.00	0.76	4.43	5.85
2 - Mitchell Way (E)	0.27	0.00	0.00	0.65	0.95
3 - George Curl Way (S)	0.11	0.00	0.00	0.00	0.54
4 - Wide Lane (W)	1.96	0.00	0.93	4.63	5.96

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	2.85	0.00	1.52	5.85	9.37
2 - Mitchell Way (E)	0.40	0.00	0.00	0.92	1.43
3 - George Curl Way (S)	0.11	0.00	0.00	0.00	0.57
4 - Wide Lane (W)	2.86	0.00	1.50	6.62	7.77

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	5.75	0.00	2.95	14.35	19.70
2 - Mitchell Way (E)	0.63	0.00	0.00	1.36	1.83
3 - George Curl Way (S)	0.15	0.00	0.00	0.25	0.66
4 - Wide Lane (W)	9.68	0.01	7.08	19.85	27.85

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	6.67	0.00	3.21	17.85	23.93
2 - Mitchell Way (E)	0.55	0.00	0.00	1.36	1.74
3 - George Curl Way (S)	0.12	0.00	0.00	-0.03	0.65
4 - Wide Lane (W)	12.37	0.10	8.95	27.48	36.40

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	2.50	0.00	1.17	5.93	7.85
2 - Mitchell Way (E)	0.30	0.00	0.00	0.70	0.95
3 - George Curl Way (S)	0.13	0.00	0.00	0.19	0.63
4 - Wide Lane (W)	4.20	0.00	2.66	8.94	10.93

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	1.65	0.00	0.68	3.48	3.85
2 - Mitchell Way (E)	0.33	0.00	0.00	0.77	1.21
3 - George Curl Way (S)	0.07	0.00	0.00	0.00	1.00
4 - Wide Lane (W)	1.84	0.00	0.48	4.34	6.90

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)	Pedestrian demand (Ped/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)	188		860	0.218	188	184	0.0	0.5	5.999	A
			3	1, 3, 4	466		860	0.542	468	464	0.0	1.1	8.494	A
	Exit	1	1	(1, 2, 3, 4)	657	0.00			654	654	0.0	0.4	1.131	A
			2	1		724			724	729	0.0	0.0	0.079	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	68		906	0.075	68	67	0.0	0.1	4.576	A
			2	1, 2, (4)	136		906	0.150	136	138	0.0	0.2	5.027	A
	Exit	1	1		268				268	260	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	48		723	0.066	48	51	0.0	0.1	5.470	A
			2	(1), 2, 3	13		723	0.018	13	13	0.0	0.0	5.228	A
	Exit	1	1		211				211	210	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	563		930	0.605	561	561	0.0	1.7	9.975	A
			2	2, 3, 4	125		930	0.135	125	120	0.0	0.2	4.633	A
	Exit	1	1		403				403	398	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	225		853	0.264	225	218	0.5	0.4	6.350	A
			3	1, 3, 4	559		853	0.655	556	557	1.1	1.8	10.017	B
		2	1	(1, 2, 3, 4)	784	0.00			784	777	0.4	0.7	2.697	A
	Exit	1	1		887	0.00			887	879	0.0	0.0	0.000	A
			2	1		887			887	879	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	80		868	0.092	79	81	0.1	0.1	4.646	A
			2	1, 2, (4)	169		868	0.195	169	167	0.2	0.3	5.225	A
	Exit	1	1		314				314	309	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	59		689	0.086	60	60	0.1	0.1	5.409	A
			2	(1), 2, 3	14		689	0.020	14	14	0.0	0.0	5.682	A
	Exit	1	1		250				250	251	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	684		916	0.747	682	676	1.7	2.7	14.162	B
			2	2, 3, 4	147		916	0.160	147	148	0.2	0.2	4.903	A
	Exit	1	1		482				482	482	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	265		841	0.315	264	266	0.4	0.5	6.766	A
			3	1, 3, 4	676		841	0.804	675	675	1.8	2.4	12.704	B
		2	1	(1, 2, 3, 4)	942	0.00			941	944	0.7	2.8	9.840	A
	Exit	1	1		1060	0.00			1060	1048	0.0	0.0	0.000	A
			2	1	1060				1060	1048	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	97		822	0.118	96	98	0.1	0.2	5.224	A
			2	1, 2, (4)	197		822	0.240	196	203	0.3	0.4	6.224	A
	Exit	1	1		374				374	372	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	74		654	0.113	75	74	0.1	0.1	6.254	A
			2	(1), 2, 3	21		654	0.032	21	20	0.0	0.1	5.845	A
	Exit	1	1		312				312	306	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	836		903	0.926	821	802	2.7	9.3	31.346	D
			2	2, 3, 4	182		903	0.201	180	174	0.2	0.3	5.350	A
	Exit	1	1		581				581	585	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	263		841	0.313	261	267	0.5	0.6	7.090	A
			3	1, 3, 4	678		841	0.806	680	680	2.4	2.4	12.866	B
		2	1	(1, 2, 3, 4)	947	0.00			941	947	2.8	3.6	11.724	B
	Exit	1	1		1079	0.00			1079	1074	0.0	0.0	0.000	A
		2	1		1079				1079	1074	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	102		822	0.124	102	101	0.2	0.1	5.342	A
			2	1, 2, (4)	208		822	0.253	207	202	0.4	0.4	6.073	A
	Exit	1	1		379				379	378	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	73		646	0.113	73	72	0.1	0.1	6.255	A
			2	(1), 2, 3	20		646	0.032	21	19	0.1	0.0	5.895	A
	Exit	1	1		304				304	309	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	843		899	0.937	827	828	9.3	12.1	46.683	E
			2	2, 3, 4	182		899	0.202	181	179	0.3	0.3	4.972	A
	Exit	1	1		589				589	588	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	211		853	0.248	211	225	0.6	0.3	6.427	A
			3	1, 3, 4	580		853	0.680	579	580	2.4	1.7	10.631	B
		2	1	(1, 2, 3, 4)	791	0.00			791	800	3.6	0.5	4.315	A
	Exit	1	1		900	0.00			900	931	0.0	0.0	0.000	A
		2	1		900				900	931	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	83		866	0.095	83	81	0.1	0.1	4.953	A
			2	1, 2, (4)	170		866	0.196	171	170	0.4	0.2	5.560	A
	Exit	1	1		302				302	318	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	57		688	0.083	57	60	0.1	0.1	5.658	A
			2	(1), 2, 3	17		688	0.025	17	16	0.0	0.0	6.012	A
	Exit	1	1		266				266	261	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	694		915	0.758	693	724	12.1	3.9	27.034	D
			2	2, 3, 4	148		915	0.162	147	147	0.3	0.3	4.927	A
	Exit	1	1		489				489	493	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	180		862	0.208	179	181	0.3	0.3	6.060	A
			3	1, 3, 4	475		862	0.551	474	474	1.7	1.2	8.602	A
		2	1	(1, 2, 3, 4)	654	0.00			655	653	0.5	0.1	1.209	A
	Exit	1	1		757	0.00			757	763	0.0	0.0	0.000	A
		2	1		757				757	763	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	65		910	0.071	65	67	0.1	0.1	4.652	A
			2	1, 2, (4)	138		910	0.152	138	138	0.2	0.2	5.034	A
	Exit	1	1		260				260	258	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	51		723	0.071	51	51	0.1	0.0	5.371	A
			2	(1), 2, 3	13		723	0.018	13	13	0.0	0.0	5.287	A
	Exit	1	1		202				202	208	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	585		928	0.631	585	594	3.9	1.7	11.037	B
			2	2, 3, 4	119		928	0.128	118	122	0.3	0.2	4.644	A
	Exit	1	1		404				404	411	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	0.46	0.00	0.00	1.21	1.95
			3	1.15	0.00	0.11	4.00	4.00
		2	1	0.39	0.00	0.00	0.00	1.43
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	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	0.48
			2	0.17	0.00	0.00	0.36	0.74
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.07	0.00	0.00	0.00	0.26
			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	1.74	0.00	0.61	4.52	5.46
			2	0.21	0.00	0.00	0.51	0.87
	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	0.37	0.00	0.00	0.84	1.71
			3	1.76	0.00	1.13	3.57	3.80
		2	1	0.72	0.00	0.00	1.85	5.21
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.13	0.00	0.00	0.07	0.69
			2	0.27	0.00	0.00	0.70	2.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.07	0.00	0.00	0.00	-0.04
			2	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	2.70	0.00	1.11	6.54	7.77
			2	0.16	0.00	0.00	0.19	0.87
	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	0.54	0.00	0.00	1.39	1.90
			3	2.40	0.00	2.23	3.77	3.89
		2	1	2.80	0.00	0.00	10.18	15.85
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.22	0.00	0.00	0.52	0.97
			2	0.41	0.00	0.00	0.89	1.48
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.08	0.00	0.00	0.00	1.00
			2	0.07	0.00	0.00	0.00	0.14
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	9.33	0.00	6.42	19.85	26.70
			2	0.35	0.00	0.00	0.78	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	0.60	0.00	0.00	1.57	1.93
			3	2.43	0.00	2.41	3.79	3.90
		2	1	3.64	0.00	0.00	13.35	18.85
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.11	0.00	0.00	1.00	1.00
			2	0.44	0.00	0.00	1.19	1.63
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.11	0.00	0.00	0.00	0.61
			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	12.10	0.10	8.38	27.57	35.27
			2	0.28	0.00	0.00	0.72	1.14
	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	0.34	0.00	0.00	0.75	0.93
			3	1.66	0.00	0.83	4.00	4.00
		2	1	0.50	0.00	0.00	1.35	2.85
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.07	0.00	0.00	0.00	1.00
			2	0.24	0.00	0.00	0.54	0.93
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.10	0.00	0.00	1.00	1.00
			2	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	3.93	0.00	2.35	8.18	10.93
			2	0.26	0.00	0.00	0.67	1.17
	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	0.34	0.00	0.00	0.92	1.54
			3	1.20	0.00	0.31	3.13	3.60
		2	1	0.11	0.00	0.00	0.00	-0.08
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.11	0.00	0.00	0.06	0.57
			2	0.21	0.00	0.00	0.44	0.91
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.05	0.00	0.00	0.00	1.00
			2	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	1.65	0.00	0.25	3.93	5.93
			2	0.19	0.00	0.00	0.39	0.76
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

FB 2028, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Crossings	1 - Wide Lane (N) - Pedestrian crossing	Lane Simulation: Pedestrian crossing properties specify gap between crossing and junction entry as 4.7, but actual storage on lanes is 8.3.
Warning	Pedestrian Crossing	1 - Wide Lane (N) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
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	23.63	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Wide Lane (N)	[ONEHOUR]	0.00
2 - Mitchell Way (E)		
3 - George Curl Way (S)		
4 - Wide Lane (W)		

Origin-Destination Data

Demand (PCU/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (N)	42.10	11.7	36.2	E	815	1223
2 - Mitchell Way (E)	6.59	0.8	2.7	A	320	480
3 - George Curl Way (S)	9.04	0.5	1.9	A	166	249
4 - Wide Lane (W)	11.49	2.4	7.3	B	592	887

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	671	168	131	0.00	670	663	671	0.0	1.9	9.941	A
2 - Mitchell Way (E)	265	66	501		265	263	261	0.0	0.4	5.044	A
3 - George Curl Way (S)	135	34	728		135	137	44	0.0	0.3	6.439	A
4 - Wide Lane (W)	483	121	312		484	486	578	0.0	0.9	6.870	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	801	200	154	0.00	800	790	798	1.9	3.3	14.078	B
2 - Mitchell Way (E)	314	79	604		314	312	311	0.4	0.5	5.571	A
3 - George Curl Way (S)	164	41	870		163	161	52	0.3	0.4	7.351	A
4 - Wide Lane (W)	573	143	374		573	574	689	0.9	1.4	8.032	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	979	245	188	0.00	972	950	990	3.3	10.5	32.385	D
2 - Mitchell Way (E)	385	96	759		384	383	377	0.5	0.8	6.451	A
3 - George Curl Way (S)	198	49	1084		198	197	63	0.4	0.5	8.891	A
4 - Wide Lane (W)	714	178	459		715	706	838	1.4	2.4	11.352	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	975	244	191	0.00	975	969	984	10.5	11.7	42.104	E
2 - Mitchell Way (E)	382	96	762		382	384	380	0.8	0.8	6.593	A
3 - George Curl Way (S)	198	50	1084		198	198	63	0.5	0.5	9.039	A
4 - Wide Lane (W)	712	178	461		710	711	837	2.4	2.3	11.492	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	796	199	156	0.00	801	828	810	11.7	3.4	21.314	C
2 - Mitchell Way (E)	314	78	605		314	315	311	0.8	0.5	5.748	A
3 - George Curl Way (S)	163	41	872		163	164	53	0.5	0.4	7.576	A
4 - Wide Lane (W)	585	146	374		586	588	690	2.3	1.3	8.605	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	668	167	128	0.00	668	672	674	3.4	1.9	10.366	B
2 - Mitchell Way (E)	261	65	499		261	265	257	0.5	0.4	5.126	A
3 - George Curl Way (S)	138	34	723		138	137	43	0.4	0.2	6.521	A
4 - Wide Lane (W)	482	120	313		482	487	574	1.3	0.9	6.801	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)	1.88	0.00	0.74	4.38	6.03
2 - Mitchell Way (E)	0.38	0.00	0.00	0.89	1.50
3 - George Curl Way (S)	0.25	0.00	0.00	0.65	1.01
4 - Wide Lane (W)	0.93	0.00	0.00	2.18	3.02

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	3.33	0.00	1.65	8.15	10.53
2 - Mitchell Way (E)	0.54	0.00	0.00	1.36	2.13
3 - George Curl Way (S)	0.37	0.00	0.00	0.86	1.43
4 - Wide Lane (W)	1.39	0.00	0.40	2.97	4.34

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	10.51	0.00	6.58	25.67	33.88
2 - Mitchell Way (E)	0.79	0.00	0.00	1.87	2.66
3 - George Curl Way (S)	0.49	0.00	0.00	1.04	1.71
4 - Wide Lane (W)	2.35	0.00	1.12	5.45	7.10

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	11.67	0.00	7.20	27.33	36.17
2 - Mitchell Way (E)	0.75	0.00	0.00	1.80	2.61
3 - George Curl Way (S)	0.53	0.00	0.00	1.22	1.89
4 - Wide Lane (W)	2.34	0.00	0.98	5.37	7.29

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	3.40	0.00	1.49	7.93	10.88
2 - Mitchell Way (E)	0.54	0.00	0.00	1.36	1.89
3 - George Curl Way (S)	0.35	0.00	0.00	0.83	1.34
4 - Wide Lane (W)	1.35	0.00	0.28	3.14	4.55

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	1.92	0.00	0.71	4.65	6.08
2 - Mitchell Way (E)	0.40	0.00	0.00	0.87	1.46
3 - George Curl Way (S)	0.25	0.00	0.00	0.62	0.95
4 - Wide Lane (W)	0.90	0.00	0.00	2.04	2.91

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)	Pedestrian demand (Ped/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		862	0.168	145	144	0.0	0.2	5.264	A
			3	1, 3, 4	525		862	0.609	525	519	0.0	1.4	9.199	A
	Exit	1	1	(1, 2, 3, 4)	671	0.00			670	669	0.0	0.3	1.569	A
			2	1	671				671	673	0.0	0.0	0.085	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	72		903	0.079	71	72	0.0	0.1	4.521	A
			2	1, 2, (4)	193		903	0.214	193	192	0.0	0.3	5.236	A
	Exit	1	1		261				261	259	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	112		653	0.172	112	114	0.0	0.2	6.630	A
			2	(1), 2, 3	23		653	0.035	23	23	0.0	0.0	5.488	A
	Exit	1	1		44				44	43	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	375		884	0.424	376	378	0.0	0.8	7.405	A
			2	2, 3, 4	108		884	0.122	108	108	0.0	0.2	4.935	A
	Exit	1	1		578				578	574	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	174		855	0.204	175	173	0.2	0.3	5.580	A
			3	1, 3, 4	625		855	0.731	626	617	1.4	1.9	11.018	B
		2	1	(1, 2, 3, 4)	801	0.00			800	792	0.3	1.1	4.200	A
	Exit	1	1		798	0.00			798	796	0.0	0.0	0.000	A
			2	1	798				798	796	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	86		867	0.100	86	85	0.1	0.1	4.817	A
			2	1, 2, (4)	228		867	0.263	228	227	0.3	0.4	5.848	A
	Exit	1	1		311				311	309	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	137		610	0.224	136	134	0.2	0.3	7.619	A
			2	(1), 2, 3	27		610	0.045	27	27	0.0	0.0	6.017	A
	Exit	1	1		52				52	52	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	445		864	0.515	445	446	0.8	1.2	8.825	A
			2	2, 3, 4	128		864	0.149	128	128	0.2	0.2	5.189	A
	Exit	1	1		689				689	680	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	212		844	0.251	212	207	0.3	0.4	6.354	A
			3	1, 3, 4	761		844	0.901	760	744	1.9	3.1	14.076	B
		2	1	(1, 2, 3, 4)	979	0.00			973	955	1.1	7.0	19.912	C
	Exit	1	1		990	0.00			990	978	0.0	0.0	0.000	A
			2	1	990				990	978	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	104		813	0.128	103	104	0.1	0.2	5.233	A
			2	1, 2, (4)	281		813	0.345	281	279	0.4	0.6	6.897	A
	Exit	1	1		377				377	373	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	166		546	0.304	166	164	0.3	0.4	9.320	A
			2	(1), 2, 3	31		546	0.058	31	33	0.0	0.1	6.772	A
	Exit	1	1		63				63	63	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	555		836	0.664	556	548	1.2	2.1	12.964	B
			2	2, 3, 4	159		836	0.190	159	158	0.2	0.2	5.559	A
	Exit	1	1		838				838	822	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	210		843	0.249	211	209	0.4	0.4	6.391	A
			3	1, 3, 4	763		843	0.905	764	760	3.1	3.1	14.686	B
		2	1	(1, 2, 3, 4)	975	0.00			974	969	7.0	8.2	29.166	D
	Exit	1	1		984	0.00			984	984	0.0	0.0	0.000	A
		2	1		984				984	984	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	104		812	0.128	104	105	0.2	0.2	5.355	A
			2	1, 2, (4)	278		812	0.342	278	279	0.6	0.6	7.053	A
	Exit	1	1		380				380	377	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	163		546	0.299	163	164	0.4	0.5	9.451	A
			2	(1), 2, 3	35		546	0.064	35	34	0.1	0.1	7.058	A
	Exit	1	1		63				63	63	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	552		835	0.662	551	552	2.1	2.1	13.131	B
			2	2, 3, 4	159		835	0.190	159	159	0.2	0.2	5.631	A
	Exit	1	1		837				837	837	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	172		854	0.202	172	176	0.4	0.3	5.823	A
			3	1, 3, 4	627		854	0.734	628	652	3.1	1.9	12.089	B
		2	1	(1, 2, 3, 4)	796	0.00			800	823	8.2	1.2	10.688	B
	Exit	1	1		810	0.00			810	814	0.0	0.0	0.000	A
		2	1		810				810	814	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	86		867	0.099	86	86	0.2	0.1	4.941	A
			2	1, 2, (4)	228		867	0.263	228	229	0.6	0.4	6.049	A
	Exit	1	1		311				311	314	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	136		609	0.223	136	137	0.5	0.3	7.827	A
			2	(1), 2, 3	27		609	0.045	27	27	0.1	0.0	6.315	A
	Exit	1	1		53				53	54	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	455		864	0.527	456	459	2.1	1.2	9.533	A
			2	2, 3, 4	130		864	0.150	130	130	0.2	0.2	5.256	A
	Exit	1	1		690				690	713	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	144		863	0.167	144	144	0.3	0.2	5.312	A
			3	1, 3, 4	524		863	0.607	524	528	1.9	1.4	9.339	A
		2	1	(1, 2, 3, 4)	668	0.00			668	669	1.2	0.3	1.925	A
	Exit	1	1		674	0.00			674	678	0.0	0.0	0.000	A
		2	1		674				674	678	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	69		904	0.077	69	71	0.1	0.1	4.627	A
			2	1, 2, (4)	191		904	0.212	191	194	0.4	0.3	5.305	A
	Exit	1	1		257				257	259	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	115		654	0.176	115	114	0.3	0.2	6.673	A
			2	(1), 2, 3	23		654	0.034	23	23	0.0	0.0	5.767	A
	Exit	1	1		43				43	43	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	376		884	0.425	376	380	1.2	0.8	7.326	A
			2	2, 3, 4	106		884	0.120	106	107	0.2	0.1	4.887	A
	Exit	1	1		574				574	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	0.21	0.00	0.00	0.51	0.84
			3	1.38	0.00	0.47	3.32	3.67
		2	1	0.29	0.00	0.00	0.15	1.83
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	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	0.50
			2	0.28	0.00	0.00	0.70	1.07
	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	0.57	0.97
			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	0.77	0.00	0.00	1.85	2.79
			2	0.15	0.00	0.00	0.24	0.73
	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	0.28	0.00	0.00	0.71	1.18
			3	1.94	0.00	1.22	3.67	3.84
		2	1	1.11	0.00	0.00	3.80	6.32
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.13	0.00	0.00	0.11	0.66
			2	0.40	0.00	0.00	0.96	1.76
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.32	0.00	0.00	0.77	1.22
			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	1.17	0.00	0.11	2.70	4.11
			2	0.21	0.00	0.00	0.51	0.89
	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	0.36	0.00	0.00	0.84	1.64
			3	3.11	0.00	3.22	3.86	3.94
		2	1	7.04	0.00	2.21	21.29	29.38
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.19	0.00	0.00	0.44	0.91
			2	0.60	0.00	0.00	1.50	2.21
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.42	0.00	0.00	0.94	1.61
			2	0.07	0.00	0.00	0.00	0.27
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	2.11	0.00	0.80	5.16	6.89
			2	0.25	0.00	0.00	0.62	1.12
	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	0.36	0.00	0.00	0.89	1.67
			3	3.15	0.00	3.23	3.86	3.94
		2	1	8.16	0.00	2.92	23.11	32.13
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.18	0.00	0.00	0.35	0.84
			2	0.57	0.00	0.00	1.43	2.14
	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	1.12	1.79
			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	2.09	0.00	0.74	5.00	6.79
			2	0.25	0.00	0.00	0.65	1.13
	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	0.31	0.00	0.00	0.78	1.34
			3	1.90	0.00	1.14	3.65	3.84
		2	1	1.19	0.00	0.00	3.67	6.65
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.15	0.00	0.00	0.14	0.77
			2	0.40	0.00	0.00	0.94	1.64
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.31	0.00	0.00	0.77	1.25
			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	1.16	0.00	0.05	2.84	4.15
			2	0.19	0.00	0.00	0.39	0.84
	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	0.24	0.00	0.00	0.61	0.99
			3	1.37	0.00	0.46	3.36	3.69
		2	1	0.31	0.00	0.00	0.19	1.76
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	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	0.31	0.00	0.00	0.74	1.16
	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	0.51	0.89
			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	0.76	0.00	0.00	1.90	2.76
			2	0.14	0.00	0.00	0.16	0.69
	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	Crossings	1 - Wide Lane (N) - Pedestrian crossing	Lane Simulation: Pedestrian crossing properties specify gap between crossing and junction entry as 4.7, but actual storage on lanes is 8.3.
Warning	Pedestrian Crossing	1 - Wide Lane (N) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
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	29.86	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	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

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Wide Lane (N)	[ONEHOUR]	0.00
2 - Mitchell Way (E)		
3 - George Curl Way (S)		
4 - Wide Lane (W)		

Origin-Destination Data

Demand (PCU/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (N)	52.34	17.2	46.0	F	958	1437
2 - Mitchell Way (E)	12.77	2.3	7.0	B	597	896
3 - George Curl Way (S)	12.30	0.7	2.5	B	165	248
4 - Wide Lane (W)	16.11	3.3	10.0	C	612	918

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	776	194	144	0.00	774	772	868	0.0	2.0	10.584	B
2 - Mitchell Way (E)	502	125	491		501	494	385	0.0	1.1	6.984	A
3 - George Curl Way (S)	135	34	954		136	133	45	0.0	0.3	7.434	A
4 - Wide Lane (W)	504	126	499		506	496	619	0.0	1.0	7.464	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	952	238	167	0.00	963	937	1027	2.0	4.3	17.464	C
2 - Mitchell Way (E)	591	148	627		586	587	462	1.1	1.5	7.894	A
3 - George Curl Way (S)	161	40	1165		162	162	54	0.3	0.4	9.039	A
4 - Wide Lane (W)	609	152	581		607	599	775	1.0	1.6	9.518	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	1140	285	203	0.00	1124	1102	1254	4.3	15.6	38.620	E
2 - Mitchell Way (E)	717	179	760		713	708	549	1.5	2.3	11.114	B
3 - George Curl Way (S)	199	50	1414		198	193	62	0.4	0.7	11.518	B
4 - Wide Lane (W)	731	183	720		733	725	902	1.6	3.3	16.108	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1146	286	211	0.00	1137	1133	1253	15.6	17.2	52.337	F
2 - Mitchell Way (E)	705	176	765		710	714	562	2.3	2.3	12.769	B
3 - George Curl Way (S)	201	50	1417		200	198	61	0.7	0.7	12.299	B
4 - Wide Lane (W)	733	183	724		736	730	906	3.3	3.0	15.408	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	930	232	159	0.00	945	982	1047	17.2	4.2	26.857	D
2 - Mitchell Way (E)	589	147	609		590	591	456	2.3	1.4	9.219	A
3 - George Curl Way (S)	161	40	1148		161	165	55	0.7	0.3	9.545	A
4 - Wide Lane (W)	600	150	604		597	603	735	3.0	1.9	10.691	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	805	201	138	0.00	798	790	852	4.2	2.7	11.454	B
2 - Mitchell Way (E)	480	120	520		479	487	383	1.4	1.0	6.866	A
3 - George Curl Way (S)	137	34	961		138	136	42	0.3	0.2	7.678	A
4 - Wide Lane (W)	495	124	489		495	499	633	1.9	1.0	7.630	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)	1.98	0.00	0.96	3.89	4.63
2 - Mitchell Way (E)	1.13	0.00	0.14	2.50	4.00
3 - George Curl Way (S)	0.31	0.00	0.00	0.88	2.00
4 - Wide Lane (W)	0.96	0.00	0.00	2.54	3.00

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	4.28	0.00	2.20	9.25	14.00
2 - Mitchell Way (E)	1.47	0.00	0.27	3.60	5.50
3 - George Curl Way (S)	0.40	0.00	0.00	0.90	2.00
4 - Wide Lane (W)	1.63	0.00	0.52	3.80	5.80

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	15.63	0.40	11.67	36.00	42.00
2 - Mitchell Way (E)	2.34	0.00	0.96	5.25	6.75
3 - George Curl Way (S)	0.68	0.00	0.00	1.67	2.40
4 - Wide Lane (W)	3.31	0.00	1.95	7.50	10.00

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	17.20	0.20	11.67	37.00	46.00
2 - Mitchell Way (E)	2.30	0.00	1.17	4.88	7.00
3 - George Curl Way (S)	0.73	0.00	0.00	1.75	2.50
4 - Wide Lane (W)	3.01	0.00	1.65	6.25	9.00

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	4.19	0.00	2.41	9.50	13.00
2 - Mitchell Way (E)	1.36	0.00	0.36	3.00	4.00
3 - George Curl Way (S)	0.33	0.00	0.00	0.82	1.29
4 - Wide Lane (W)	1.87	0.00	0.62	4.75	6.75

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	2.68	0.00	1.38	5.33	9.00
2 - Mitchell Way (E)	1.02	0.00	0.03	2.33	3.50
3 - George Curl Way (S)	0.22	0.00	0.00	0.53	0.88
4 - Wide Lane (W)	1.02	0.00	0.06	2.38	3.25

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)	Pedestrian demand (Ped/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)	258		858	0.300	256	254	0.0	0.4	7.262	A
			3	1, 3, 4	519		858	0.605	518	518	0.0	1.3	9.282	A
	Exit	1	1	(1, 2, 3, 4)	776	0.00			777	779	0.0	0.3	1.892	A
			2	1		868			868	854	0.0	0.0	0.095	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	120		906	0.132	120	118	0.0	0.2	4.613	A
			2	1, 2, (4)	382		906	0.421	382	376	0.0	1.0	7.750	A
	Exit	1	1		385				385	380	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	111		585	0.190	112	110	0.0	0.3	7.604	A
			2	(1), 2, 3	24		585	0.041	24	23	0.0	0.1	6.610	A
	Exit	1	1		45				45	44	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	382		822	0.465	384	378	0.0	0.8	8.142	A
			2	2, 3, 4	122		822	0.148	122	118	0.0	0.2	5.256	A
	Exit	1	1		619				619	617	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	313		851	0.368	313	311	0.4	0.8	7.858	A
			3	1, 3, 4	647		851	0.760	649	626	1.3	2.0	11.609	B
	Exit	1	1	(1, 2, 3, 4)	952	0.00			960	941	0.3	1.5	6.932	A
			2	1		1027			1027	1024	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	149		859	0.173	148	144	0.2	0.2	4.940	A
			2	1, 2, (4)	442		859	0.514	438	443	1.0	1.3	8.887	A
	Exit	1	1		462				462	462	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	133		522	0.255	134	135	0.3	0.3	9.433	A
			2	(1), 2, 3	28		522	0.054	28	27	0.1	0.1	7.119	A
	Exit	1	1		54				54	53	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	468		796	0.588	466	455	0.8	1.4	10.684	B
			2	2, 3, 4	141		796	0.177	142	144	0.2	0.2	5.756	A
	Exit	1	1		775				775	746	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	370		840	0.441	367	364	0.8	1.1	9.261	A
			3	1, 3, 4	755		840	0.899	757	738	2.0	2.9	14.063	B
	Exit	1	1	(1, 2, 3, 4)	1140	0.00			1124	1107	1.5	11.6	25.887	D
			2	1		1254			1254	1239	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	172		813	0.211	170	169	0.2	0.4	5.643	A
			2	1, 2, (4)	545		813	0.670	543	539	1.3	2.0	12.898	B
	Exit	1	1		549				549	547	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	164		447	0.367	164	160	0.3	0.6	12.240	B
			2	(1), 2, 3	35		447	0.077	34	33	0.1	0.1	8.025	A
	Exit	1	1		62				62	61	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	558		749	0.745	560	552	1.4	2.9	19.043	C
			2	2, 3, 4	173		749	0.231	173	173	0.2	0.4	6.489	A
	Exit	1	1		902				902	882	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	376		837	0.449	373	375	1.1	1.1	9.538	A
			3	1, 3, 4	761		837	0.909	764	758	2.9	3.1	14.827	B
		2	1	(1, 2, 3, 4)	1146	0.00			1137	1134	11.6	13.0	39.093	E
	Exit	1	1		1253	0.00			1253	1246	0.0	0.0	0.000	A
		2	1		1253				1253	1246	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	169		811	0.209	170	171	0.4	0.2	5.989	A
			2	1, 2, (4)	535		811	0.660	540	544	2.0	2.1	14.969	B
	Exit	1	1		562				562	563	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	166		446	0.372	165	163	0.6	0.7	12.994	B
			2	(1), 2, 3	35		446	0.078	35	34	0.1	0.1	8.994	A
	Exit	1	1		61				61	63	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	556		748	0.744	558	552	2.9	2.7	18.245	C
			2	2, 3, 4	176		748	0.236	178	178	0.4	0.3	6.457	A
	Exit	1	1		906				906	902	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	312		853	0.365	314	321	1.1	0.7	8.187	A
			3	1, 3, 4	632		853	0.741	631	661	3.1	2.0	12.366	B
		2	1	(1, 2, 3, 4)	930	0.00			944	976	13.0	1.5	15.845	C
	Exit	1	1		1047	0.00			1047	1048	0.0	0.0	0.000	A
		2	1		1047				1047	1048	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	131		866	0.152	131	136	0.2	0.2	5.136	A
			2	1, 2, (4)	457		866	0.528	459	455	2.1	1.1	10.507	B
	Exit	1	1		456				456	469	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	136		527	0.258	136	139	0.7	0.3	9.971	A
			2	(1), 2, 3	25		527	0.048	25	27	0.1	0.1	7.356	A
	Exit	1	1		55				55	53	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	463		788	0.587	462	462	2.7	1.6	12.143	B
			2	2, 3, 4	137		788	0.174	136	141	0.3	0.2	5.872	A
	Exit	1	1		735				735	771	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	259		860	0.301	259	259	0.7	0.5	7.355	A
			3	1, 3, 4	543		860	0.631	539	531	2.0	1.7	9.611	A
		2	1	(1, 2, 3, 4)	805	0.00			801	788	1.5	0.5	2.551	A
	Exit	1	1		852	0.00			852	858	0.0	0.0	0.000	A
		2	1		852				852	858	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	110		896	0.123	111	113	0.2	0.1	4.962	A
			2	1, 2, (4)	369		896	0.412	368	374	1.1	0.9	7.461	A
	Exit	1	1		383				383	384	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	113		583	0.193	114	113	0.3	0.2	7.969	A
			2	(1), 2, 3	24		583	0.041	24	23	0.1	0.0	6.242	A
	Exit	1	1		42				42	43	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	382		826	0.462	381	381	1.6	0.9	8.273	A
			2	2, 3, 4	113		826	0.137	114	118	0.2	0.2	5.519	A
	Exit	1	1		633				633	626	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	0.43	0.00	0.00	0.95	2.33
			3	1.26	0.00	0.33	4.00	4.00
		2	1	0.29	0.00	0.00	0.00	0.71
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	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	0.75
			2	0.98	0.00	0.00	1.93	3.80
	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	0.69	2.00
			2	0.06	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	0.77	0.00	0.00	2.11	2.78
			2	0.19	0.00	0.00	0.46	0.92
	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	0.79	0.00	0.00	2.00	3.17
			3	1.98	0.00	1.00	3.71	3.89
		2	1	1.50	0.00	0.00	5.00	9.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.22	0.00	0.00	0.53	0.84
			2	1.25	0.00	0.00	3.33	5.00
	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	0.82	1.50
			2	0.08	0.00	0.00	0.00	0.29
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	1.42	0.00	0.12	3.50	5.80
			2	0.22	0.00	0.00	0.56	0.94
	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	1.11	0.00	0.00	3.29	3.71
			3	2.91	0.00	3.12	3.84	3.93
		2	1	11.62	0.00	7.33	32.00	38.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.37	0.00	0.00	0.89	1.67
			2	1.97	0.00	0.50	4.33	6.50
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.58	0.00	0.00	1.46	1.92
			2	0.10	0.00	0.00	0.00	0.50
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	2.89	0.00	1.57	6.00	9.00
			2	0.42	0.00	0.00	1.14	2.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:30 - 17:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	2	1.07	0.00	0.00	4.00	4.00
			3	3.10	0.00	3.22	3.86	3.93
		2	1	13.02	0.00	7.25	32.00	41.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.19	0.00	0.00	0.33	0.83
			2	2.11	0.00	0.87	4.83	7.00
	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	1.50	2.33
			2	0.08	0.00	0.00	0.00	0.29
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	2.73	0.00	1.33	6.20	9.00
			2	0.28	0.00	0.00	0.70	1.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:45 - 18:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	2	0.71	0.00	0.00	1.82	2.67
			3	1.99	0.00	1.29	3.71	3.87
		2	1	1.49	0.00	0.00	4.50	8.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.24	0.00	0.00	0.63	1.00
			2	1.12	0.00	0.03	2.56	4.00
	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	0.70	1.00
			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	1.63	0.00	0.27	4.33	6.50
			2	0.23	0.00	0.00	0.50	0.93
	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	0.46	0.00	0.00	1.17	2.20
			3	1.68	0.00	0.80	3.56	3.80
		2	1	0.53	0.00	0.00	0.80	3.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	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	1.00
			2	0.94	0.00	0.00	2.29	3.33
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.19	0.00	0.00	0.43	0.86
			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	0.87	0.00	0.00	2.38	3.25
			2	0.15	0.00	0.00	0.29	0.71
	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	Crossings	1 - Wide Lane (N) - Pedestrian crossing	Lane Simulation: Pedestrian crossing properties specify gap between crossing and junction entry as 4.7, but actual storage on lanes is 8.3.
Warning	Pedestrian Crossing	1 - Wide Lane (N) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
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	56.92	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
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

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Wide Lane (N)	[ONEHOUR]	0.00
2 - Mitchell Way (E)		
3 - George Curl Way (S)		
4 - Wide Lane (W)		

Origin-Destination Data

Demand (PCU/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (N)	67.78	25.7	76.1	F	1039	1558
2 - Mitchell Way (E)	9.30	1.5	4.6	A	416	624
3 - George Curl Way (S)	6.86	0.2	1.0	A	75	113
4 - Wide Lane (W)	70.11	24.4	60.8	F	933	1399

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	859	215	202	0.00	859	844	870	0.0	2.6	10.366	B
2 - Mitchell Way (E)	351	88	485		353	342	530	0.0	0.6	6.370	A
3 - George Curl Way (S)	62	15	640		61	62	213	0.0	0.1	5.810	A
4 - Wide Lane (W)	765	191	307		762	757	422	0.0	2.6	10.382	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	1021	255	241	0.00	1023	1014	1023	2.6	4.4	16.205	C
2 - Mitchell Way (E)	409	102	592		409	406	638	0.6	1.0	7.070	A
3 - George Curl Way (S)	74	19	763		74	72	249	0.1	0.2	6.065	A
4 - Wide Lane (W)	909	227	359		903	906	500	2.6	4.7	15.584	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	1237	309	295	0.00	1222	1189	1218	4.4	17.8	41.029	E
2 - Mitchell Way (E)	501	125	737		499	498	770	1.0	1.5	9.020	A
3 - George Curl Way (S)	92	23	940		92	90	299	0.2	0.2	6.856	A
4 - Wide Lane (W)	1113	278	437		1073	1067	601	4.7	17.3	41.410	E

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	1251	313	303	0.00	1245	1223	1238	17.8	25.7	67.783	F
2 - Mitchell Way (E)	491	123	753		491	496	783	1.5	1.3	9.296	A
3 - George Curl Way (S)	94	23	941		94	91	304	0.2	0.1	6.847	A
4 - Wide Lane (W)	1136	284	435		1103	1100	608	17.3	24.4	70.106	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	1028	257	246	0.00	1044	1100	1074	25.7	6.1	36.758	E
2 - Mitchell Way (E)	412	103	602		412	410	658	1.3	0.9	7.549	A
3 - George Curl Way (S)	71	18	771		71	73	252	0.1	0.1	6.105	A
4 - Wide Lane (W)	909	227	364		954	994	496	24.4	6.2	43.438	E

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	835	209	201	0.00	834	861	860	6.1	2.7	11.228	B
2 - Mitchell Way (E)	334	83	472		333	336	524	0.9	0.6	6.335	A
3 - George Curl Way (S)	59	15	615		59	62	203	0.1	0.1	5.829	A
4 - Wide Lane (W)	766	191	288		770	783	410	6.2	2.0	11.669	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)	2.59	0.00	1.37	6.23	7.48
2 - Mitchell Way (E)	0.60	0.00	0.00	1.58	2.35
3 - George Curl Way (S)	0.13	0.00	0.00	0.11	0.65
4 - Wide Lane (W)	2.64	0.00	1.45	5.45	8.20

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	4.36	0.00	2.39	10.16	12.70
2 - Mitchell Way (E)	0.95	0.00	0.00	2.58	3.55
3 - George Curl Way (S)	0.19	0.00	0.00	0.45	0.81
4 - Wide Lane (W)	4.71	0.00	3.00	10.70	13.40

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	17.78	0.72	11.50	40.96	50.20
2 - Mitchell Way (E)	1.48	0.00	0.48	3.49	4.10
3 - George Curl Way (S)	0.16	0.00	0.00	0.29	0.72
4 - Wide Lane (W)	17.30	0.33	12.70	37.80	49.60

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	25.69	0.66	20.20	53.40	76.10
2 - Mitchell Way (E)	1.30	0.00	0.15	3.11	4.60
3 - George Curl Way (S)	0.15	0.00	0.00	0.18	0.71
4 - Wide Lane (W)	24.45	1.32	18.80	54.80	60.80

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	6.10	0.00	3.64	13.80	21.20
2 - Mitchell Way (E)	0.93	0.00	0.00	2.39	2.96
3 - George Curl Way (S)	0.11	0.00	0.00	-0.01	0.56
4 - Wide Lane (W)	6.16	0.00	3.31	16.93	20.40

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	2.66	0.00	1.32	5.65	6.88
2 - Mitchell Way (E)	0.62	0.00	0.00	1.78	2.88
3 - George Curl Way (S)	0.09	0.00	0.00	0.00	1.00
4 - Wide Lane (W)	2.01	0.00	0.72	4.56	6.85

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)	Pedestrian demand (Ped/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		840	0.459	384	379	0.0	0.9	8.088	A
			3	1, 3, 4	474		840	0.564	475	465	0.0	1.2	8.907	A
	Exit	1	1	(1, 2, 3, 4)	859	0.00			859	853	0.0	0.5	1.810	A
			2	1		870			870	855	0.0	0.0	0.102	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	82		909	0.090	83	80	0.0	0.1	4.668	A
			2	1, 2, (4)	269		909	0.296	270	263	0.0	0.5	6.957	A
	Exit	1	1		530				530	528	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	50		679	0.074	50	50	0.0	0.1	5.895	A
			2	(1), 2, 3	11		679	0.017	11	13	0.0	0.0	5.464	A
	Exit	1	1		213				213	210	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	577		886	0.651	573	565	0.0	2.4	12.089	B
			2	2, 3, 4	188		886	0.212	189	192	0.0	0.3	5.308	A
	Exit	1	1		422				422	413	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	467		828	0.564	465	459	0.9	1.2	9.383	A
			3	1, 3, 4	558		828	0.674	558	555	1.2	1.7	10.917	B
		2	1	(1, 2, 3, 4)	1021	0.00			1025	1017	0.5	1.4	5.951	A
	Exit	1	1		1023	0.00			1023	1023	0.0	0.0	0.000	A
			2	1	1023				1023	1023	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	96		871	0.110	96	95	0.1	0.1	4.695	A
			2	1, 2, (4)	313		871	0.359	313	311	0.5	0.9	7.894	A
	Exit	1	1		638				638	634	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	59		642	0.092	59	56	0.1	0.1	6.118	A
			2	(1), 2, 3	15		642	0.023	15	16	0.0	0.0	5.868	A
	Exit	1	1		249				249	248	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	685		869	0.789	679	682	2.4	4.3	18.808	C
			2	2, 3, 4	224		869	0.258	224	225	0.3	0.4	5.741	A
	Exit	1	1		500				500	494	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	553		811	0.682	553	536	1.2	1.9	11.723	B
			3	1, 3, 4	671		811	0.828	669	653	1.7	2.7	13.431	B
		2	1	(1, 2, 3, 4)	1237	0.00			1225	1196	1.4	13.1	28.286	D
	Exit	1	1		1218	0.00			1218	1210	0.0	0.0	0.000	A
			2	1	1218				1218	1210	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	122		821	0.148	121	119	0.1	0.2	5.398	A
			2	1, 2, (4)	379		821	0.461	378	379	0.9	1.3	10.318	B
	Exit	1	1		770				770	753	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	72		589	0.121	72	72	0.1	0.1	6.945	A
			2	(1), 2, 3	20		589	0.034	20	18	0.0	0.0	6.483	A
	Exit	1	1		299				299	292	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	834		843	0.990	797	788	4.3	16.8	53.088	F
			2	2, 3, 4	279		843	0.331	277	279	0.4	0.5	6.546	A
	Exit	1	1		601				601	590	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	564		808	0.697	562	553	1.9	2.0	12.050	B
			3	1, 3, 4	681		808	0.842	683	670	2.7	2.7	14.060	B
		2	1	(1, 2, 3, 4)	1251	0.00			1244	1223	13.1	21.0	54.592	F
	Exit	1	1		1238	0.00			1238	1237	0.0	0.0	0.000	A
		2	1		1238				1238	1237	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	118		816	0.144	117	117	0.2	0.2	5.683	A
			2	1, 2, (4)	373		816	0.457	374	379	1.3	1.1	10.548	B
	Exit	1	1		783				783	777	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	76		589	0.130	77	72	0.1	0.1	6.857	A
			2	(1), 2, 3	18		589	0.030	18	19	0.0	0.0	6.805	A
	Exit	1	1		304				304	301	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	848		844	1.005	816	813	16.8	23.8	91.854	F
			2	2, 3, 4	288		844	0.341	287	287	0.5	0.7	6.505	A
	Exit	1	1		608				608	596	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	481		826	0.582	480	496	2.0	1.6	10.732	B
			3	1, 3, 4	563		826	0.681	565	604	2.7	1.7	12.350	B
		2	1	(1, 2, 3, 4)	1028	0.00			1044	1094	21.0	2.8	25.283	D
	Exit	1	1		1074	0.00			1074	1111	0.0	0.0	0.000	A
		2	1		1074				1074	1111	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	93		868	0.108	93	98	0.2	0.2	5.275	A
			2	1, 2, (4)	319		868	0.367	318	312	1.1	0.8	8.358	A
	Exit	1	1		658				658	673	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	55		640	0.086	56	58	0.1	0.1	6.059	A
			2	(1), 2, 3	16		640	0.024	15	15	0.0	0.0	6.290	A
	Exit	1	1		252				252	268	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	681		867	0.785	724	764	23.8	5.8	55.888	F
			2	2, 3, 4	229		867	0.264	229	230	0.7	0.4	5.964	A
	Exit	1	1		496				496	525	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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		840	0.449	378	385	1.6	0.9	8.352	A
			3	1, 3, 4	457		840	0.544	457	476	1.7	1.2	9.062	A
		2	1	(1, 2, 3, 4)	835	0.00			834	856	2.8	0.5	2.534	A
	Exit	1	1		860	0.00			860	873	0.0	0.0	0.000	A
		2	1		860				860	873	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	82		913	0.090	82	82	0.2	0.1	4.698	A
			2	1, 2, (4)	252		913	0.276	251	254	0.8	0.5	6.933	A
	Exit	1	1		524				524	533	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	47		687	0.068	47	50	0.1	0.1	5.813	A
			2	(1), 2, 3	12		687	0.018	12	12	0.0	0.0	5.901	A
	Exit	1	1		203				203	213	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	581		892	0.650	584	593	5.8	1.8	13.759	B
			2	2, 3, 4	185		892	0.207	186	191	0.4	0.2	5.350	A
	Exit	1	1		410				410	423	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	0.92	0.00	0.00	2.35	3.31
			3	1.20	0.00	0.30	4.00	4.00
		2	1	0.48	0.00	0.00	0.83	2.88
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	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	0.53
			2	0.50	0.00	0.00	1.49	2.13
	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	0.34
			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	2.39	0.00	1.13	5.20	6.90
			2	0.25	0.00	0.00	0.60	0.86
	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	0.38	2.99	3.53
			3	1.71	0.00	0.92	3.54	3.82
		2	1	1.41	0.00	0.00	4.47	8.40
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	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	0.42
			2	0.87	0.00	0.00	2.35	3.28
	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	0.04	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	4.34	0.00	2.50	10.13	12.70
			2	0.37	0.00	0.00	0.88	1.44
	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	1.92	0.00	1.31	3.64	3.84
			3	2.74	0.00	3.01	3.84	3.94
		2	1	13.11	0.00	6.20	33.80	43.40
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.20	0.00	0.00	0.47	0.88
			2	1.28	0.00	0.18	3.29	3.95
	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	0.21	0.69
			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	16.75	0.07	12.38	37.40	49.60
			2	0.55	0.00	0.00	1.45	2.05
	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	2.00	0.00	1.37	3.70	3.88
			3	2.69	0.00	2.87	3.80	3.91
		2	1	21.01	0.00	15.14	51.20	72.20
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.20	0.00	0.00	0.49	0.97
			2	1.10	0.00	0.00	2.68	3.90
	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	0.00	0.62
			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	23.78	0.80	18.33	53.80	60.35
			2	0.66	0.00	0.00	1.91	2.74
	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	1.61	0.00	0.76	3.49	3.82
			3	1.67	0.00	0.75	4.00	4.00
		2	1	2.83	0.00	0.00	8.80	15.40
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.15	0.00	0.00	0.18	0.71
			2	0.78	0.00	0.00	2.25	2.83
	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	0.31
			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	5.78	0.00	2.69	16.95	19.40
			2	0.38	0.00	0.00	1.06	1.67
	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	0.94	0.00	0.00	2.82	3.46
			3	1.21	0.00	0.33	3.11	3.61
		2	1	0.51	0.00	0.00	0.97	2.70
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	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	0.60
			2	0.51	0.00	0.00	1.44	2.60
	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	0.02	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	1.81	0.00	0.50	4.20	6.60
			2	0.19	0.00	0.00	0.46	0.92
	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	Crossings	1 - Wide Lane (N) - Pedestrian crossing	Lane Simulation: Pedestrian crossing properties specify gap between crossing and junction entry as 4.7, but actual storage on lanes is 8.3.
Warning	Pedestrian Crossing	1 - Wide Lane (N) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
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	54.06	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Wide Lane (N)	[ONEHOUR]	0.00
2 - Mitchell Way (E)		
3 - George Curl Way (S)		
4 - Wide Lane (W)		

Origin-Destination Data

Demand (PCU/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (N)	46.67	14.1	54.5	E	911	1367
2 - Mitchell Way (E)	6.93	1.0	2.7	A	378	567
3 - George Curl Way (S)	6.89	0.2	1.0	A	79	118
4 - Wide Lane (W)	84.42	30.6	68.5	F	932	1398

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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	176	0.00	753	736	848	0.0	2.0	9.569	A
2 - Mitchell Way (E)	322	81	512		322	308	368	0.0	0.4	5.148	A
3 - George Curl Way (S)	62	16	624		61	67	223	0.0	0.1	5.411	A
4 - Wide Lane (W)	772	193	250		772	761	469	0.0	2.3	10.966	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	890	222	202	0.00	890	878	1026	2.0	3.5	13.329	B
2 - Mitchell Way (E)	377	94	628		378	371	428	0.4	0.5	5.679	A
3 - George Curl Way (S)	79	20	745		80	76	274	0.1	0.1	6.081	A
4 - Wide Lane (W)	920	230	305		920	905	540	2.3	5.0	17.624	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	1106	276	260	0.00	1082	1056	1175	3.5	12.5	32.598	D
2 - Mitchell Way (E)	455	114	793		455	450	534	0.5	1.0	6.908	A
3 - George Curl Way (S)	95	24	931		96	92	322	0.1	0.1	6.823	A
4 - Wide Lane (W)	1122	281	361		1072	1057	673	5.0	19.6	45.889	E

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	1099	275	252	0.00	1102	1086	1177	12.5	14.1	46.672	E
2 - Mitchell Way (E)	440	110	801		441	448	527	1.0	0.8	6.926	A
3 - George Curl Way (S)	98	24	919		97	96	330	0.1	0.2	6.886	A
4 - Wide Lane (W)	1123	281	358		1068	1085	674	19.6	30.6	84.418	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	888	222	210	0.00	903	930	1054	14.1	3.4	20.978	C
2 - Mitchell Way (E)	371	93	621		371	373	449	0.8	0.6	5.844	A
3 - George Curl Way (S)	76	19	741		77	77	263	0.2	0.1	5.980	A
4 - Wide Lane (W)	908	227	301		960	998	544	30.6	10.1	63.194	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	740	185	165	0.00	743	750	828	3.4	1.7	9.815	A
2 - Mitchell Way (E)	304	76	498		303	306	360	0.6	0.5	5.090	A
3 - George Curl Way (S)	62	16	598		63	67	217	0.1	0.1	5.742	A
4 - Wide Lane (W)	746	187	241		750	790	454	10.1	2.7	16.283	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)	1.98	0.00	0.86	4.27	6.48
2 - Mitchell Way (E)	0.40	0.00	0.00	1.09	1.77
3 - George Curl Way (S)	0.15	0.00	0.00	0.23	0.74
4 - Wide Lane (W)	2.28	0.00	1.30	4.76	6.30

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	3.47	0.00	1.50	8.30	10.30
2 - Mitchell Way (E)	0.55	0.00	0.00	1.41	1.85
3 - George Curl Way (S)	0.10	0.00	0.00	0.00	0.49
4 - Wide Lane (W)	5.02	0.00	2.88	10.80	13.63

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	12.46	0.00	7.25	29.80	38.80
2 - Mitchell Way (E)	0.96	0.00	0.13	2.16	2.72
3 - George Curl Way (S)	0.15	0.00	0.00	0.27	0.71
4 - Wide Lane (W)	19.58	0.82	17.25	38.80	48.90

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	14.15	0.00	7.33	36.80	54.45
2 - Mitchell Way (E)	0.79	0.00	0.00	1.79	2.58
3 - George Curl Way (S)	0.21	0.00	0.00	0.54	0.88
4 - Wide Lane (W)	30.57	3.65	28.00	57.80	68.45

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	3.39	0.00	1.75	7.90	9.80
2 - Mitchell Way (E)	0.57	0.00	0.00	1.56	1.98
3 - George Curl Way (S)	0.09	0.00	0.00	0.00	0.43
4 - Wide Lane (W)	10.14	0.00	4.60	28.80	36.60

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	1.72	0.00	0.85	2.96	4.45
2 - Mitchell Way (E)	0.49	0.00	0.00	0.91	1.73
3 - George Curl Way (S)	0.10	0.00	0.00	1.00	1.00
4 - Wide Lane (W)	2.67	0.00	0.79	5.93	7.90

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)	Pedestrian demand (Ped/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)	252		848	0.297	252	245	0.0	0.5	6.461	A
			3	1, 3, 4	497		848	0.586	501	491	0.0	1.2	8.924	A
	Exit	1	1	(1, 2, 3, 4)	747	0.00			749	743	0.0	0.3	1.439	A
			2	1		848			848	840	0.0	0.0	0.068	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	108		899	0.120	108	99	0.0	0.1	4.555	A
			2	1, 2, (4)	215		899	0.239	213	209	0.0	0.3	5.420	A
	Exit	1	1		368				368	357	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	50		684	0.073	49	53	0.0	0.1	5.478	A
			2	(1), 2, 3	13		684	0.019	13	13	0.0	0.0	5.116	A
	Exit	1	1		223				223	223	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	608		905	0.672	609	603	0.0	2.0	12.567	B
			2	2, 3, 4	163		905	0.180	163	158	0.0	0.2	4.845	A
	Exit	1	1		469				469	452	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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		840	0.358	301	295	0.5	0.6	6.979	A
			3	1, 3, 4	591		840	0.704	589	583	1.2	1.8	10.878	B
		2	1	(1, 2, 3, 4)	890	0.00			892	880	0.3	1.1	3.724	A
	Exit	1	1		1026	0.00			1026	1005	0.0	0.0	0.000	A
			2	1	1026				1026	1005	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	124		859	0.144	124	121	0.1	0.1	5.105	A
			2	1, 2, (4)	254		859	0.295	254	250	0.3	0.4	5.950	A
	Exit	1	1		428				428	422	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	63		647	0.097	63	62	0.1	0.1	6.076	A
			2	(1), 2, 3	16		647	0.025	17	15	0.0	0.0	6.103	A
	Exit	1	1		274				274	264	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	735		887	0.829	735	720	2.0	4.7	20.777	C
			2	2, 3, 4	184		887	0.208	185	185	0.2	0.3	5.294	A
	Exit	1	1		540				540	538	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	364		822	0.442	365	357	0.6	0.9	8.520	A
			3	1, 3, 4	716		822	0.872	717	699	1.8	2.8	13.840	B
		2	1	(1, 2, 3, 4)	1106	0.00			1080	1061	1.1	8.8	20.462	C
	Exit	1	1		1175	0.00			1175	1168	0.0	0.0	0.000	A
			2	1	1175				1175	1168	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	153		802	0.191	154	147	0.1	0.3	5.955	A
			2	1, 2, (4)	302		802	0.377	301	303	0.4	0.7	7.361	A
	Exit	1	1		534				534	520	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	76		592	0.128	77	74	0.1	0.1	6.947	A
			2	(1), 2, 3	19		592	0.032	19	19	0.0	0.0	6.311	A
	Exit	1	1		322				322	318	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	879		868	1.013	829	821	4.7	19.2	56.674	F
			2	2, 3, 4	243		868	0.280	243	235	0.3	0.4	5.714	A
	Exit	1	1		673				673	649	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	364		824	0.442	366	365	0.9	0.8	8.785	A
			3	1, 3, 4	733		824	0.889	736	720	2.8	2.9	14.668	B
		2	1	(1, 2, 3, 4)	1099	0.00			1098	1086	8.8	10.5	33.968	D
	Exit	1	1		1177	0.00			1177	1190	0.0	0.0	0.000	A
		2	1		1177				1177	1190	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	142		799	0.178	144	148	0.3	0.2	5.823	A
			2	1, 2, (4)	297		799	0.372	297	300	0.7	0.6	7.457	A
	Exit	1	1		527				527	526	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	75		595	0.126	75	77	0.1	0.2	7.032	A
			2	(1), 2, 3	22		595	0.038	22	19	0.0	0.0	6.256	A
	Exit	1	1		330				330	329	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	892		869	1.026	836	846	19.2	30.1	105.624	F
			2	2, 3, 4	231		869	0.266	232	239	0.4	0.4	6.028	A
	Exit	1	1		674				674	669	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	310		838	0.370	313	312	0.8	0.4	7.535	A
			3	1, 3, 4	586		838	0.700	590	618	2.9	2.0	11.925	B
		2	1	(1, 2, 3, 4)	888	0.00			896	925	10.5	1.0	10.650	B
	Exit	1	1		1054	0.00			1054	1088	0.0	0.0	0.000	A
		2	1		1054				1054	1088	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	118		861	0.138	118	123	0.2	0.2	5.175	A
			2	1, 2, (4)	252		861	0.293	252	249	0.6	0.4	6.167	A
	Exit	1	1		449				449	450	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	60		649	0.093	60	61	0.2	0.1	5.974	A
			2	(1), 2, 3	16		649	0.024	16	16	0.0	0.0	6.005	A
	Exit	1	1		263				263	274	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	716		888	0.806	766	802	30.1	9.9	78.998	F
			2	2, 3, 4	192		888	0.216	193	196	0.4	0.3	5.335	A
	Exit	1	1		544				544	567	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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		852	0.294	252	250	0.4	0.3	6.343	A
			3	1, 3, 4	491		852	0.577	491	499	2.0	1.2	9.131	A
		2	1	(1, 2, 3, 4)	740	0.00			741	746	1.0	0.2	1.631	A
	Exit	1	1		828	0.00			828	866	0.0	0.0	0.000	A
		2	1		828				828	866	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	97		904	0.107	97	99	0.2	0.1	4.686	A
			2	1, 2, (4)	207		904	0.229	206	207	0.4	0.3	5.280	A
	Exit	1	1		360				360	364	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	51		692	0.073	51	54	0.1	0.1	5.840	A
			2	(1), 2, 3	12		692	0.017	12	13	0.0	0.0	5.307	A
	Exit	1	1		217				217	224	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	594		908	0.654	597	630	9.9	2.4	19.242	C
			2	2, 3, 4	152		908	0.168	153	160	0.3	0.2	5.250	A
	Exit	1	1		454				454	460	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	0.47	0.00	0.00	1.16	1.72
			3	1.23	0.00	0.37	2.98	3.54
		2	1	0.28	0.00	0.00	0.00	1.95
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	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	0.48
			2	0.30	0.00	0.00	0.79	1.48
	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	-0.02	0.66
			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	2.04	0.00	1.00	4.60	6.23
			2	0.24	0.00	0.00	0.60	0.87
	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	0.59	0.00	0.00	1.58	2.38
			3	1.80	0.00	0.77	3.73	3.96
		2	1	1.07	0.00	0.00	3.27	5.45
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	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	0.44	0.00	0.00	1.15	1.66
	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	0.36
			2	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	4.70	0.00	2.60	10.80	13.48
			2	0.31	0.00	0.00	0.84	1.56
	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	0.85	0.00	0.00	2.36	3.36
			3	2.79	0.00	3.06	3.84	3.93
		2	1	8.82	0.00	2.75	25.80	33.70
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.27	0.00	0.00	0.68	1.58
			2	0.69	0.00	0.00	1.75	2.27
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.11	0.00	0.00	0.07	0.58
			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	19.19	0.42	16.67	37.80	48.90
			2	0.39	0.00	0.00	0.91	1.56
	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	0.75	0.00	0.00	2.42	4.00
			3	2.89	0.00	3.11	3.85	3.94
		2	1	10.50	0.00	1.89	31.60	49.90
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.19	0.00	0.00	0.45	0.92
			2	0.60	0.00	0.00	1.31	1.98
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.17	0.00	0.00	0.40	0.76
			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	30.13	3.10	27.00	57.80	66.90
			2	0.43	0.00	0.00	1.09	1.77
	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	0.40	0.00	0.00	0.95	1.61
			3	1.98	0.00	1.36	4.00	4.00
		2	1	1.01	0.00	0.00	3.93	5.90
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.17	0.00	0.00	0.35	0.90
			2	0.40	0.00	0.00	1.10	1.86
	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	0.43
			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	9.85	0.00	4.20	28.80	35.50
			2	0.29	0.00	0.00	0.69	0.98
	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	0.30	0.00	0.00	0.71	0.96
			3	1.23	0.00	0.42	2.75	3.36
		2	1	0.20	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.15	0.00	0.00	0.30	0.68
			2	0.34	0.00	0.00	0.77	1.30
	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	0.03	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	2.44	0.00	0.52	5.40	7.90
			2	0.24	0.00	0.00	0.62	0.94
	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	Crossings	1 - Wide Lane (N) - Pedestrian crossing	Lane Simulation: Pedestrian crossing properties specify gap between crossing and junction entry as 4.7, but actual storage on lanes is 8.3.
Warning	Pedestrian Crossing	1 - Wide Lane (N) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
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	40.18	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
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

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Wide Lane (N)	[ONEHOUR]	0.00
2 - Mitchell Way (E)		
3 - George Curl Way (S)		
4 - Wide Lane (W)		

Origin-Destination Data

Demand (PCU/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (N)	81.17	28.1	73.1	F	900	1350
2 - Mitchell Way (E)	8.20	1.3	3.9	A	458	686
3 - George Curl Way (S)	11.05	0.7	2.5	B	174	262
4 - Wide Lane (W)	14.57	3.8	11.9	B	672	1007

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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	171	0.00	745	734	778	0.0	2.0	11.087	B
2 - Mitchell Way (E)	377	94	534		377	374	343	0.0	0.8	5.541	A
3 - George Curl Way (S)	146	36	869		146	145	47	0.0	0.3	7.232	A
4 - Wide Lane (W)	547	137	396		546	553	646	0.0	1.2	7.385	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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	206	0.00	879	871	943	2.0	4.7	17.357	C
2 - Mitchell Way (E)	451	113	632		454	449	412	0.8	0.7	6.466	A
3 - George Curl Way (S)	170	42	1037		169	168	54	0.3	0.4	8.081	A
4 - Wide Lane (W)	659	165	482		661	659	754	1.2	1.5	9.328	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	1073	268	264	0.00	1037	1024	1138	4.7	18.7	46.856	E
2 - Mitchell Way (E)	543	136	781		543	547	507	0.7	1.2	7.884	A
3 - George Curl Way (S)	206	52	1263		208	205	63	0.4	0.6	10.469	B
4 - Wide Lane (W)	815	204	582		817	802	896	1.5	3.4	14.567	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	1078	270	260	0.00	1026	1044	1134	18.7	28.1	81.171	F
2 - Mitchell Way (E)	554	138	786		554	558	491	1.2	1.3	8.201	A
3 - George Curl Way (S)	211	53	1281		210	208	61	0.6	0.7	11.048	B
4 - Wide Lane (W)	810	202	590		802	806	906	3.4	3.8	14.182	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	884	221	210	0.00	927	969	925	28.1	8.6	55.682	F
2 - Mitchell Way (E)	441	110	679		446	449	422	1.3	0.7	6.817	A
3 - George Curl Way (S)	171	43	1070		172	173	59	0.7	0.4	9.196	A
4 - Wide Lane (W)	647	162	480		649	671	787	3.8	1.6	10.060	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	741	185	179	0.00	745	774	775	8.6	2.4	16.806	C
2 - Mitchell Way (E)	379	95	528		379	375	351	0.7	0.6	5.734	A
3 - George Curl Way (S)	142	36	871		142	145	45	0.4	0.3	7.542	A
4 - Wide Lane (W)	552	138	397		549	560	646	1.6	1.3	7.532	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)	1.98	0.00	0.94	4.42	5.85
2 - Mitchell Way (E)	0.81	0.00	0.00	1.96	2.86
3 - George Curl Way (S)	0.32	0.00	0.00	0.78	1.32
4 - Wide Lane (W)	1.16	0.00	0.23	2.59	3.73

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	4.74	0.00	3.13	10.70	13.78
2 - Mitchell Way (E)	0.71	0.00	0.00	1.63	2.39
3 - George Curl Way (S)	0.43	0.00	0.00	0.89	1.65
4 - Wide Lane (W)	1.50	0.00	0.49	3.52	4.82

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	18.68	0.06	14.75	39.20	47.78
2 - Mitchell Way (E)	1.25	0.00	0.35	2.74	3.76
3 - George Curl Way (S)	0.60	0.00	0.00	1.48	2.09
4 - Wide Lane (W)	3.37	0.00	1.32	7.73	10.18

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	28.10	1.69	22.70	60.10	73.10
2 - Mitchell Way (E)	1.28	0.00	0.32	2.83	3.89
3 - George Curl Way (S)	0.72	0.00	0.00	1.81	2.50
4 - Wide Lane (W)	3.79	0.00	2.19	7.78	11.89

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	8.58	0.00	3.28	20.05	38.10
2 - Mitchell Way (E)	0.70	0.00	0.00	1.62	2.57
3 - George Curl Way (S)	0.40	0.00	0.00	0.93	1.50
4 - Wide Lane (W)	1.61	0.00	0.63	3.55	4.41

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	2.43	0.00	0.91	6.01	7.52
2 - Mitchell Way (E)	0.61	0.00	0.00	1.09	1.88
3 - George Curl Way (S)	0.33	0.00	0.00	0.74	0.93
4 - Wide Lane (W)	1.26	0.00	0.32	2.81	3.62

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)	Pedestrian demand (Ped/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)	186		850	0.219	187	185	0.0	0.3	5.731	A
			3	1, 3, 4	557		850	0.656	558	549	0.0	1.4	9.922	A
	Exit	1	1	(1, 2, 3, 4)	742	0.00			744	741	0.0	0.3	2.202	A
			2	1	778	0.00			778	778	0.0	0.0	0.076	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	106		892	0.118	106	105	0.0	0.2	4.663	A
			2	1, 2, (4)	272		892	0.305	271	269	0.0	0.6	5.880	A
	Exit	1	1		343				343	347	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	123		611	0.202	123	123	0.0	0.3	7.415	A
			2	(1), 2, 3	23		611	0.037	23	23	0.0	0.0	6.256	A
	Exit	1	1		47				47	47	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	398		857	0.465	398	400	0.0	0.9	8.203	A
			2	2, 3, 4	149		857	0.173	148	153	0.0	0.3	5.229	A
	Exit	1	1		646				646	635	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	226		839	0.269	225	222	0.3	0.6	6.281	A
			3	1, 3, 4	656		839	0.782	654	648	1.4	2.4	12.212	B
			2	1	(1, 2, 3, 4)	883	0.00		882	876	0.3	1.8	6.631	A
	Exit	1	1		943	0.00			943	931	0.0	0.0	0.000	A
			2	1	943				943	931	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	122		858	0.142	122	123	0.2	0.2	5.049	A
			2	1, 2, (4)	329		858	0.384	332	326	0.6	0.5	6.999	A
	Exit	1	1		412				412	414	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	142		560	0.253	141	140	0.3	0.3	8.388	A
			2	(1), 2, 3	28		560	0.050	28	28	0.0	0.1	6.563	A
	Exit	1	1		54				54	54	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	481		828	0.581	483	477	0.9	1.2	10.656	B
			2	2, 3, 4	178		828	0.214	178	182	0.3	0.3	5.797	A
	Exit	1	1		754				754	748	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	267		820	0.326	267	264	0.6	0.5	7.188	A
			3	1, 3, 4	769		820	0.938	770	760	2.4	3.4	15.344	C
			2	1	(1, 2, 3, 4)	1073	0.00		1037	1029	1.8	14.7	33.513	D
	Exit	1	1		1138	0.00			1138	1127	0.0	0.0	0.000	A
			2	1	1138				1138	1127	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	152		806	0.189	151	152	0.2	0.3	5.651	A
			2	1, 2, (4)	391		806	0.485	391	394	0.5	1.0	8.730	A
	Exit	1	1		507				507	499	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	172		493	0.350	174	172	0.3	0.5	11.116	B
			2	(1), 2, 3	34		493	0.069	34	34	0.1	0.1	7.180	A
	Exit	1	1		63				63	64	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	583		795	0.734	585	575	1.2	3.1	17.655	C
			2	2, 3, 4	231		795	0.290	233	227	0.3	0.3	6.571	A
	Exit	1	1		896				896	887	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	255		822	0.311	255	263	0.5	0.5	7.582	A
			3	1, 3, 4	770		822	0.937	770	780	3.4	3.7	16.331	C
		2	1	(1, 2, 3, 4)	1078	0.00			1026	1045	14.7	23.9	67.017	F
	Exit	1	1		1134	0.00			1134	1138	0.0	0.0	0.000	A
		2	1		1134				1134	1138	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	151		804	0.188	152	155	0.3	0.2	5.633	A
			2	1, 2, (4)	402		804	0.500	402	403	1.0	1.1	9.181	A
	Exit	1	1		491				491	502	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	178		487	0.366	177	175	0.5	0.7	11.646	B
			2	(1), 2, 3	32		487	0.066	33	33	0.1	0.1	7.938	A
	Exit	1	1		61				61	65	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	584		792	0.737	575	576	3.1	3.4	17.114	C
			2	2, 3, 4	226		792	0.285	228	230	0.3	0.4	6.763	A
	Exit	1	1		906				906	910	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	232		838	0.277	234	244	0.5	0.4	6.903	A
			3	1, 3, 4	691		838	0.825	693	725	3.7	2.4	14.372	B
		2	1	(1, 2, 3, 4)	884	0.00			923	964	23.9	5.8	43.360	E
	Exit	1	1		925	0.00			925	944	0.0	0.0	0.000	A
		2	1		925				925	944	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	117		841	0.139	119	123	0.2	0.1	5.337	A
			2	1, 2, (4)	324		841	0.385	327	326	1.1	0.6	7.374	A
	Exit	1	1		422				422	439	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	143		550	0.261	144	144	0.7	0.4	9.607	A
			2	(1), 2, 3	28		550	0.051	28	29	0.1	0.0	7.153	A
	Exit	1	1		59				59	60	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	464		829	0.560	466	483	3.4	1.2	11.743	B
			2	2, 3, 4	184		829	0.222	183	188	0.4	0.4	5.754	A
	Exit	1	1		787				787	819	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	187		847	0.220	186	197	0.4	0.3	6.068	A
			3	1, 3, 4	560		847	0.661	559	577	2.4	1.6	10.733	B
		2	1	(1, 2, 3, 4)	741	0.00			746	770	5.8	0.6	7.384	A
	Exit	1	1		775	0.00			775	786	0.0	0.0	0.000	A
		2	1		775				775	786	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	103		894	0.115	103	102	0.1	0.1	4.821	A
			2	1, 2, (4)	276		894	0.309	276	273	0.6	0.5	6.073	A
	Exit	1	1		351				351	362	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	118		610	0.193	117	121	0.4	0.3	7.839	A
			2	(1), 2, 3	25		610	0.040	25	24	0.0	0.0	6.064	A
	Exit	1	1		45				45	47	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	398		856	0.464	397	405	1.2	1.0	8.358	A
			2	2, 3, 4	154		856	0.180	153	155	0.4	0.3	5.340	A
	Exit	1	1		646				646	658	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	0.29	0.00	0.00	0.81	1.50
			3	1.39	0.00	0.52	4.00	4.00
		2	1	0.31	0.00	0.00	0.18	1.76
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.19	0.00	0.00	0.41	0.88
			2	0.62	0.00	0.00	1.56	2.11
	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	0.72	1.28
			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	0.88	0.00	0.00	2.21	3.17
			2	0.28	0.00	0.00	0.66	0.95
	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	0.56	0.00	0.00	1.47	2.19
			3	2.40	0.00	2.18	3.78	3.90
		2	1	1.78	0.00	0.00	6.03	9.85
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.16	0.00	0.00	0.31	0.78
			2	0.54	0.00	0.00	1.26	1.85
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.35	0.00	0.00	0.81	1.36
			2	0.08	0.00	0.00	0.00	0.32
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	1.25	0.00	0.01	3.23	4.32
			2	0.25	0.00	0.00	0.72	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	0.54	0.00	0.00	1.39	1.92
			3	3.44	0.00	3.36	3.89	3.96
		2	1	14.70	0.00	9.94	34.20	41.33
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.26	0.00	0.00	0.74	1.30
			2	0.99	0.00	0.07	2.18	2.85
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.54	0.00	0.00	1.37	1.87
			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	3.06	0.00	0.99	7.42	10.18
			2	0.31	0.00	0.00	0.74	0.94
	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	0.54	0.00	0.00	1.34	2.26
			3	3.68	0.29	3.43	3.91	3.97
		2	1	23.87	0.00	18.50	56.10	69.55
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.21	0.00	0.00	0.46	0.89
			2	1.06	0.00	0.01	2.46	3.59
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.66	0.00	0.00	1.66	2.28
			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	3.37	0.00	1.75	7.03	11.28
			2	0.42	0.00	0.00	0.87	1.36
	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	0.40	0.00	0.00	0.88	1.57
			3	2.43	0.00	2.38	3.80	3.91
		2	1	5.75	0.00	0.00	16.05	32.65
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.14	0.00	0.00	0.12	0.68
			2	0.56	0.00	0.00	1.28	2.26
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.35	0.00	0.00	0.85	1.32
			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	1.22	0.00	0.22	2.74	3.44
			2	0.39	0.00	0.00	0.84	1.51
	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	0.29	0.00	0.00	0.77	1.23
			3	1.57	0.00	0.65	3.50	3.77
		2	1	0.57	0.00	0.00	1.44	3.52
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.13	0.00	0.00	0.06	0.62
			2	0.48	0.00	0.00	0.86	1.51
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.29	0.00	0.00	0.65	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	1.00	0.00	0.00	2.51	3.26
			2	0.26	0.00	0.00	0.67	1.22
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

DS 2036, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	1 - Wide Lane (N) - Lane Simulation	Arm 1: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Crossings	1 - Wide Lane (N) - Pedestrian crossing	Lane Simulation: Pedestrian crossing properties specify gap between crossing and junction entry as 4.7, but actual storage on lanes is 8.3.
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	184.83	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

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Wide Lane (N)	[ONEHOUR]	43.00
2 - Mitchell Way (E)		
3 - George Curl Way (S)		
4 - Wide Lane (W)		

Origin-Destination Data

Demand (PCU/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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)	291.83	110.2	166.2	F	1157	1736
2 - Mitchell Way (E)	11.10	1.8	5.5	B	534	801
3 - George Curl Way (S)	7.09	0.2	0.9	A	78	117
4 - Wide Lane (W)	167.99	62.5	104.8	F	1024	1537

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	945	236	242	32.37	940	928	958	0.0	4.8	16.536	C
2 - Mitchell Way (E)	428	107	427		432	433	628	0.0	0.9	6.415	A
3 - George Curl Way (S)	63	16	682		62	66	219	0.0	0.1	5.476	A
4 - Wide Lane (W)	843	211	357		841	837	468	0.0	3.2	12.503	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1122	280	296	38.66	1110	1100	1134	4.8	11.1	29.966	D
2 - Mitchell Way (E)	521	130	469		516	520	755	0.9	1.0	7.577	A
3 - George Curl Way (S)	74	19	784		74	76	264	0.1	0.1	6.005	A
4 - Wide Lane (W)	997	249	428		1001	992	546	3.2	7.3	22.778	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	1384	346	363	47.34	1176	1185	1299	11.1	59.7	110.362	F
2 - Mitchell Way (E)	646	162	500		650	639	842	1.0	1.8	9.913	A
3 - George Curl Way (S)	94	24	934		94	94	284	0.1	0.2	6.977	A
4 - Wide Lane (W)	1230	308	534		1125	1121	622	7.3	36.1	76.335	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	1407	352	360	47.34	1193	1190	1315	59.7	110.2	256.678	F
2 - Mitchell Way (E)	651	163	524		654	651	856	1.8	1.7	11.105	B
3 - George Curl Way (S)	92	23	948		92	92	293	0.2	0.2	7.089	A
4 - Wide Lane (W)	1222	306	546		1123	1120	601	36.1	62.5	167.067	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	1141	285	282	38.66	1250	1236	1240	110.2	86.5	291.833	F
2 - Mitchell Way (E)	516	129	600		518	523	797	1.7	1.2	8.539	A
3 - George Curl Way (S)	80	20	884		81	80	283	0.2	0.1	6.987	A
4 - Wide Lane (W)	994	249	432		1082	1087	614	62.5	41.3	167.993	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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	245	32.37	1129	1173	1056	86.5	30.4	159.500	F
2 - Mitchell Way (E)	439	110	526		436	434	726	1.2	0.9	6.923	A
3 - George Curl Way (S)	65	16	750		65	65	253	0.1	0.1	6.437	A
4 - Wide Lane (W)	859	215	368		926	977	525	41.3	8.3	64.640	F

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

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	4.82	0.00	2.68	11.77	12.83
2 - Mitchell Way (E)	0.87	0.00	0.00	2.22	3.05
3 - George Curl Way (S)	0.14	0.00	0.00	0.28	0.68
4 - Wide Lane (W)	3.15	0.00	1.50	6.77	10.30

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	11.12	0.00	6.83	25.43	30.90
2 - Mitchell Way (E)	1.02	0.00	0.00	2.66	3.38
3 - George Curl Way (S)	0.11	0.00	0.00	0.03	0.57
4 - Wide Lane (W)	7.27	0.00	5.50	15.43	22.15

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	59.71	16.70	56.88	94.90	102.60
2 - Mitchell Way (E)	1.78	0.00	0.73	4.41	5.08
3 - George Curl Way (S)	0.21	0.00	0.00	0.52	0.87
4 - Wide Lane (W)	36.09	5.55	32.25	61.65	75.15

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	110.23	57.85	104.83	158.45	166.15
2 - Mitchell Way (E)	1.71	0.00	0.57	4.46	5.54
3 - George Curl Way (S)	0.19	0.00	0.00	0.45	0.80
4 - Wide Lane (W)	62.54	20.70	60.75	96.25	104.75

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	86.55	11.40	84.25	145.30	150.58
2 - Mitchell Way (E)	1.19	0.00	0.02	3.10	4.54
3 - George Curl Way (S)	0.08	0.00	0.00	0.00	0.36
4 - Wide Lane (W)	41.28	1.46	39.75	79.60	93.88

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	30.37	0.17	11.00	70.60	98.30
2 - Mitchell Way (E)	0.92	0.00	0.00	2.26	3.29
3 - George Curl Way (S)	0.13	0.00	0.00	0.21	0.65
4 - Wide Lane (W)	8.30	0.00	2.35	23.20	36.45

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)	Pedestrian demand (Ped/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)	447		827	0.540	445	442	0.0	1.4	9.352	A
			3	1, 3, 4	492		827	0.595	495	486	0.0	1.2	10.005	B
	Exit	1	1	(1, 2, 3, 4)	945	32.37			939	939	0.0	2.1	6.827	A
			2	1	958				958	947	0.0	0.7	2.207	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	112		929	0.120	112	112	0.0	0.2	4.588	A
			2	1, 2, (4)	316		929	0.341	320	321	0.0	0.7	7.119	A
	Exit	1	1		628				628	633	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	51		666	0.076	50	53	0.0	0.1	5.566	A
			2	(1), 2, 3	12		666	0.018	12	13	0.0	0.0	5.096	A
	Exit	1	1		219				219	221	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	612		870	0.704	611	602	0.0	2.8	15.161	C
			2	2, 3, 4	231		870	0.266	229	235	0.0	0.4	5.720	A
	Exit	1	1		468				468	461	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	525		811	0.648	526	523	1.4	1.6	10.936	B
			3	1, 3, 4	580		811	0.716	585	578	1.2	1.8	11.473	B
		2	1	(1, 2, 3, 4)	1122	38.66			1105	1104	2.1	7.6	18.724	C
	Exit	1	1		1138	38.66			1134	1125	0.7	1.3	3.172	A
			2	1	1134				1134	1125	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	134		914	0.147	133	136	0.2	0.2	5.080	A
			2	1, 2, (4)	387		914	0.423	383	384	0.7	0.8	8.553	A
	Exit	1	1		755				755	754	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	59		636	0.092	58	60	0.1	0.1	6.071	A
			2	(1), 2, 3	15		636	0.024	16	16	0.0	0.0	5.745	A
	Exit	1	1		264				264	257	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	720		846	0.851	722	710	2.8	6.8	29.197	D
			2	2, 3, 4	277		846	0.327	279	281	0.4	0.5	6.373	A
	Exit	1	1		546				546	550	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	557		789	0.706	561	563	1.6	2.0	12.167	B
			3	1, 3, 4	619		789	0.784	615	623	1.8	2.3	13.035	B
		2	1	(1, 2, 3, 4)	1384	47.34			1175	1189	7.6	55.5	97.720	F
	Exit	1	1		1297	47.34			1299	1287	1.3	2.4	5.397	A
			2	1	1299				1299	1287	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	176		903	0.194	175	169	0.2	0.3	5.452	A
			2	1, 2, (4)	470		903	0.520	475	469	0.8	1.5	11.682	B
	Exit	1	1		842				842	839	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	78		591	0.131	77	75	0.1	0.2	7.142	A
			2	(1), 2, 3	17		591	0.028	16	18	0.0	0.0	6.270	A
	Exit	1	1		284				284	288	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	883		811	1.088	776	777	6.8	35.4	103.149	F
			2	2, 3, 4	348		811	0.428	349	344	0.5	0.7	7.687	A
	Exit	1	1		622				622	620	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	579		790	0.733	578	570	2.0	2.3	12.491	B
			3	1, 3, 4	616		790	0.780	615	619	2.3	2.5	13.476	B
		2	1	(1, 2, 3, 4)	1407	47.34			1196	1192	55.5	105.5	243.672	F
	Exit	1	1		1313	47.34			1315	1308	2.4	1.9	5.534	A
		2	1		1315				1315	1308	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	165		895	0.184	165	169	0.3	0.2	5.233	A
			2	1, 2, (4)	486		895	0.543	489	482	1.5	1.5	13.385	B
	Exit	1	1		856				856	845	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	73		587	0.124	73	73	0.2	0.2	7.187	A
			2	(1), 2, 3	19		587	0.033	20	19	0.0	0.0	6.689	A
	Exit	1	1		293				293	290	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	882		807	1.093	779	779	35.4	61.9	228.946	F
			2	2, 3, 4	341		807	0.422	344	341	0.7	0.7	8.018	A
	Exit	1	1		601				601	612	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	587		815	0.720	585	585	2.3	2.1	11.888	B
			3	1, 3, 4	666		815	0.818	664	651	2.5	2.4	13.097	B
		2	1	(1, 2, 3, 4)	1141	38.66			1253	1235	105.5	82.1	279.300	F
	Exit	1	1		1236	38.66			1240	1238	1.9	1.1	4.276	A
		2	1		1240				1240	1238	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	137		869	0.158	136	137	0.2	0.2	5.179	A
			2	1, 2, (4)	380		869	0.437	382	386	1.5	1.0	9.873	A
	Exit	1	1		797				797	806	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	63		606	0.104	64	64	0.2	0.1	7.175	A
			2	(1), 2, 3	16		606	0.027	17	16	0.0	0.0	6.163	A
	Exit	1	1		283				283	281	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	726		845	0.859	816	810	61.9	40.7	230.009	F
			2	2, 3, 4	268		845	0.318	266	277	0.7	0.5	6.572	A
	Exit	1	1		614				614	604	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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		827	0.652	540	559	2.1	1.8	11.490	B
			3	1, 3, 4	588		827	0.711	589	614	2.4	1.9	12.441	B
		2	1	(1, 2, 3, 4)	944	32.37			1126	1170	82.1	26.7	147.263	F
	Exit	1	1		1053	32.37			1056	1097	1.1	0.6	2.948	A
		2	1		1056				1056	1097	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	112		894	0.125	110	114	0.2	0.3	5.243	A
			2	1, 2, (4)	327		894	0.366	327	320	1.0	0.6	7.586	A
	Exit	1	1		726				726	742	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	51		646	0.080	51	53	0.1	0.1	6.474	A
			2	(1), 2, 3	13		646	0.021	14	13	0.0	0.0	6.281	A
	Exit	1	1		253				253	265	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	628		866	0.725	696	745	40.7	7.8	87.594	F
			2	2, 3, 4	231		866	0.267	231	232	0.5	0.5	5.786	A
	Exit	1	1		525				525	548	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	1.42	0.00	0.48	3.36	3.76
			3	1.25	0.00	0.33	4.00	4.00
		2	1	2.14	0.00	0.00	6.72	9.08
	Exit	1	1	0.72	0.00	0.00	2.58	4.08
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.16	0.00	0.00	0.23	0.72
			2	0.70	0.00	0.00	1.94	2.83
	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	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	2.76	0.00	0.94	5.83	10.30
			2	0.39	0.00	0.00	0.92	2.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:00 - 08:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	2	1.63	0.00	0.71	3.57	3.81
			3	1.84	0.00	0.85	4.00	4.00
		2	1	7.65	0.00	1.70	21.30	26.05
	Exit	1	1	1.28	0.00	0.00	4.43	7.04
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.24	0.00	0.00	0.55	1.54
			2	0.78	0.00	0.00	2.05	2.86
	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	0.36
			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	6.78	0.00	4.63	15.15	21.58
			2	0.48	0.00	0.00	1.08	2.38
	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	1.97	0.00	1.23	3.75	3.93
			3	2.28	0.00	2.13	3.79	3.92
		2	1	55.46	14.85	53.17	91.60	98.60
	Exit	1	1	2.35	0.00	0.00	6.86	8.23
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.27	0.00	0.00	0.68	0.95
			2	1.53	0.00	0.38	4.22	5.05
	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	0.36	0.76
			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	35.37	5.85	32.17	61.43	75.15
			2	0.72	0.00	0.00	1.93	2.83
	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	2.27	0.00	1.95	3.83	5.00
			3	2.47	0.00	2.46	3.78	3.90
		2	1	105.48	52.55	99.50	153.60	160.30
	Exit	1	1	1.86	0.00	0.00	6.38	7.38
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.25	0.00	0.00	0.59	0.94
			2	1.46	0.00	0.32	3.58	5.08
	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	0.38	0.73
			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	61.88	20.85	60.50	95.60	104.75
			2	0.66	0.00	0.00	1.69	2.38
	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	2.05	0.00	1.71	3.70	3.89
			3	2.40	0.00	2.29	3.82	3.95
		2	1	82.09	3.10	79.50	141.15	147.15
	Exit	1	1	1.12	0.00	0.00	3.92	4.83
		2	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	0.93
			2	0.96	0.00	0.00	2.55	3.72
	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	0.36
			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	40.74	0.62	39.50	79.60	93.30
			2	0.54	0.00	0.00	0.94	2.05
	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	1.75	0.00	1.10	3.46	3.76
			3	1.91	0.00	0.97	4.00	4.00
		2	1	26.71	0.00	7.50	62.65	95.45
	Exit	1	1	0.61	0.00	0.00	2.15	3.79
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.29	0.00	0.00	0.74	1.29
			2	0.63	0.00	0.00	1.63	2.29
	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	0.03	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	7.75	0.00	1.63	22.50	36.23
			2	0.55	0.00	0.00	1.43	1.92
	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	Crossings	1 - Wide Lane (N) - Pedestrian crossing	Lane Simulation: Pedestrian crossing properties specify gap between crossing and junction entry as 4.7, but actual storage on lanes is 8.3.
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	86.83	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	DS 2036	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

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

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Wide Lane (N)	[ONEHOUR]	36.00
2 - Mitchell Way (E)		
3 - George Curl Way (S)		
4 - Wide Lane (W)		

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

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (N)	179.59	68.7	127.7	F	1040	1561
2 - Mitchell Way (E)	24.15	6.9	20.7	C	737	1105
3 - George Curl Way (S)	15.45	1.0	3.1	C	174	261
4 - Wide Lane (W)	31.85	7.0	16.6	D	690	1035

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	864	216	190	27.10	867	844	951	0.0	3.4	14.353	B
2 - Mitchell Way (E)	593	148	440		596	600	478	0.0	1.0	7.346	A
3 - George Curl Way (S)	142	36	1011		142	143	42	0.0	0.4	8.008	A
4 - Wide Lane (W)	565	141	566		564	560	697	0.0	1.3	8.125	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1022	256	227	32.36	1010	993	1151	3.4	8.8	25.352	D
2 - Mitchell Way (E)	717	179	516		717	720	565	1.0	2.1	9.810	A
3 - George Curl Way (S)	168	42	1194		169	167	53	0.4	0.5	9.732	A
4 - Wide Lane (W)	681	170	676		684	671	809	1.3	2.0	11.303	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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	311	285	39.64	1128	1116	1402	8.8	42.2	87.196	F
2 - Mitchell Way (E)	901	225	565		895	873	656	2.1	5.7	19.119	C
3 - George Curl Way (S)	208	52	1415		206	203	66	0.5	0.9	13.695	B
4 - Wide Lane (W)	840	210	846		830	814	926	2.0	6.7	23.176	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1235	309	284	39.64	1156	1148	1406	42.2	68.7	179.587	F
2 - Mitchell Way (E)	887	222	637		880	884	674	5.7	6.9	24.150	C
3 - George Curl Way (S)	211	53	1470		213	212	63	0.9	1.0	15.446	C
4 - Wide Lane (W)	831	208	839		830	827	936	6.7	7.0	31.848	D

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	1017	254	225	32.36	1116	1140	1144	68.7	38.8	166.330	F
2 - Mitchell Way (E)	718	179	602		715	741	595	6.9	2.7	14.300	B
3 - George Curl Way (S)	167	42	1275		167	170	58	1.0	0.5	11.470	B
4 - Wide Lane (W)	668	167	682		675	692	875	7.0	2.0	15.797	C

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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)	858	215	190	27.10	907	980	960	38.8	7.4	58.908	F
2 - Mitchell Way (E)	604	151	505		603	610	495	2.7	1.3	8.068	A
3 - George Curl Way (S)	145	36	1075		145	144	46	0.5	0.3	8.698	A
4 - Wide Lane (W)	556	139	576		558	571	714	2.0	1.1	8.490	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)	3.38	0.00	1.83	7.34	9.78
2 - Mitchell Way (E)	0.98	0.00	0.07	2.41	3.09
3 - George Curl Way (S)	0.38	0.00	0.00	0.91	1.45
4 - Wide Lane (W)	1.27	0.00	0.32	3.13	3.80

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	8.82	0.00	5.81	19.23	25.35
2 - Mitchell Way (E)	2.14	0.00	0.99	4.39	5.68
3 - George Curl Way (S)	0.51	0.00	0.00	0.97	1.76
4 - Wide Lane (W)	1.99	0.00	0.82	4.53	5.59

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	42.16	5.65	37.17	75.10	83.84
2 - Mitchell Way (E)	5.66	0.00	3.70	12.93	15.67
3 - George Curl Way (S)	0.92	0.00	0.00	1.97	2.93
4 - Wide Lane (W)	6.72	0.00	4.73	14.14	16.35

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	68.66	11.65	69.75	110.70	127.70
2 - Mitchell Way (E)	6.90	0.00	3.58	16.93	20.70
3 - George Curl Way (S)	0.97	0.00	0.03	2.17	3.12
4 - Wide Lane (W)	6.97	0.00	4.82	14.23	16.59

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	38.83	1.33	33.67	90.70	100.40
2 - Mitchell Way (E)	2.67	0.00	1.12	6.53	8.59
3 - George Curl Way (S)	0.50	0.00	0.00	1.14	1.86
4 - Wide Lane (W)	2.01	0.00	0.91	3.88	5.18

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	7.40	0.00	2.63	19.85	30.35
2 - Mitchell Way (E)	1.34	0.00	0.32	3.28	4.48
3 - George Curl Way (S)	0.32	0.00	0.00	0.78	1.34
4 - Wide Lane (W)	1.10	0.00	0.19	2.36	3.07

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)	Pedestrian demand (Ped/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		844	0.359	302	300	0.0	0.6	7.693	A
			3	1, 3, 4	562		844	0.666	565	544	0.0	1.6	10.112	B
	Exit	1	1	(1, 2, 3, 4)	864	27.10			865	853	0.0	1.1	5.016	A
			2	1		951			951	949	0.0	0.6	2.025	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	147		924	0.159	148	150	0.0	0.1	4.613	A
			2	1, 2, (4)	446		924	0.482	448	450	0.0	0.8	8.279	A
	Exit	1	1		478				478	475	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	120		568	0.212	119	119	0.0	0.3	8.365	A
			2	(1), 2, 3	22		568	0.039	22	23	0.0	0.0	6.182	A
	Exit	1	1		42				42	43	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	398		800	0.497	397	395	0.0	1.0	9.019	A
			2	2, 3, 4	167		800	0.209	167	165	0.0	0.3	5.963	A
	Exit	1	1		697				697	677	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	357		832	0.429	356	349	0.6	1.0	8.688	A
			3	1, 3, 4	654		832	0.785	654	644	1.6	2.3	12.198	B
		2	1	(1, 2, 3, 4)	1022	32.36			1011	997	1.1	5.6	14.229	B
	Exit	1	1		1151	32.36			1151	1138	0.6	1.0	2.968	A
			2	1	1151				1151	1138	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	180		898	0.200	179	179	0.1	0.2	5.336	A
			2	1, 2, (4)	537		898	0.598	537	541	0.8	1.9	11.331	B
	Exit	1	1		565				565	556	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	141		513	0.275	141	140	0.3	0.4	10.144	B
			2	(1), 2, 3	27		513	0.053	27	26	0.0	0.1	7.536	A
	Exit	1	1		53				53	53	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	481		764	0.629	484	473	1.0	1.7	13.322	B
			2	2, 3, 4	200		764	0.261	200	198	0.3	0.3	6.432	A
	Exit	1	1		809				809	802	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	395		814	0.486	394	392	1.0	1.1	9.664	A
			3	1, 3, 4	731		814	0.898	733	725	2.3	2.9	14.174	B
		2	1	(1, 2, 3, 4)	1246	39.64			1126	1119	5.6	38.2	74.472	F
	Exit	1	1		1411	39.64			1402	1371	1.0	3.2	5.971	A
			2	1	1402				1402	1371	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	223		881	0.253	222	220	0.2	0.3	5.813	A
			2	1, 2, (4)	679		881	0.771	673	653	1.9	5.3	23.655	C
	Exit	1	1		656				656	645	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	174		447	0.389	172	169	0.4	0.8	14.618	B
			2	(1), 2, 3	34		447	0.077	34	34	0.1	0.1	9.146	A
	Exit	1	1		66				66	65	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	587		708	0.829	577	569	1.7	6.1	29.541	D
			2	2, 3, 4	254		708	0.358	253	245	0.3	0.6	7.922	A
	Exit	1	1		926				926	916	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	415		814	0.509	414	408	1.1	1.2	10.036	B
			3	1, 3, 4	743		814	0.912	742	740	2.9	3.0	14.579	B
		2	1	(1, 2, 3, 4)	1235	39.64			1158	1149	38.2	64.5	166.445	F
	Exit	1	1		1406	39.64			1406	1411	3.2	2.6	6.627	A
		2	1		1406				1406	1411	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	222		856	0.260	222	222	0.3	0.4	5.940	A
			2	1, 2, (4)	665		856	0.776	657	662	5.3	6.5	30.383	D
	Exit	1	1		674				674	663	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	174		430	0.405	175	176	0.8	0.9	16.630	C
			2	(1), 2, 3	37		430	0.086	37	36	0.1	0.1	9.680	A
	Exit	1	1		63				63	63	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	579		710	0.815	579	580	6.1	6.3	41.904	E
			2	2, 3, 4	252		710	0.355	251	247	0.6	0.6	8.180	A
	Exit	1	1		936				936	936	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	388		833	0.466	389	402	1.2	1.1	9.740	A
			3	1, 3, 4	730		833	0.876	727	737	3.0	3.0	14.362	B
		2	1	(1, 2, 3, 4)	1017	32.36			1117	1139	64.5	34.8	153.427	F
	Exit	1	1		1145	32.36			1144	1196	2.6	1.0	3.801	A
		2	1		1144				1144	1196	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	179		868	0.206	179	179	0.4	0.3	5.408	A
			2	1, 2, (4)	539		868	0.621	536	562	6.5	2.4	17.293	C
	Exit	1	1		595				595	611	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	140		489	0.286	140	141	0.9	0.4	12.055	B
			2	(1), 2, 3	27		489	0.056	27	29	0.1	0.1	8.647	A
	Exit	1	1		58				58	58	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	473		762	0.620	478	494	6.3	1.6	19.591	C
			2	2, 3, 4	196		762	0.257	196	198	0.6	0.4	6.663	A
	Exit	1	1		875				875	885	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/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)	323		844	0.382	321	343	1.1	1.0	8.630	A
			3	1, 3, 4	583		844	0.692	586	636	3.0	1.8	12.301	B
		2	1	(1, 2, 3, 4)	858	27.10			906	974	34.8	4.7	47.907	E
	Exit	1	1		959	27.10			960	978	1.0	0.3	1.986	A
		2	1		960				960	978	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	150		902	0.167	150	152	0.3	0.2	5.051	A
			2	1, 2, (4)	453		902	0.503	453	458	2.4	1.1	9.109	A
	Exit	1	1		495				495	517	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	122		549	0.223	123	121	0.4	0.3	9.051	A
			2	(1), 2, 3	23		549	0.041	22	23	0.1	0.1	6.827	A
	Exit	1	1		46				46	53	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	389		797	0.489	393	404	1.6	0.8	9.578	A
			2	2, 3, 4	167		797	0.209	165	167	0.4	0.3	5.873	A
	Exit	1	1		714				714	759	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	0.64	0.00	0.00	1.69	4.00
			3	1.61	0.00	0.84	4.00	4.00
		2	1	1.13	0.00	0.00	3.62	5.68
	Exit	1	1	0.55	0.00	0.00	1.96	3.27
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.14	0.00	0.00	0.00	0.71
			2	0.84	0.00	0.00	2.06	2.85
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.35	0.00	0.00	0.82	1.26
			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	0.99	0.00	0.00	2.90	3.67
			2	0.27	0.00	0.00	0.68	0.95
	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	0.95	0.00	0.00	2.59	3.42
			3	2.27	0.00	1.85	4.00	4.00
		2	1	5.60	0.00	2.23	15.90	21.57
	Exit	1	1	0.95	0.00	0.00	3.43	5.18
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.24	0.00	0.00	0.60	0.91
			2	1.90	0.00	0.74	3.86	5.35
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.45	0.00	0.00	0.90	1.54
			2	0.07	0.00	0.00	0.00	0.24
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	1.69	0.00	0.47	3.90	5.23
			2	0.30	0.00	0.00	0.76	1.15
	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	1.06	0.00	0.00	3.06	3.78
			3	2.88	0.00	3.06	3.83	3.93
		2	1	38.21	2.33	33.25	71.10	79.84
	Exit	1	1	3.18	0.00	1.69	7.67	9.00
		2	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	1.42
			2	5.32	0.00	3.05	11.78	15.67
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.84	0.00	0.00	1.94	2.92
			2	0.08	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	6.14	0.00	4.12	13.23	15.68
			2	0.58	0.00	0.00	1.54	2.27
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:30 - 17:45

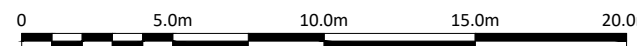
Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	2	1.16	0.00	0.00	3.19	3.62
			3	2.99	0.00	3.12	3.86	3.95
		2	1	64.50	7.33	65.75	104.40	123.35
	Exit	1	1	2.57	0.00	0.00	7.13	7.80
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.43	0.00	0.00	0.98	1.70
			2	6.47	0.00	3.21	15.85	20.35
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.88	0.00	0.00	1.97	2.93
			2	0.09	0.00	0.00	0.00	0.42
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	6.35	0.00	4.25	13.21	16.34
			2	0.62	0.00	0.00	1.58	2.34
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:45 - 18:00

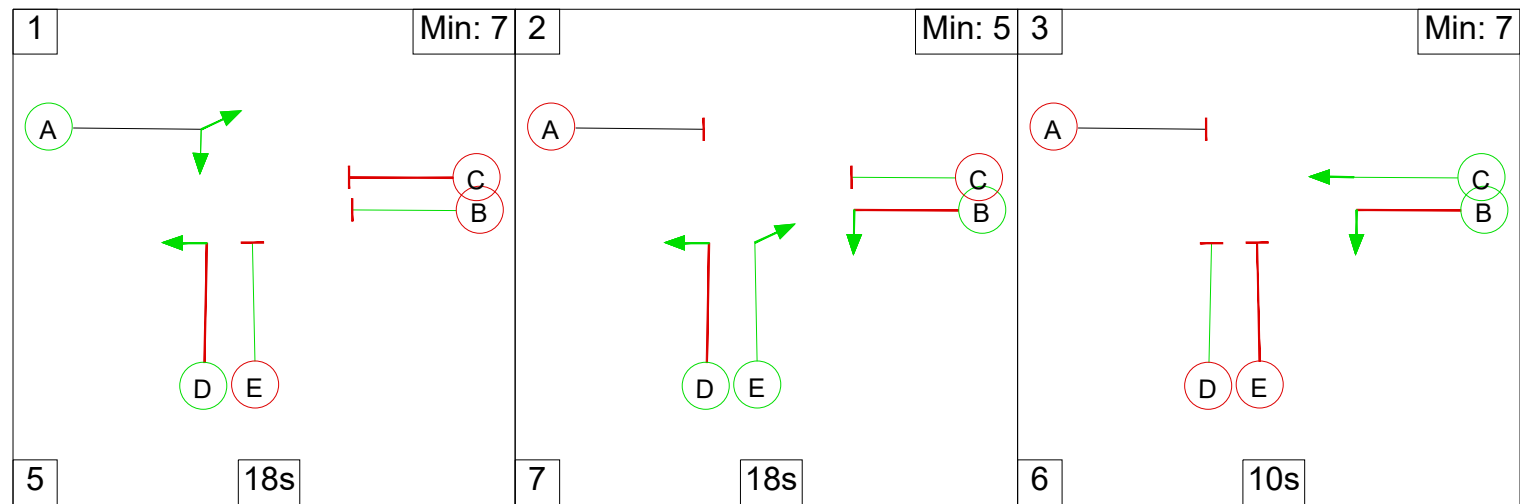
Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	2	1.09	0.00	0.00	2.84	3.53
			3	2.96	0.00	3.17	3.84	3.93
		2	1	34.79	0.00	27.50	82.20	97.10
	Exit	1	1	1.05	0.00	0.00	3.97	4.84
		2	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.31	0.00	0.00	0.73	1.34
			2	2.36	0.00	0.76	6.14	8.45
	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	0.96	1.74
			2	0.09	0.00	0.00	0.00	0.45
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	1.64	0.00	0.50	3.57	4.87
			2	0.37	0.00	0.00	0.83	1.34
	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	0.97	0.00	0.00	2.47	4.00
			3	1.76	0.00	0.95	4.00	4.00
		2	1	4.68	0.00	0.00	13.40	24.70
	Exit	1	1	0.33	0.00	0.00	0.46	2.18
		2	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	0.91
			2	1.14	0.00	0.06	2.89	3.92
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.26	0.00	0.00	0.67	1.29
			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	0.80	0.00	0.00	1.88	2.79
			2	0.30	0.00	0.00	0.73	1.06
	Exit	1	1	0.00	0.00	0.00	0.00	0.00



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Max Legal Articulated Vehicle (16.5m)

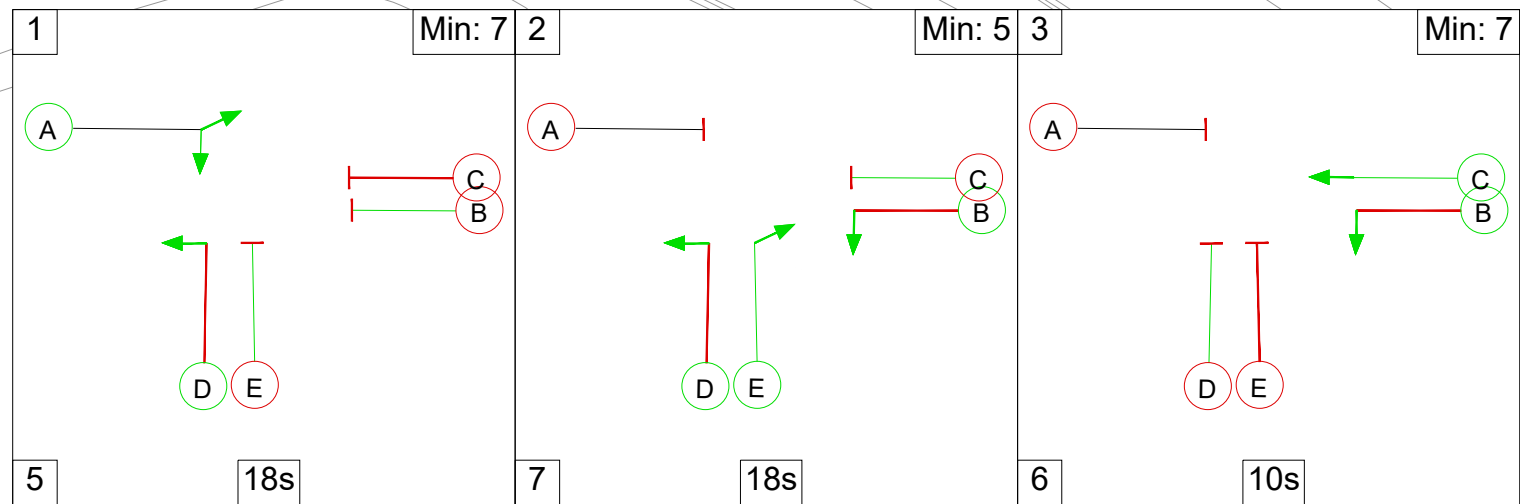
Overall Length	16.500m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.396m
Track Width	2.500m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	6.870m

Hatched Body Envelope

Wheel Tracks

steer

Drawing No.
24733101-STR-HGN-100-SK-D-01204

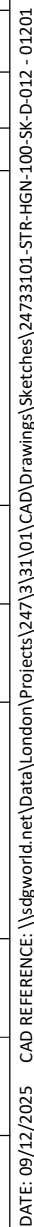


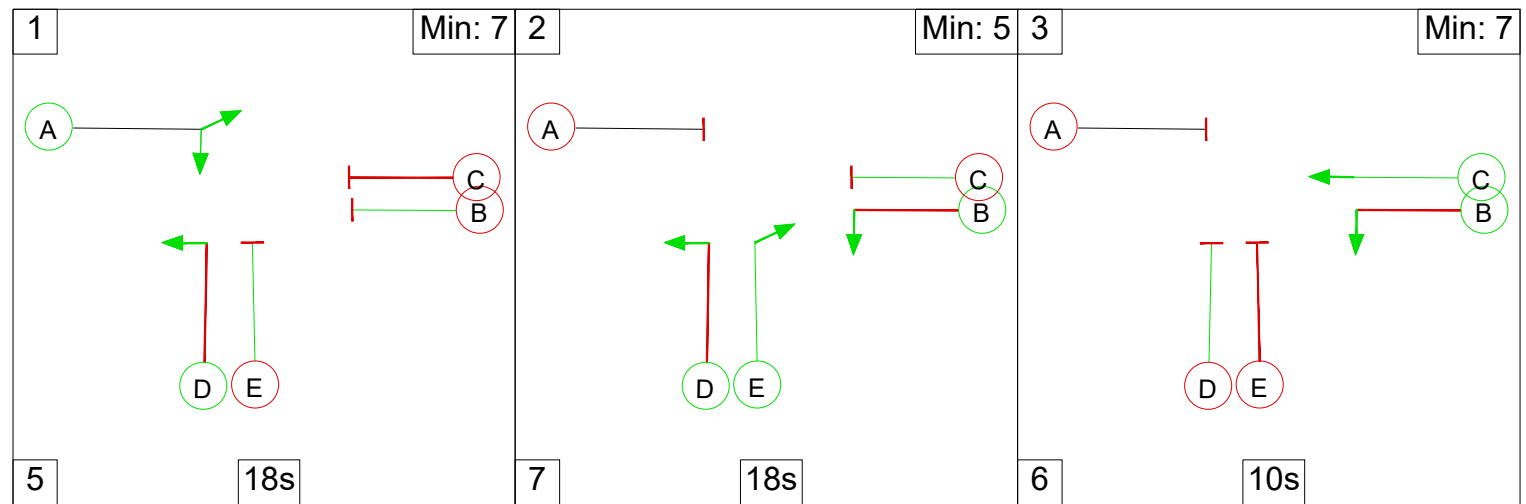
-  EXISTING LAYOUT
(TOPOGRAPHICAL SURVEY/OS BASE)
-  HAMPSHIRE COUNTY COUNCIL
HIGHWAY BOUNDARY
-  PROPOSED KERB
-  PROPOSED EDGING KERB / BACK OF
FOOTWAY
-  PROPOSED WHITE ROAD MARKING
-  PROPOSED TRAFFIC SIGNAL

			
Client:			www.steergroup.com
BLOCWORK (EASTLEIGH) LLP & SIAL			
Project Title:			
NAVIGATOR QUARTER, SOUTHAMPTON			
Drawing Title:			
WIDE LANE ROUNDABOUT PROPOSED JUNCTION MITIGATION OVERVIEW			
Status:			
FIT FOR INFORMATION			
Size:	Scale:	Suitability	Rev.
A1	1:1000	S2	P0
Drawing No.			
24733101-STR-HGN-100-SK-D-01200			

NOTE:
THIS DESIGN IS A HIGH-LEVEL INDICATIVE
CONCEPT DESIGN TO UNDERSTAND THE
OVERALL ALIGNMENT AND LAND
IMPLICATIONS.
NOTE THAT THIS DESIGN IS BASED ON OS
MAPPING IN PLACES, AND HAS THEREFORE
NOT CONSIDERED EXISTING UTILITIES,
CURRENT INFRASTRUCTURE, LIGHTING,
CIVILS, DRAINAGE, TREES/ECOLOGY, OR
THE DETAILED TIE-IN OF EXISTING
ACCESSES/CROSSINGS.







Technical drawing of a vehicle chassis showing dimensions and components. The drawing includes a side view of the chassis with various dimensions and labels.

Dimensions (mm):

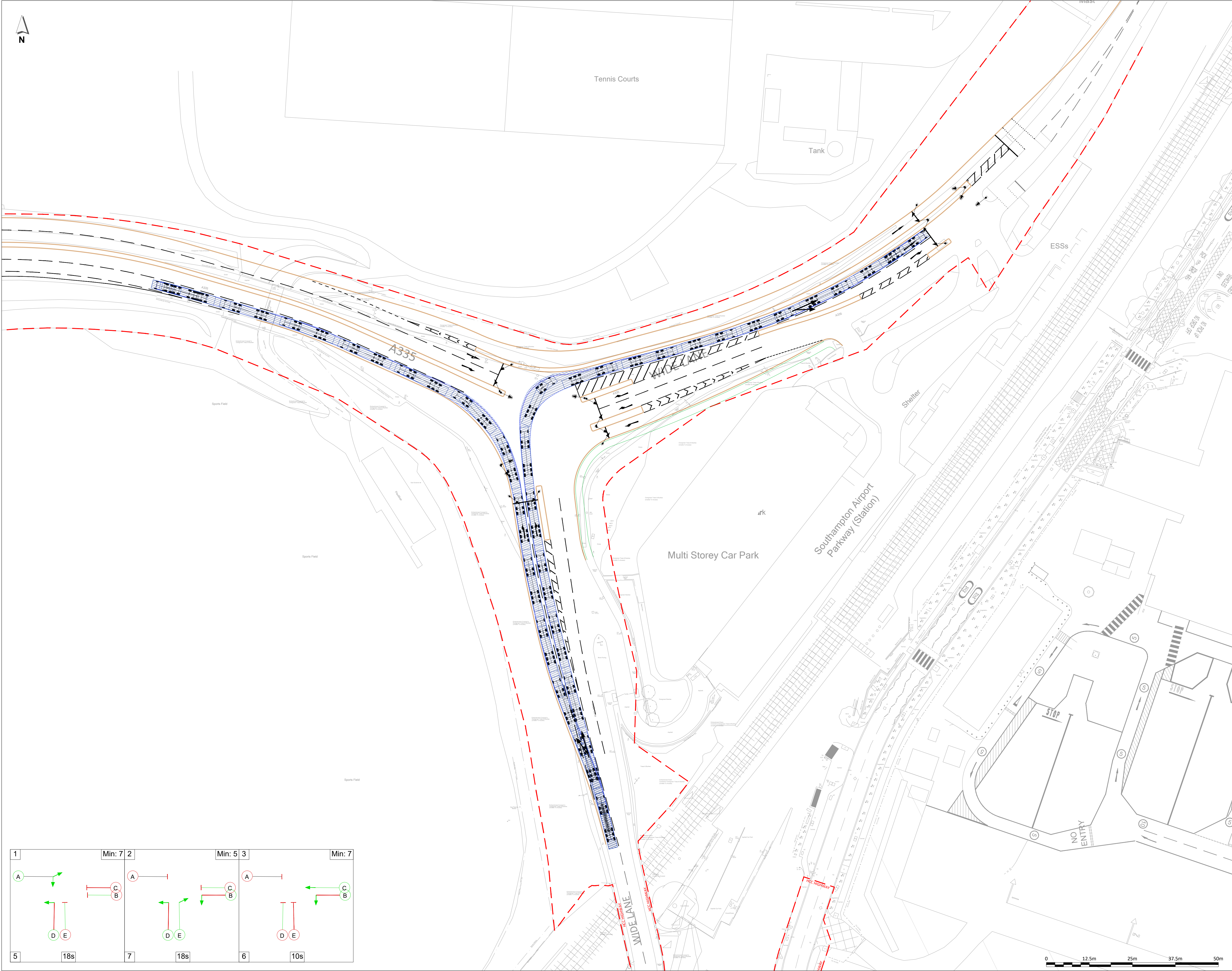
- Overall Length: 16,500
- Overall Width: 2,900
- Overall Body Height: 3,632
- Min Body Ground Clearance: 0,396
- Track Width: 2,500
- Lock to Lock Time: 6:00s
- Kerb to Kerb Turning Radius: 6,870

Labels:

- Max Legal Articulated Vehicle (16.5m)
- Max 30° Horizontal View
- Hatched Body Envelope
- Wheel Tracks

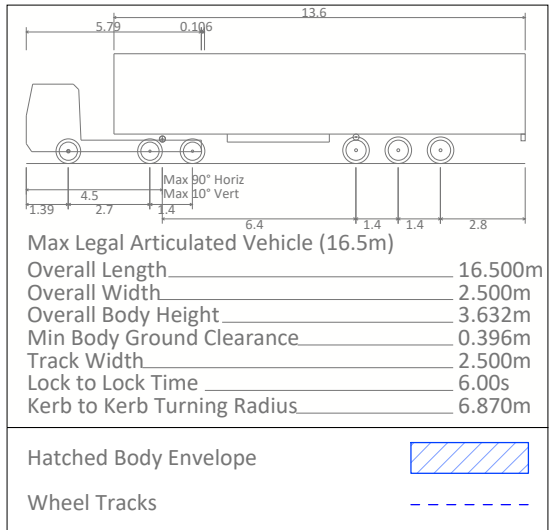
P1	07DEC25	UPDATED BASED ON HCC COMMENTS	CJM	CJM	JWL
P0	28OCT25	ORIGINAL ISSUE	CJM	CJM	JWL
REV	DATE	DESCRIPTION	DES	CHK	APP

Drawing No.
24733101-STR-HGN-100-SK-D-01202



- NOTES:**
- THIS DRAWING IS BASED ON:
TOPOGRAPHIC SURVEYS:
'UTILITY SURVEY', GREENHATCH GROUP DRAWING NO. 42270_T_UG REV0 DATED DEC 2021, PROVIDED BY MSA on 24 OCT 2024.
'Widelane-Track Topo-survey SURV001', PROVIDED BY BLOC GROUP ON 22 NOV 2024.
'SPITFIRE ROUNDABOUT SOUTHAMPTON', BRUNEL SURVEYS LTD DRAWING NO. 17972-200-01 DATED JUNE 2017, PROVIDED BY BLOC GROUP ON 22 NOV 2024.
OS BASE MAPPING:
EMPASITE DRAWING NO.
OS_MasterMap_Topography_Layer_1068056_1345409_OS_Mastermap, OS LICENCE NO. AC0000808122, PROVIDED BY EMAPSITE ON 04 DEC 2025.
HCC HIGHWAY BOUNDARY DRAWING:
DRAWING NO. 21754829 03, PROVIDED BY BLOC GROUP ON 28 OCT 2024.
DO NOT SCALE FROM THIS DRAWING. IF IN DOUBT REFER TO THE PROJECT MANAGER FOR CLARIFICATION.
 -

- KEY:**
- EXISTING LAYOUT (TOPOGRAPHICAL SURVEY/OS BASE)
 - HAMPSHIRE COUNTY COUNCIL HIGHWAY BOUNDARY
 - PROPOSED KERB
 - PROPOSED EDGING KERB / BACK OF FOOTWAY
 - PROPOSED WHITE ROAD MARKING
 - PROPOSED TRAFFIC SIGNAL



P1	07DEC25	UPDATED BASED ON HCC COMMENTS	CJM	CJM	JWL
P0	28OCT25	ORIGINAL ISSUE	CJM	CJM	JWL
REV	DATE	DESCRIPTION	DES	CHK	APP

steer

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Client:
BLOCWORK (EASTLEIGH) LLP & SIAL

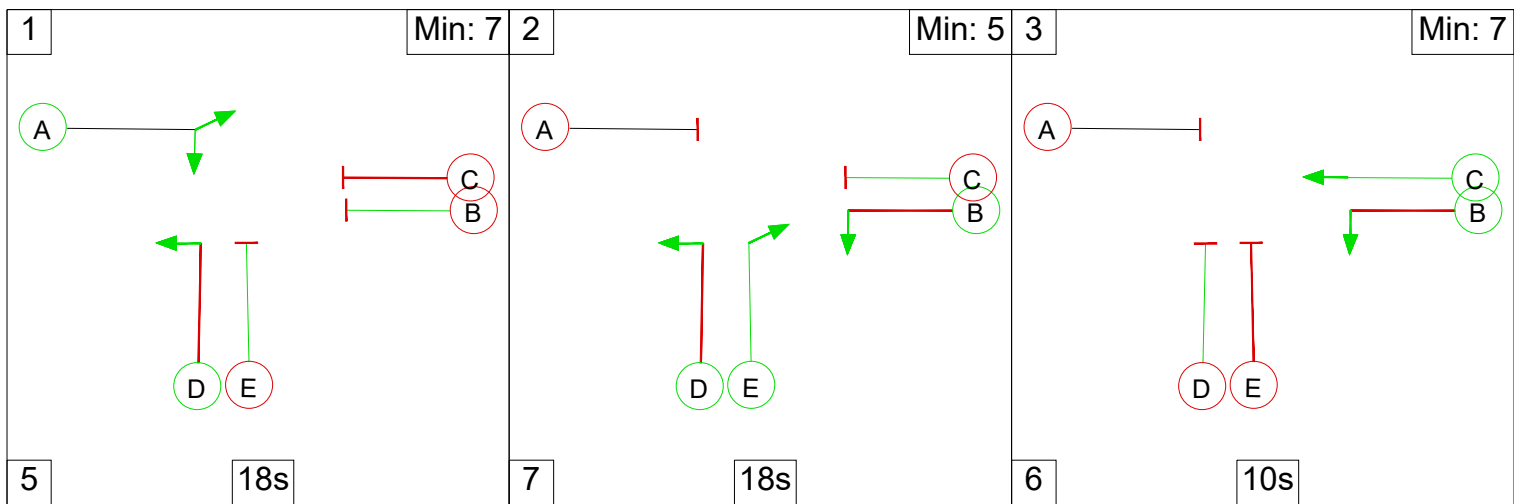
Project Title:
NAVIGATOR QUARTER, SOUTHAMPTON

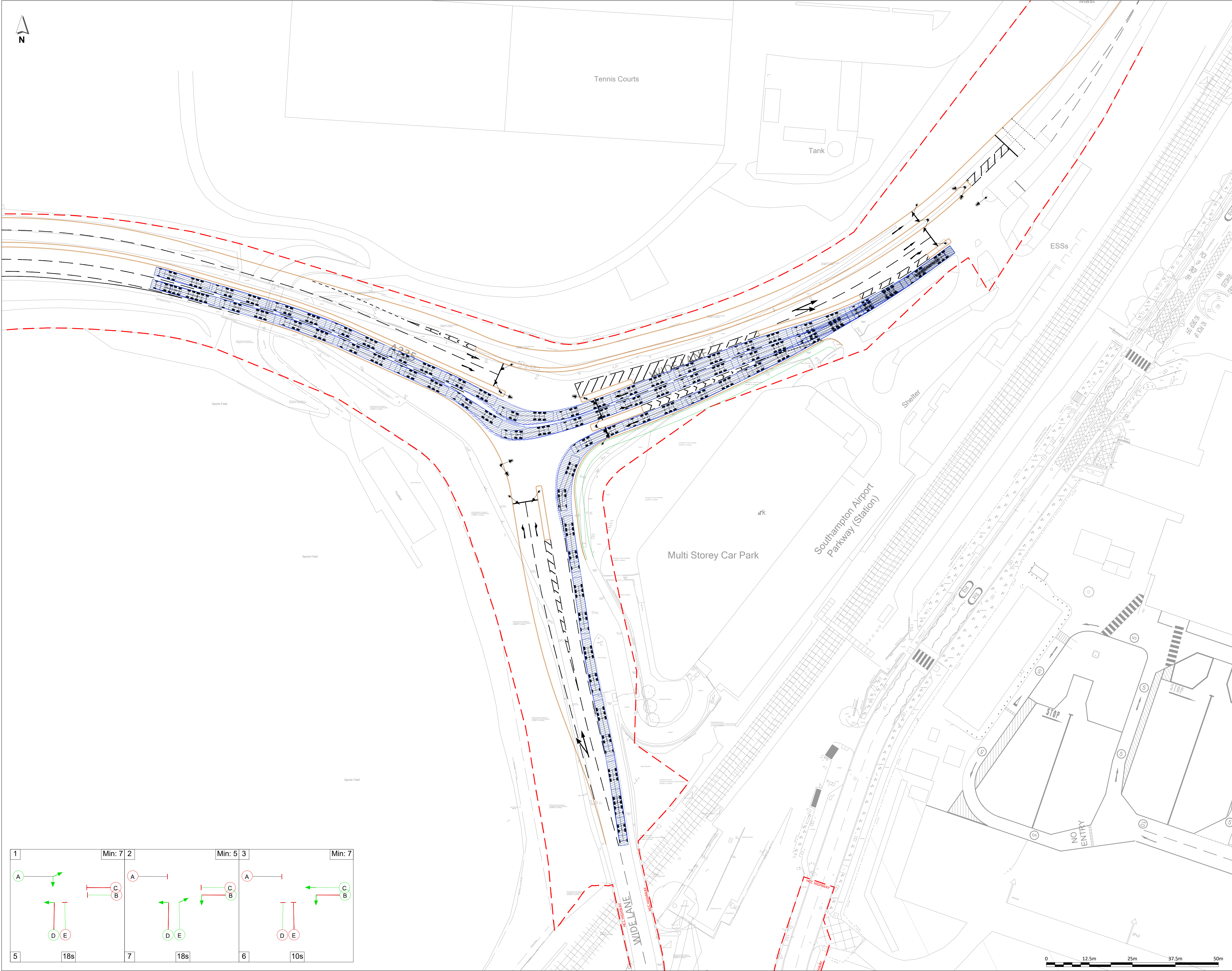
Drawing Title:
**WIDE LANE ROUNDABOUT
PROPOSED JUNCTION MITIGATION
SWEEP PATH ANALYSIS
SHEET 2**

Status:
FIT FOR INFORMATION

Size:	Scale:	Suitability	Rev.
A1	1:500	S2	P1

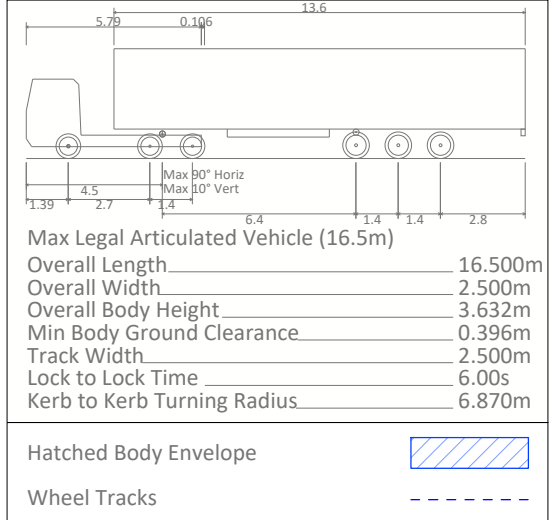
Drawing No.
24733101-STR-HGN-100-SK-D-01203





- NOTES:**
- THIS DRAWING IS BASED ON:
TOPOGRAPHIC SURVEYS:
'UTILITY SURVEY', GREENHATCH GROUP DRAWING NO. 42270_T_UG REV0 DATED DEC 2021, PROVIDED BY MSA on 24 OCT 2024.
'Widelane-Track Topo-survey SURV001', PROVIDED BY BLOC GROUP ON 22 NOV 2024.
'SPITFIRE ROUNDABOUT SOUTHAMPTON', BRUNEL SURVEYS LTD DRAWING NO. 17972-200-01 DATED JUNE 2017, PROVIDED BY BLOC GROUP ON 22 NOV 2024.
OS BASE MAPPING:
EMPASITE DRAWING NO.
OS_MasterMap_Topography_Layer_1068056_1345409_OS_Mastermap, OS LICENCE NO. AC0000808122, PROVIDED BY EMAPSITE ON 04 DEC 2025.
HCC HIGHWAY BOUNDARY DRAWING:
DRAWING NO. 21754829 03, PROVIDED BY BLOC GROUP ON 28 OCT 2024.
DO NOT SCALE FROM THIS DRAWING. IF IN DOUBT REFER TO THE PROJECT MANAGER FOR CLARIFICATION.
 -

- KEY:**
- EXISTING LAYOUT (TOPOGRAPHICAL SURVEY/OS BASE)
 - HAMPSHIRE COUNTY COUNCIL HIGHWAY BOUNDARY
 - PROPOSED KERB
 - PROPOSED EDGING KERB / BACK OF FOOTWAY
 - PROPOSED WHITE ROAD MARKING
 - PROPOSED TRAFFIC SIGNAL



P1	07DEC25	UPDATED BASED ON HCC COMMENTS	CJM	CJM	JWL
P0	28OCT25	ORIGINAL ISSUE	CJM	CJM	JWL
REV	DATE	DESCRIPTION	DES	CHK	APP

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Client:
BLOCWORK (EASTLEIGH) LLP & SIAL

Project Title:
NAVIGATOR QUARTER, SOUTHAMPTON

Drawing Title:
**WIDE LANE ROUNDABOUT
PROPOSED JUNCTION MITIGATION
SWEEP PATH ANALYSIS
SHEET 3**

Status:
FIT FOR INFORMATION

Size:	Scale:	Suitability	Rev.
A1	1:500	S2	P1

Drawing No.
24733101-STR-HGN-100-SK-D-01204

